

APPENDIX F:
TRAFFIC STUDY



TJKM
Transportation
Consultants



Vision That Moves Your Community

Final Report

Traffic Study of Updated Housing Element

In the City of Menlo Park

March 15, 2013

Pleasanton
Fresno
Sacramento
Santa Rosa





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Introduction and Summary

Introduction

This report presents the results of a traffic analysis for the proposed update of the Menlo Park Housing Element. A primary component of housing element updates is the need to plan for and accommodate housing to meet the identified regional housing need. This planning effort explores potential circulation level of service conditions resulting from land-use changes and identifies infrastructure improvements needed to support the land-use changes identified during this process. TJKM has provided technical support for the General Plan consistency update, the Housing Element (HE) update, the environmental assessment (EA), and the goals and policies which are a critical component of the housing element in that they establish the basis of the City's approach to providing adequate and diverse housing for all members of the community. As part of this study, the Circulation Element of the Menlo Park General Plan is being updated with any changes to land use resulting from the identification and rezoning of sites for higher density housing. The goals, policies, and implementation programs of the Circulation Element that relates to the Housing Element changes are being recommended to be updated.

The transportation section of the EA will summarize this traffic impact study for the proposed Housing Element Update of the General Plan. This study includes an analysis of the program level impacts and mitigation measures associated with the Housing Element. The future baseline traffic volumes have been developed from output of the San Mateo County travel demand model (C/CAG Model), as the 2035 Base scenario. The travel demand associated with the alternatives studied have been obtained from the C/CAG Model based upon the anticipated future land uses that have been developed resulting from the land use controls under those options.

The project that is the subject of this traffic study analyzes a total of 1,316 units consisting of 900 additional multi-family units, 118 infill units in the downtown area and 298 second units.

The project study area is shown in Figure 1.

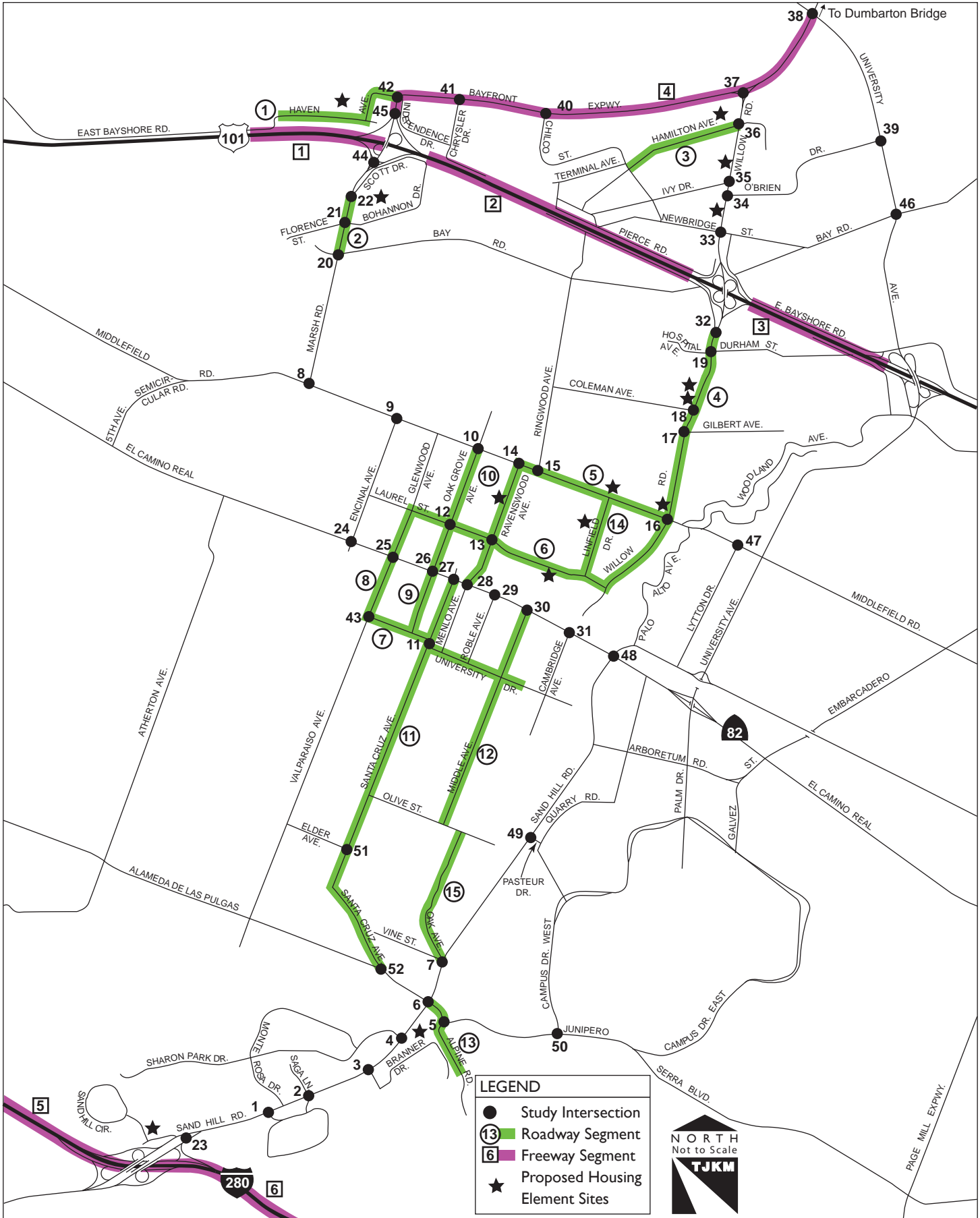
Summary

The findings in this study are summarized as below:

- Under Existing Conditions, all study intersections operate within acceptable standards, with the exception of three intersections.
- Under Near-Term Conditions, all study intersections operate within acceptable standards, with the exception of eight intersections.
- Under Near-Term plus Project Conditions
 - All study intersections operate within acceptable level of service standards, with the exception of ten intersections;
 - Eight intersections have potentially significant impacts with the addition of project trips to the Near-Term Condition during the A.M. or P.M. peak hours. Mitigation measures are recommended but five of these impacts remain significant and unavoidable;
 - Twelve roadway segments and one freeway segment have potentially significant impacts with the addition of project trips to the Near-Term Condition during the A.M. or P.M. peak hours. Mitigation measures are recommended; all impacts remain significant and unavoidable.
- Under Cumulative Conditions, twenty nine intersections operate under unacceptable level of service standards.
- Under Cumulative plus Project Conditions
 - Thirty five intersections operate under unacceptable level of service standards
 - Twenty four intersections have potentially significant impacts with the addition of project trips to Cumulative Conditions during the A.M. or P.M. peak hour. Mitigation measures are recommended; all but two impacts remain significant and unavoidable.
 - Fourteen roadway segments and one freeway segment have potentially significant impacts with the addition of project trips to Cumulative Conditions during the A.M. or P.M. peak hours. Mitigation measures are recommended; all impacts remain significant and unavoidable.

City of Menlo Park - Housing Element Vicinity Map

Figure
1



Applicable Plans and Regulations

Regulatory Setting

Several agencies listed below have policies applying to the City of Menlo Park:

California Department of Transportation (Caltrans)

The Caltrans has authority over the State highway system, including freeways, arterial State routes and interchanges. Caltrans approves the planning, design, and construction of improvements for all State-controlled facilities including I-280, U.S. Route 101, SR 82 (El Camino Real), and the associated interchanges for these facilities located in Menlo Park. Caltrans targets to maintain LOS C/D on all state highway facilities.

Complete Streets

Caltrans issued a Deputy Directive noting that Caltrans develops integrated multimodal projects in balance with community goals, plans, and values, to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System. This is facilitated by creating “complete streets”, a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

Metropolitan Transportation Commission (MTC)

The MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, which was created in 1970. Through the years, the MTC’s scope has grown, and it is now three agencies in one, functioning as MTC as well as the Bay Area Toll Authority (BATA) and the Service Authority for Freeways and Expressways (SAFE). MTC functions as both the regional transportation planning agency and the region’s metropolitan planning organization (MPO). It is responsible for regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities. Over the years, state and federal laws have given MTC an increasingly important role in financing Bay Area transportation improvements.

San Mateo City/County Association of Governments (C/CAG)

Congestion Management Program

The C/CAG, as the Congestion Management Agency (CMA) of San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis, to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and to promote countywide solutions. The CMP is required to be consistent with the MTC planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program (RTIP). The 2011 CMP, which is developed to be consistent with MTC’s Transportation 2035 Plan, provides updated program information and performance monitoring results for the CMP roadway system.

The CMP roadway system is comprised of 53 roadway segments and 16 intersections, including all of the State highways within the County in addition to Mission Street, Geneva Avenue, and Bayshore Boulevard. The intersections are located mostly along El Camino Real. C/CAG is also

required to establish Level of service standards for the CMP roadway system. The LOS standards for the roadway segments and intersections within the City of Menlo Park are described as below:

- Bayfront Expressway (SR 84) between US 101 and Willow Road – LOS D
- Bayfront Expressway (SR 84) between Willow Road and University Avenue – LOS E
- US 101 – LOS F
- US 280 – LOS D
- Intersection of Bayfront Expressway (SR 84) and University Avenue (SR 109) – LOS F
- Intersection of Bayfront Expressway (SR 84) and Willow Road (SR 114) – LOS F
- Intersection of Bayfront Expressway (SR 84) and Marsh Road – LOS F

San Mateo County Comprehensive Bicycle and Pedestrian Plan 2011

The City/County Association of Governments of San Mateo County (C/CAG), with support from the San Mateo County Transportation Authority (SMCTA) have developed the 2011 *San Mateo County Comprehensive Bicycle and Pedestrian Plan* (CBPP) to address the planning, design, funding, and implementation of bicycle and pedestrian projects of countywide significance.

Relevant goals and policies are listed as following:

- **Goal 2:** More People Riding and Walking for Transportation and Recreation

Policy 2.4: Encourage local agencies and transit operators, such as SamTrans, Caltrain and BART, to work cooperatively to promote bicycling and walking to transit by improving access to and through stations and stops, installing bicycle parking and maximizing opportunities for on-board bicycle access.

Policy 2.5: Promote integration of bicycle-related and walking-related services and activities into broader countywide transportation demand management and commute alternatives programs.

Policy 2.6: Serve as a resource to county employers on promotional information and resources related to bicycling and walking.

- **Goal 4:** Complete Streets and Routine Accommodation of Bicyclists and Pedestrians

Policy 4.1: Comply with the complete streets policy requirements of Caltrans and the Metropolitan Transportation Commission concerning safe and convenient access for bicyclists and pedestrians, and assist local implementing agencies in meeting their responsibilities under the policy.

Policy 4.2: For local transportation projects funded by county or regional agencies, encourage that local implementing agencies incorporate —complete streets principles as appropriate; that they provide at least equally safe and convenient alternatives if they result in the degradation of bicycle or pedestrian access; and that they provide temporary accommodations for pedestrians and bicyclists during construction.

Policy 4.5: Encourage local agencies to adopt policies, guidelines, standards and regulations that result in truly bicycle-friendly and pedestrian-friendly land use developments, and provide them technical assistance and support in this area.

Policy 4.6: Discourage local agencies from removing, degrading or blocking access to bicycle and pedestrian facilities without providing a safe and convenient alternative.

Countywide Transportation Plan

The Countywide Transportation Plan was adopted by C/CAG in 2001, to reduce traffic congestion, increase demand for transit, decrease demand for automobile travel, and increase capacity for all modes. The plan also targets to increase the safety, reliability, and convenience of all transportation systems.

City of Menlo Park

City of Menlo Park General Plan

The City of Menlo Park's General Plan, adopted in 1994, provides guidelines for the development of the city's remaining vacant land, for revitalization of existing development, and for development of a transportation system and other public facilities. The relevant goals and policies that the plan documents are listed as following:

- **Goal II-A:** To maintain a circulation system using the Roadway Classification System that will provide for the safe and efficient movement of people and goods throughout Menlo Park for residential and commercial purposes.

Policy II-A-1: Level of Service D (40 seconds average stopped delay per vehicle) or better shall be maintained at all City-controlled signalized intersections during peak hours, except at the intersection of Ravenswood Avenue and Middlefield Road and at intersections along Willow Road from Middlefield Road to US 101.

Policy II-A-2: The City should attempt to achieve and maintain average travel speeds of 14 miles per hour (Level of Service D) or better on El Camino Real and other arterial roadways controlled by the State and at 46 miles per hour (Level of Service D) or better on US 101. The City shall work with Caltrans to achieve and maintain average travel speeds and intersection level of service consistent with standards established by the San Mateo County Congestion Management Plan.

Policy II-A-3: The City shall work with Caltrans to ensure that average stopped delay on local approaches to State-controlled signalized intersections does not exceed Level of Service E (60 seconds per vehicle).

Policy II-A-4: New development shall be restricted or required to implement mitigation measures in order to maintain the levels of service and travel speeds specified in Policies II-A-1 through II-A-3.

Policy II-A-8: New development shall be reviewed for its potential to generate significant traffic volumes on local streets in residential areas and shall be required to mitigate potential significant traffic problem.

Policy II-A-14: The city staff shall work and consult actively with other agencies that have transportation impacts on the city of Menlo Park.

- **Goal II-B:** To promote the use of public transit.

Policy II-B-1: The City shall consider transit modes in the design of transportation improvements and the review and approval of development projects.

Policy II-B-2: As many activities as possible should be located within easy walking distance of transit stops, and transit stops should be convenient and close to as many activities as possible.

Policy II-B-3: The City shall promote improved public transit service and increased transit ridership, especially to office and industrial areas and schools.

Policy II-B-4: The capacity and attractiveness of the commuter railroad service should be increased, and rights-of-ways for future transit service should be protected.

- **Goal II-C:** To promote the use of alternatives to the single occupant automobile.

Policy II-C-1: The City shall work with all Menlo Park employers to encourage the use of alternatives to the single occupant automobile in their commute to work.

Policy II-C-2: The City shall provide information to existing and new Menlo Park employers to assist their employees in identifying potential carpools, transit alternatives and other commute alternatives.

Policy II-C-6: The City shall, to the degree feasible, assist Menlo Park employers in meeting the Average Vehicle Ridership (AVR) targets established by the Bay Area Air Quality Management District.

Policy II-C-7: Commuter shuttle service between the industrial work centers and the Downtown Transportation Center should be maintained and improved, within fiscal constraints. The City shall encourage SamTrans and other agencies to provide funding to support shuttle services.

- **Goal II-D:** To promote the safe use of bicycles as a commute alternative and for recreation.

Policy II-D-2: The City shall, within available funding, work to complete a system of bikeways within Menlo Park.

- **Goal II-E:** To promote walking as a commute alternative and for short trips.

Policy II-E-1: The City shall require all new development to incorporate safe and attractive pedestrian facilities on-site.

Policy II-E-2: The City shall endeavor to maintain safe sidewalks and walkways where existing within the public right-of-way.

Policy II-E-3: Appropriate traffic control shall be provided for pedestrians at intersections.

Policy II-E-4: The City shall incorporate appropriate pedestrian facilities, traffic control, and street lighting within street improvement projects to maintain or improve pedestrian safety.

Policy II-E-5: The City shall support full pedestrian access across all legs of an intersection at all signalized intersection which are City-controlled and at the signalized intersections along El Camino Real.

Transportation Impact Fee (TIF)

The City levies a Transportation Impact Fee (TIF), by establishing the nexus among the trips associated with development projects, their impacts on the transportation system, and the cost to improve the City's impacted transportation system. The detailed TIF study, the current version of which was developed in 2009, establishes the required nexus between anticipated future development in the City of Menlo Park and the need for certain improvements to the local transportation facilities.

The TIF study reviewed the improvement measures on a preliminary level. The adoption of the TIF ordinance does not require the City to construct all of the improvements in the plan. The mix of projects and the details related to each individual project can be modified and prioritized by Council over time. A more detailed design would need to be developed for each improvement measure prior to implementation. Not every mitigation measure may ultimately be feasible, depending on variables such as right-of-way acquisition.

City of Menlo Park Comprehensive Bicycle Development Plan

The 2005 Comprehensive Bicycle Development Plan (Bike Plan) provides a broad vision, strategies, and actions for the improvement of bicycling in the City. The Bike Plan recommends the enhancement of the existing network with the addition of approximately 0.3 miles of new Class I Bike Paths, 3.6 miles of new Class II Bike Lanes, and 16.8 miles of new Class III Bike Routes¹ (see Section B.4 below for a description of bike classifications). Several long-term projects are also identified; including two short Class I connector segments near the Bayfront Expressway and two new bicycle/pedestrian under crossings, including the Caltrain crossing near Middle Avenue.

The plan outlines new educational and promotional programs aimed at bicyclists and motorists. These programs include bicycle parking improvements, multi-modal (transit) support facilities, bicycle safety and education programs for cyclists and motorists, safe routes to schools programs, community and employer outreach programs, continued development of bikeway network maps, and bike-to-work and school day events, among others. The prioritization and budgeting of individual bicycle improvements takes place through City Council approval of the five-year Capital Improvement Program (CIP). This process incorporates public comment.

The goals of the Bike Plan provide the context for the specific policies and actions discussed in the Bike Plan. The goals provide the long-term vision and serve as the foundation of the Bike Plan, while the policies of the Bike Plan provide more specific descriptions of actions to undertake to implement the Bike Plan.

The following are the relevant bicycle-related goals and policies:

- **Goal I:** Expand and Enhance Menlo Park's Bikeway Network.

¹ City of Menlo Park, 2005. *Menlo Park Comprehensive Bicycle Development Plan. Final Report – Traffic Study for the Proposed Update of the Housing Element of the City of Menlo Park*

Policy 1.1: Complete a network of bike lanes, bike routes, and shared use paths that serve all bicycle user groups, including commuting, recreation, and utilitarian trips.

- **Goal 2:** Plan for the Needs of Bicyclists.

Policy 2.1: Accommodate bicyclists and other non-motorized users when planning, designing, and developing transportation improvements.

Policy 2.2: Review capital improvement projects to ensure that needs of bicyclists and other non-motorized users are considered in programming, planning, maintenance, construction, operations, and project development activities.

Policy 2.3: Encourage traffic calming, intersection improvements, or other similar actions that improve safety for bicyclists and other non-motorized users.

Policy 2.4: Require developers to adhere to the design standards identified in this Comprehensive Bicycle Development Plan.

- **Goal 3:** Provide for Regular Maintenance of the Bikeway Network.

Policy 3.3: Develop a program to ensure that bicycle loop detectors are installed at all signalized intersections on the bike network and are tested regularly to ensure they remain functional.

- **Goal 4:** Encourage and Educate Residents, Businesses, and Employers in Menlo Park on Bicycling.

Policy 4.6: Encourage major Menlo Park employers and retailers to provide incentives and support facilities for existing and potential employees and customers that commute by bicycle.

Policy 4.9: Promote bicycling as a healthy transportation alternative.

Sidewalk Master Plan

The Sidewalk Master Plan² identifies segments with no standard walkway or discontinuous walkway facilities; identifies opportunities and constraints for future walkway facilities; recommends changes and additions to existing programs, policies, and municipal codes; and develops prioritization criteria and procedures for installing standard sidewalks.³ The Sidewalk Master Plan identified priority streets as those roadways that provide network connectivity and access to important pedestrian destinations, such as schools, parks, and downtown. The priority streets make up over a third of the roadways under Menlo Park's jurisdiction. As with bicycle improvements, the prioritization and budgeting of individual sidewalk improvements takes place through City Council approval of the five-year CIP which incorporates public comment.

² City of Menlo Park, 2009. *Sidewalk Master Plan*.

³ City of Menlo Park, 2009. *Sidewalk Master Plan*.

Analysis Methodology

Study Intersections

The City staff has identified a list of 52 study intersections that will be included in the level of service (LOS) analysis. These intersections are under the jurisdiction of the City, the vicinity cities or Caltrans. The list of intersections is as shown below and included in Figure 1:

1. Addison Wesley & Sand Hill Road
2. Saga Lane & Sand Hill Road
3. Branner Drive & Sand Hill Road
4. Sharon Park Drive & Sand Hill Road
5. Alpine Road/Santa Cruz Avenue & Junipero Serra Boulevard
6. Santa Cruz Avenue & Sand Hill Road
7. Oak Avenue & Sand Hill Road
8. Middlefield Road & Marsh Road (Atherton)
9. Middlefield Road & Encinal Avenue (Atherton)
10. Middlefield Road & Oak Grove Avenue (Atherton)
11. University Drive (S) & Santa Cruz Avenue
12. Laurel Street & Oak Grove Avenue
13. Laurel Street & Ravenswood Avenue
14. Middlefield Road & Ravenswood Avenue
15. Middlefield Road & Ringwood Avenue
16. Middlefield Road & Willow Road
17. Gilbert Avenue & Willow Road
18. Coleman Avenue & Willow Road
19. Durham Street & Willow Road
20. Bay Road & Marsh Road
21. Bohannon Drive/Florence Street & Marsh Road
22. Scott Drive/Rolison Road & Marsh Road
23. Sand Hill Circle & Sand Hill Road
24. El Camino Real & Encinal Avenue (Caltrans)
25. El Camino Real & Valparaiso Avenue/Glenwood Avenue (Caltrans)
26. El Camino Real & Oak Grove Avenue (Caltrans)
27. El Camino Real & Santa Cruz Avenue (Caltrans)
28. El Camino Real & Ravenswood Avenue/Menlo Avenue(Caltrans)
29. El Camino Real & Roble Avenue (Caltrans)
30. El Camino Real & Middle Avenue (Caltrans)
31. El Camino Real & Cambridge Avenue (Caltrans)
32. Bay Road & Willow Road
33. Newbridge Street & Willow Road (Caltrans)
34. O'Brien Drive & Willow Road (Caltrans)

35. Ivy Drive & Willow Road (Caltrans)
36. Hamilton Avenue & Willow Road (Caltrans)
37. Bayfront Expressway & Willow Road (Caltrans)
38. Bayfront Expressway & University Avenue (Caltrans)
39. O'Brien Drive & University Avenue (Caltrans)
40. Bayfront Expressway & Chilco Street (Caltrans)
41. Bayfront Expressway & Chrysler Drive (Caltrans)
42. Bayfront Expressway & Marsh Road (Caltrans)
43. Valparaiso Avenue & University Avenue
44. US 101 SB Ramps & Marsh Road (Caltrans)
45. US 101 NB Ramps & Marsh Road (Caltrans)
46. University Avenue & Bay Road (Caltrans)
47. Middlefield Road & Lytton Avenue (Palo Alto)
48. El Camino Real & Sand Hill Road (Caltrans)
49. Sand Hill Road & Pasteur Drive (Palo Alto)
50. Campus Drive & Junipero Serra Boulevard (Santa Clara County)
51. Santa Cruz Avenue & Elder Avenue
52. Santa Cruz Avenue & Alameda de las Pulgas (San Mateo County)

Study Roadway Segments

In addition, potential impacts from the housing development for local roadway segments as well as freeway segments were evaluated. The selected study roadway segments and freeway segments are shown below and also included in Figure 1:

Roadway Segments

1. Haven Avenue west of Marsh Road
2. Marsh Road from Bay Road to Scott Drive
3. Hamilton Avenue west of Willow Road
4. Willow Road from Bay Road to Laurel Street
5. Middlefield Road from Willow Road to Ravenswood Avenue
6. Laurel Street from Willow Road to Glenwood Avenue
7. University Drive from Valparaiso Avenue to south of Middle Avenue
8. Valparaiso Avenue from Laurel Street to University Drive
9. Oak Grove Avenue from Middlefield Road to University Drive
10. Ravenswood Avenue/Menlo Avenue from Middlefield Road to El Camino Real
11. Santa Cruz Avenue from El Camino Real to Alameda de las Pulgas
12. Middle Avenue from El Camino Real to Olive Street
13. Alpine Road from Sand Hill Road to south of Junipero Serra Boulevard
14. Linfield Drive from Middlefield Road to Laurel Street
15. Oak Avenue from Sand Hill Road to Olive Street

Freeway Segments

1. US 101 north of Marsh Road
2. US 101 south of Marsh Road
3. US 101 south of Willow Road

4. SR 84 between Marsh Road and University Avenue
5. I-280 north of Sand Hill Road
6. I-280 south of Sand Hill Road

Analysis Scenarios

The following traffic analysis scenarios were addressed in this study:

- *Existing Conditions* – This scenario evaluates existing (2012) traffic volumes and roadway conditions based on existing counts provided by City staff, including AM and PM peak hour turning movement counts for the study intersections, and average daily counts for the study roadway segments.
- *Near-Term 2014 Conditions* – A one percent compound growth per year is assumed for the increase in traffic volume within 2 years. In addition, this scenario adds traffic generated by the pending/approved projects within the City of Menlo Park.
- *Near-Term 2014 plus Proposed Project Conditions* – This scenario adds traffic generated by the proposed housing element projects to the previous scenario.
- *Cumulative 2035 Conditions* – A one percent compound growth per year is assumed for the increase in traffic volume within 23 years. In addition, this scenario adds traffic generated by the pending/approved projects within the City of Menlo Park and the El Camino Real Specific Plan (ECRSP) projects, plus the Stanford University Medical Center (SUMC), a City of Palo Alto project, which consists of a net increase of 854,970 square feet of hospital space and 24,330 square feet of medical office. For the SUMC project, it is only the trips that go through Menlo Park that were considered under this scenario.
- *Cumulative 2035 plus Proposed Project Conditions* – This scenario adds traffic generated by the proposed housing element projects to the previous scenario.

Level of Service Analysis Methodology

Level of service (LOS) is a qualitative description of intersection operations and is reported using an A through F letter rating system to describe travel delay and congestion. LOS A indicates free flow conditions with little or no delay, and LOS F indicates jammed conditions with excessive delays and long back-ups.

Operating conditions at the study intersections were evaluated using the 2000 Highway Capacity Manual (HCM 2000) Operations methodology. Peak hour traffic operational conditions for signalized intersections are reported as average control delay for the overall intersection in seconds per vehicle with corresponding LOS. The LOS methodology is detailed in Appendix A.

Standards of significance

The California Environmental Quality Act (CEQA) has established guidelines for evaluation of project impacts. As listed in Appendix G of CEQA, a project would normally have a significant adverse traffic and circulation impact if it would:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

- Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).
- Provide insufficient parking capacity on-site.
- Substantially increase hazards due to a design feature (e.g.; sharp curves or dangerous intersections) or incompatible uses (e.g.; farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The City of Menlo Park, the City of Palo Alto, the Town of Atherton, the County of San Mateo and the County of Santa Clara each has traffic impact guidelines and standards of significance. The transportation items of the CEQA checklist are addressed through these local, regional and state guidelines. The standards of significance from these agencies are listed as below:

- *Menlo Park intersections on arterial streets*
The addition of project traffic causes an intersection operating at LOS D or better degrade to LOS E or F; or have an increase of 23 seconds or greater in average vehicle delay; or causes an increase of more than 0.8 seconds of average delay to vehicles on the most critical movements for intersections operating at LOS E or F prior to the addition of project traffic.
- *Menlo Park local approaches to State controlled intersections*
The addition of project traffic causes an intersection operating at LOS D or better degrade to LOS E or F; or have an increase of 23 seconds or greater in average vehicle delay; or causes an increase of more than 0.8 seconds of average delay to vehicles on the most critical movements for intersections operating at LOS E or F prior to the addition of project traffic.
- *Menlo Park intersections on collector streets*
The addition of project traffic causes an intersection operating at LOS C or better degrade to LOS D, E or F; or have an increase of 23 seconds or greater in average vehicle delay; or causes an increase of more than 0.8 seconds of average delay to vehicles on the most critical movements for intersections operating at LOS D, E or F prior to the addition of project traffic.
- *Palo Alto intersections*
The addition of project traffic causes an intersection operating at LOS E or better degrade to LOS F; or for intersections currently operating at LOS F causes an increase of more than 4 seconds of average delay to vehicles on the most critical movements, and an increase of more than 0.01 of volume-to-capacity (v/c) ratio.
- *Town of Atherton intersections*
The addition of project traffic causes an intersection operating at LOS D or better degrade to LOS E or F; or causes an intersection operating at LOS E to LOS F; or have an increase of 4 seconds or greater in average vehicle delay for intersections currently operating at LOS F.

- *County of San Mateo Intersections*
No specific level of service standards are available for San Mateo County intersections. This study used the City of Menlo Park standards for intersections under San Mateo County's jurisdiction.
- *County of Santa Clara intersections*
The addition of project traffic causes an intersection operating at LOS F an increase of more than 4 seconds of average delay to vehicles on the most critical movements, and an increase of more than 0.01 of volume-to-capacity (v/c) ratio.
- *Menlo Park minor arterial streets*
If the existing Average Daily Traffic Volume (ADT) is: (1) greater than 18,000 (90% of capacity), and there is a net increase of 100 trips or more in ADT due to project related traffic; (2) the ADT is greater than 10,000 (50% of capacity) but less than 18,000, and the project related traffic increases the ADT by 12.5% or the ADT becomes 18,000 or more; or (3) the ADT is less than 10,000, and the project related traffic increases the ADT by 25%.
- *Menlo Park collector streets*
If the existing ADT is: (1) greater than 9,000 (90% of capacity), and there is a net increase of 50 trips or more in ADT due to project related traffic; (2) the ADT is greater than 5,000 (50% of capacity) but less than 9,000, and the project related traffic increases the ADT by 12.5% or the ADT becomes 9,000 or more; or (3) the ADT is less than 5,000, and the project related traffic increases the ADT by 25%.
- *Menlo Park local streets*
If the existing ADT is: (1) greater than 1,350 (90% of capacity), and there is a net increase of 25 trips or more in ADT due to project related traffic; (2) the ADT is greater than 750 (50% of capacity) but less than 1,350, and the project related traffic increases the ADT by 12.5% or the ADT becomes 1,350; or (3) the ADT is less than 750, and the project related traffic increases the ADT by 25%.
- *San Mateo County Freeway segments*
If the addition of project traffic causes a freeway segment to operate at a LOS that violates the standard adopted in the current San Mateo County CMP; or increases traffic demand by an amount equal to one percent or more of the segment's capacity for a segment violating the CMP LOS prior to the addition of project traffic.

Existing Conditions

Existing Roadway Network

Figure I shows the existing street network serving Menlo Park. The City of Menlo Park General Plan designates a roadway classification system for the existing roadway network within the City of Menlo Park. Such roadway classification system includes Freeway/Expressway, Primary Arterial, Minor Arterial, Collector and Local.

Routes of Regional Significance Roadway Network

The San Mateo County CMP Land Use Analysis Program guidelines require that Routes of Regional Significance to be evaluated in land use impact analysis, to identify potential candidates for the capital improvement program. Within the City of Menlo Park, the following freeways/expressways/state highways are designated as Routes of Regional Significance:

US 101 (Bayshore Freeway) is an eight-lane north-south freeway that runs between Los Angeles, California and Olympia, Washington and is a major regional freeway on the San Francisco Peninsula. It connects Menlo Park with the other cities in San Francisco Peninsula from San Jose to San Francisco. There is one high occupancy vehicle (HOV) lane on both directions within the City of Menlo Park. Two interchanges serve Menlo Park at Willow Road and Marsh Road.

I-280 (Junipero Serra Freeway) is an eight-lane north-south freeway that connects San Jose with San Francisco. There is one high occupancy vehicle (HOV) lane on both directions within the City of Menlo Park. One interchange serves Menlo Park at Sand Hill Road.

Bayfront Expressway (SR 84) is a six-lane east-west expressway that connects the San Francisco Peninsula to the cities on the east side of San Francisco Bay via Dumbarton Bridge. Within the City of Menlo Park, it connects Marsh Road with the Dumbarton bridge.

El Camino Real (SR 82) is a primary north-south arterial that connects San Jose with San Francisco. It enters the City of Menlo Park north of Sand Hill Road as a six-lane arterial, becomes a four-lane arterial near downtown Menlo Park, and exits the City as a five-lane arterial (three southbound lanes and two northbound lanes) north of Encinal Avenue.

Willow Road (SR 114) is a primary four-lane east-west arterial that extends from Bayfront Expressway, becomes a minor two-lane arterial at the U.S. Route 101 interchange, and ends as a two-lane collector at Alma Street.

University Avenue (SR 109) is a four-lane east-west street east of US 101 and a two-lane arterial west of US 101 that connects the Bayfront Expressway and the Stanford University. Within the City of Menlo Park, it is a primary four-lane east-west arterial between the city limits and the Bayfront Expressway.

City of Menlo Park Street System

Freeways and Expressways

As designated in the City of Menlo Park General Plan, freeways/expressways are access-controlled or limited-access-controlled facilities that carry regional and/or sub-regional traffic. Within the City of Menlo Park, the following facilities are designated as freeways/expressways:

- US 101
- I-280

- Bayfront Expressway (SR 84)

Primary Arterial Streets

Primary Arterial Streets serve major centers of activity and high volume traffic corridors within the urbanized area and accommodate a high proportion of through trips. Within the City of Menlo Park, the following streets are designated as primary arterial streets:

- El Camino Real (SR 82)
- Marsh Road – between Bohannon Drive and Bayfront Expressway
- Sand Hill Road – between I-280 and Santa Cruz Avenue
- University Avenue (SR 109)
- Willow Road (SR 114)

Minor Arterial Streets

Minor Arterial Streets interconnect with and augment the freeway and primary arterial street network. Minor Arterial Streets provide greater access to abutting property and carry more locally-oriented traffic than do the Primary Arterial Streets. Within the City of Menlo Park, the following streets are designated as minor arterial streets:

- Alameda de las Pulgas
- Alpine Road
- Junipero Serra Boulevard
- Marsh Road – between Bay Road and Bohannon Drive
- Middlefield Road
- Newbridge Street – between Willow Road and South City Limit
- Ravenswood Avenue
- Sand Hill Road – between Santa Cruz Avenue and East City Limit
- Santa Cruz Avenue
- Valparaiso Avenue
- Willow Road – between Middlefield Road and Bayshore Expressway

Collector Streets

Collector Streets serve to channel the traffic from local streets within residential, commercial, and industrial areas into the arterial system. Within the City of Menlo Park, the following streets are designated as collector streets:

- Alma Street
- Avy Road
- Bay Road
- Bohannon Drive
- Chilco Street
- Chrysler Drive
- Constitution Drive
- Crane Street
- Encinal Avenue
- Glenwood Avenue
- Hamilton Avenue
- Haven Avenue
- Laurel Street
- Menlo Avenue

- Middle Avenue
- Newbridge Street – between Willow Road and Chilco Street
- O'Brien Drive
- Oak Grove Avenue
- Ringwood Avenue
- Scott Drive
- Sharon Park Drive
- Sharon Road
- University Drive
- Willow Road – between Alma Street and Middlefield Road

Local Streets

Local Streets primarily carry traffic from the immediate land use and typically serve relatively low volumes of short trips. Within the City of Menlo Park, all streets not otherwise classified are designated local streets.

Existing Transit Facilities

The major transit services in the City of Menlo Park are provided by SamTrans buses, Caltrain and several free shuttles, as illustrated in Figure 2.

SamTrans

Route KX provides Express and local service to Palo Alto, Menlo Park, Atherton, Redwood City, San Carlos, Belmont, SFO and San Francisco. In Menlo Park, the route travels through El Camino Real. The mixed-service buses operate approximately every hour through the day.

Route 83 serves public schools in Menlo Park, via various roadways. The route operates on school days only, approximately every 3-10 minutes during the school peak periods.

Route 85 serves Portola Valley, Woodside and Skyland, via Alameda de Las Pulgas and Alpine Road and Sharon Park Drive. The route operates on Mondays, Tuesday, Thursdays and Fridays only, with two buses on both directions during the morning peak period and one southbound bus and four northbound buses in the afternoon

Route 281 serves Stanford Shopping Center, Palo Alto Caltrain Station, East Palo Alto and Onetta Harris Community Center, via Newbridge Street, Bay Road and University Avenue in Menlo Park. The route operates approximately every 30 minutes through the day.

Route 295 serves Downtown San Mateo, Hillsdale Shopping Center, Sequoia Hospital, Redwood City and Menlo Park. In Menlo Park, the route travels through Marsh Road, Bay Road, Willow Road, Middlefield Road, Ravenswood Avenue, Oak Grove Avenue and Santa Cruz Avenue. The route operates on weekdays only, every 30-70 minutes.

Route 296 serves Redwood City, Atherton, Menlo Park and East Palo Alto. In Menlo Park, the route travels through Middlefield Road and Willow Road, and connects to Caltrain Menlo Park station. The route operates about every 5-10 minutes during the weekday peak hours, and every hour for the rest of operating hours on weekdays and over the weekend.

Route 390 serves Daly City BART, Colma, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Atherton, Menlo Park and Palo Alto, via El Camino Real. The route operates on the weekdays only, with an approximately 30 minutes' headway.

Route 397 serves San Francisco, South San Francisco, San Francisco International Airport, Burlingame, San Mateo, Belmont, San Carlos, Redwood City and Palo Alto. In Menlo Park, the route travels through Middlefield Road and Willow Road. The route provides late-night service only, every 60 minutes.

Route ECR serves Daly City BART, Colma BART, South San Francisco, San Bruno, Millbrae Transit Center, Burlingame, San Mateo, Belmont, San Carlos, Redwood City Caltrain, Menlo Park and Palo Alto Transit Center, via El Camino Real. The route operates only on weekends, with a 20-30 minutes' headway.

Route 270 mainly provides local service and serves as Caltrain connection in Redwood City. In Menlo Park, the route travels through Havens Avenue and Marsh Road. The route operates every 60 minutes through the day.

Caltrain

Caltrain provides rail services to the commuters traveling through the Peninsula. There is one station in Menlo Park close to the downtown area. On weekdays, Caltrain provides express train services to Menlo Park, with southbound trains during the A.M. peak period and northbound trains during the P.M. peak period, approximately every 30 minutes. During the weekday non-peak period and over the weekend, the train operates in approximately every hour on both directions.

Free Shuttles

Two employee shuttles are provided between the Menlo Park Caltrain station and Marsh Road/Willow Road office buildings during the commute hours. These two shuttles are funded jointly by the Bay Area Air Quality Management District Transportation Fund for Clean Air, Peninsula Corridor Joint Powers Board and the City of Menlo Park and local employers. The shuttles operate based on the Caltrain schedule.

The City of Menlo Park also provides a free community midday shuttle service during weekdays approximately every hour. The major stops include Menlo Park Library, Belle Haven library, Menlo Park Senior Center, downtown Menlo Park, Caltrain, Menlo Medical Clinic, Safeway, Little House, Stanford Shopping Center, and Stanford Medical Center. The shuttle stops at all SamTrans stops. It is also a flag down service for the convenience of the passengers.

Other Transit Services

In addition, *Dumbarton Express Bus Service line DB*, administered and governed by AC transit, serves commuters between Stanford University and the East Bay, via SR 84, Willow Road and University Avenue. The bus line operates on weekdays only in every 30-45 minutes.

Existing Bicycle Facilities

The three types of bikeways identified by Caltrans are described as below:

Class I Bikeway. Typically called a "bike path," a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway.

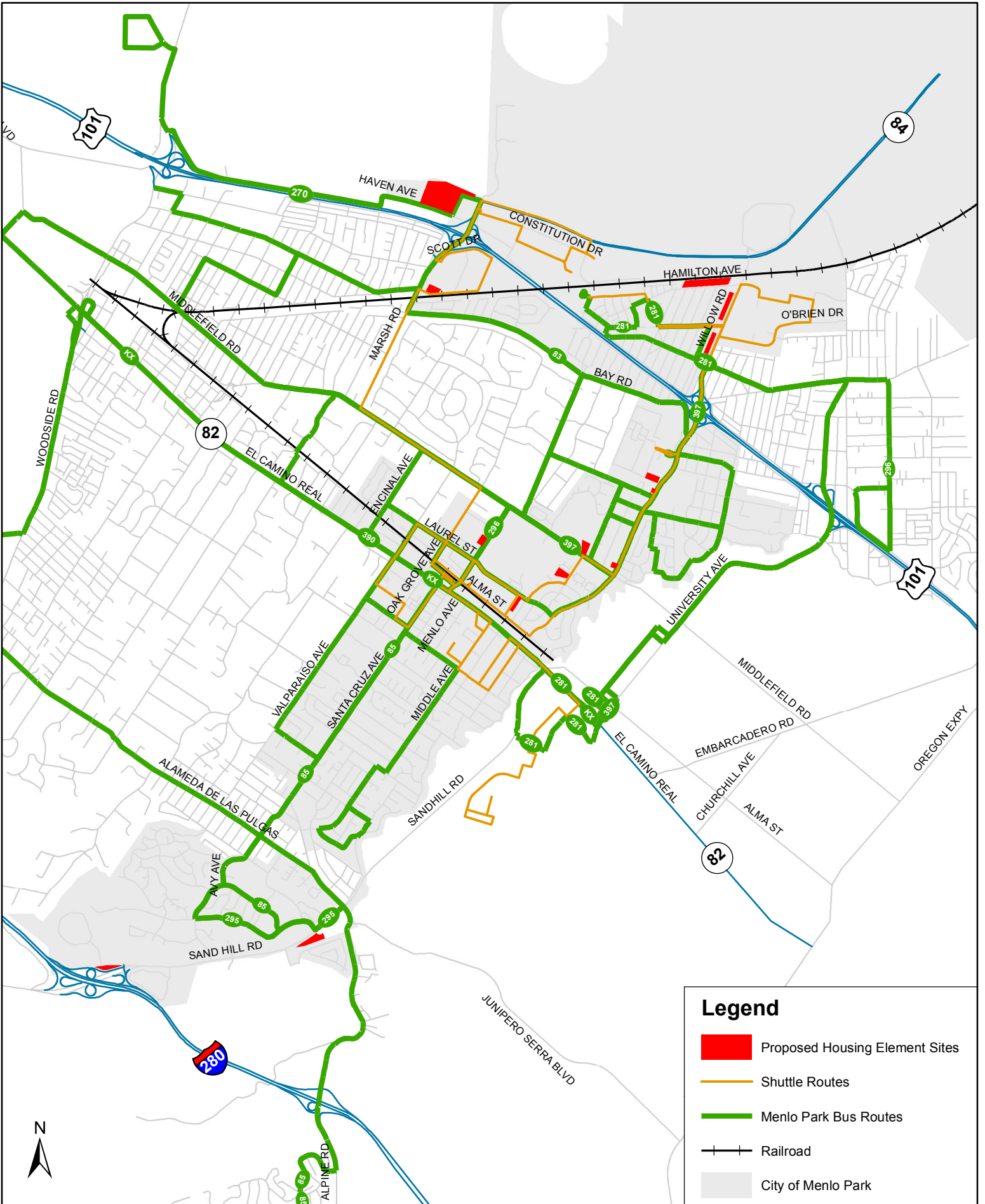
Class II Bikeway. Often referred to as a “bike lane,” a Class II bikeway provides a striped and stenciled lane for one-way travel on a street or highway.

Class III Bikeway. Generally referred to as a “bike route,” a Class III bikeway provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing.

The existing and proposed bicycle facilities in the City of Menlo Park are illustrated in Figure 3. Currently, there are totally 2.83 miles of bike path in Menlo Park, including Dumbarton Bridge and Bayfront Expressway Bike Path, Bayfront Park Bike Paths, and Alpine Road Class I. In addition, there are totally 16.44 miles of bike lane and 0.2 miles of bike route along various arterials and collectors in the City.

Existing Pedestrian Facilities

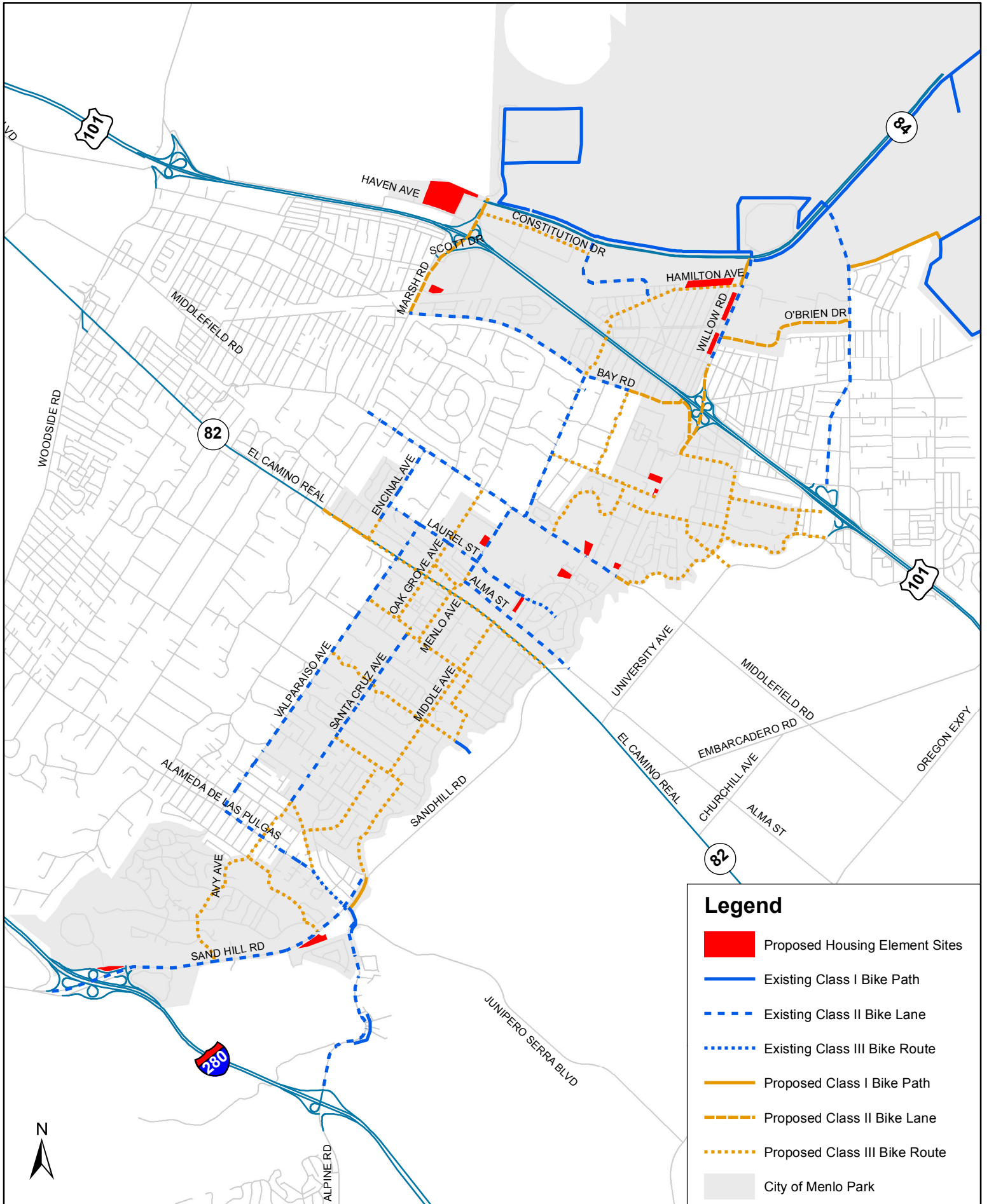
A survey of the existing pedestrian facilities was prepared as part of the City of Menlo Park’s 2009 Sidewalk Master Plan. The existing pedestrian facilities in the City include off-street paths, sidewalks along roadways, pedestrian signals, and crosswalks. Two main types of crosswalks exist: marked (striped) crosswalks and unmarked (no striping) crosswalks. Controlled, marked crosswalks include those striped and controlled by traffic/pedestrian signals or stop signs. Uncontrolled, marked crosswalks can exist mid-block or at intersections with side-street stop control only (or all-way yield control intersection with low volumes).



Legend

- Proposed Housing Element Sites
- Shuttle Routes
- Menlo Park Bus Routes
- Railroad
- City of Menlo Park

Source: TJKM Transportation Consultants, March 2013



Source: TJKM Transportation Consultants, Jan 2013

Existing Peak Hour and Daily Traffic Volumes

Figure 4 illustrates the existing peak hour turning movement volumes at the study intersections, as well as existing lane geometry and traffic controls. Table II and Table III summarize the roadway segment and freeway segment ADTs under the Existing Condition, respectively. Appendix B includes the data sheets for the roadway segment average daily traffic (ADT) counts.

Intersection Level of Service Analysis Results, Existing Conditions

The level of service was evaluated for the study intersections under Existing Conditions. Table I summarizes the results. Detailed level of service calculations are contained in Appendix C.

Under Existing Conditions, all study intersections operate within acceptable standards, with the exception of the intersections listed below:

- Middlefield Road and Willow Road during P.M. peak hour at LOS E
- Bayfront Expressway and University Avenue (Caltrans) during P.M. peak hour at LOS F
- Bayfront Expressway and Marsh Road (Caltrans) during P.M. peak hour at LOS E

Table I: Peak Hour Intersection Levels of Service – Existing Conditions

Int. No.	Intersection	Control	Jurisdiction	LOS Threshold	A.M. Peak Hour		P.M. Peak Hour	
					LOS	Delay (sec)	LOS	Delay (sec)
1	Addison Wesley & Sand Hill Rd.	Signal	Menlo Park	D	B	11.4	B	17.5
2	Saga Ln. & Sand Hill Rd.	Signal	Menlo Park	D	A	8.4	B	11.8
3	Branner Dr. & Sand Hill Rd.	Signal	Menlo Park	D	A	4.5	A	5.4
4	Sharon Park Dr. & Sand Hill Rd.	Signal	Menlo Park	D	C	21.9	C	25.2
5	Alpine Rd./Santa Cruz Ave. & Junipero Serra Blvd.	Signal	Menlo Park	D	D	52.4	D	48.3
6	Santa Cruz Ave. & Sand Hill Rd.	Signal	Menlo Park	D	D	45.0	D	45.3
7	Oak Ave. & Sand Hill Rd.	Signal	Menlo Park	D	B	10.6	A	6.2
8	Middlefield Rd. & Marsh Rd.	Signal	Atherton	D	C	25.7	C	26.7
9	Encinal Ave. & Middlefield Rd.	Signal	Atherton	D	B	19.8	A	9.8
10	Middlefield Rd. & Oak Grove Ave.	Signal	Atherton	D	B	13.7	B	10.5
11	University Dr. (S) & Santa Cruz Ave.	Signal	Menlo Park	D	B	12.2	B	15.6
12	Laurel St. & Oak Grove Ave.	Signal	Menlo Park	C	B	14.8	B	11.6
13	Laurel St. & Ravenswood Ave.	Signal	Menlo Park	D	B	16.3	B	12.7
14	Middlefield Rd. & Ravenswood Ave.	Signal	Menlo Park	D	C	23.9	D	35.5
15	Middlefield Rd. & Ringwood Ave.	Signal	Menlo Park	D	C	27.4	C	26.3
16	Middlefield Rd. & Willow Rd.	Signal	Menlo Park	D	D	47.6	E	62.2
17	Gilbert Ave. & Willow Rd.	Signal	Menlo Park	D	B	12.9	A	9.4
18	Coleman Ave. & Willow Rd.	Signal	Menlo Park	D	B	17.1	A	9.5
19	Durham St. & Willow Rd.	Signal	Menlo Park	D	B	12.1	B	11.8
20	Bay Rd. & Marsh Rd.	Signal	Menlo Park	D	B	17.6	B	13.1
21	Bohannon Dr./Florence St. & Marsh Rd.	Signal	Menlo Park	D	C	33.6	D	39.5

Table I: Peak Hour Intersection Levels of Service – Existing Conditions (continued)

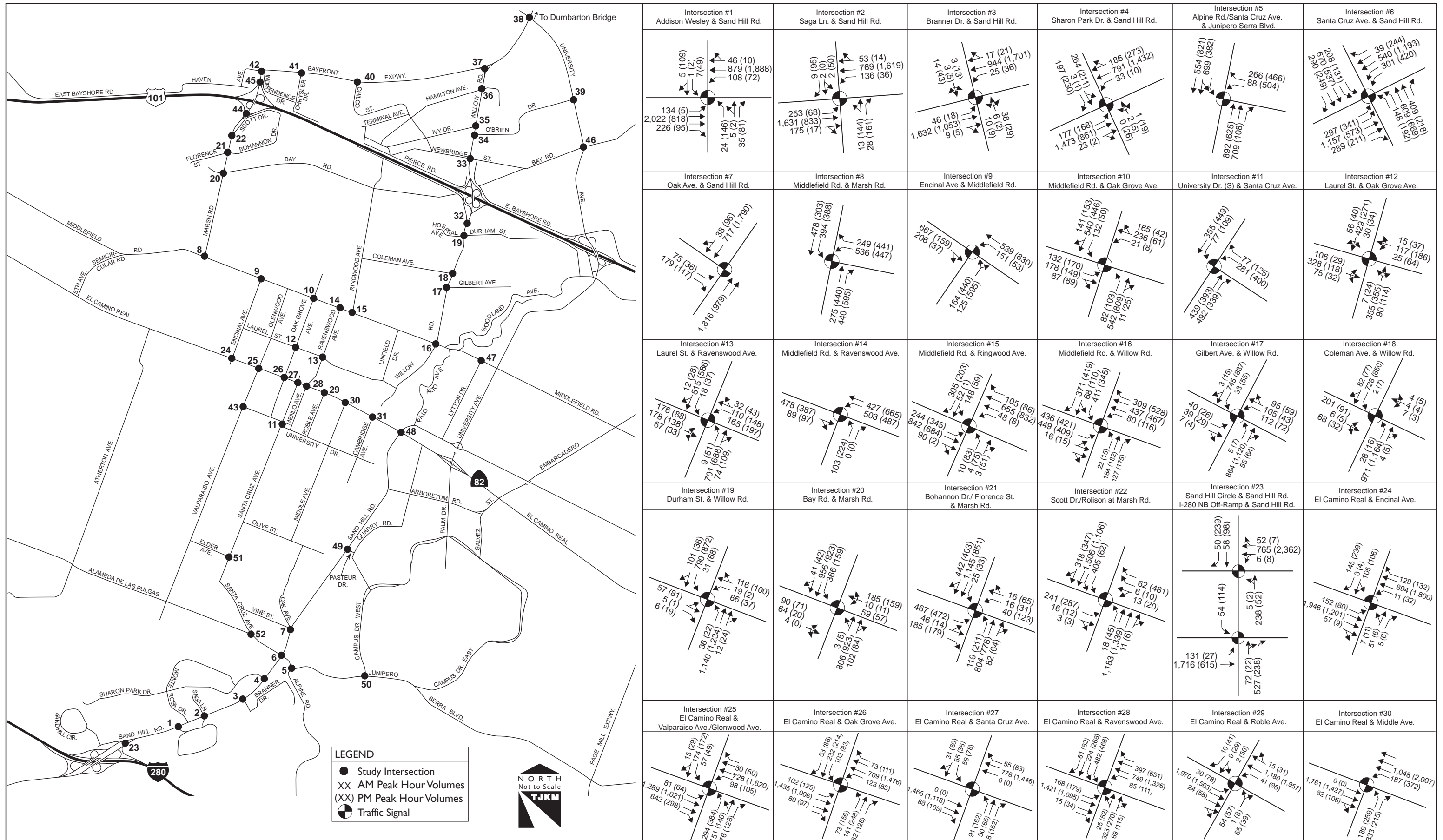
Int No.	Intersection	Control	Jurisdiction	LOS Threshold	A.M. Peak Hour		P.M. Peak Hour	
					LOS	Delay (sec)	LOS	Delay (sec)
22	Scott Dr./Rolison Rd. & Marsh Rd.	Signal	Menlo Park	D	C	25.3	D	40.1
23	Sand Hill Circle & Sand Hill Rd.	Signal	Menlo Park	D	C	25.8	C	32.5
	I-280 NB Off-Ramp & Sand Hill Rd.	Signal	Caltrans	D	C	22.1	C	21.2
24	El Camino Real & Encinal Ave.	Signal	Caltrans	D	B	15.8	B	18.9
25	El Camino Real & Valparaiso Ave./Glenwood Ave.	Signal	Caltrans	D	C	32.3	C	34.1
26	El Camino Real & Oak Grove Ave.	Signal	Caltrans	D	C	30.3	C	32.6
27	El Camino Real & Santa Cruz Ave.	Signal	Caltrans	D	B	12.6	B	18.3
28	El Camino Real & Ravenswood Ave./Menlo Ave.	Signal	Caltrans	D	D	39.4	D	41.7
29	El Camino Real & Roble Ave.	Signal	Caltrans	D	B	11.9	B	16.7
30	El Camino Real & Middle Ave.	Signal	Caltrans	D	C	29.3	D	45.0
31	El Camino Real & Cambridge Ave.	Signal	Caltrans	D	B	11.4	B	15.2
32	Bay Rd. & Willow Rd.	Signal	Caltrans	D	C	20.0	B	19.5
33	Newbridge St. & Willow Rd.	Signal	Caltrans	D	D	50.2	D	40.7
34	O'Brien Dr. & Willow Rd.	Signal	Caltrans	D	B	15.3	D	37.9
35	Ivy Dr. & Willow Rd.	Signal	Caltrans	D	B	13.7	B	12.6
36	Hamilton Ave. & Willow Rd.	Signal	Caltrans	D	C	24.2	C	22.7
37	Bayfront Exp. & Willow Rd.	Signal	Caltrans	D	C	22.1	D	42.0
38	Bayfront Exp. & University Ave.	Signal	Caltrans	D	C	22.0	F	124.6
39	O'Brien Dr. & University Ave.	Signal	Caltrans	D	A	5.5	A	9.5
40	Bayfront Exp. & Chilco St.	Signal	Caltrans	D	B	19.4	B	16.3
41	Bayfront Exp. & Chrysler Dr.	Signal	Caltrans	D	A	8.0	C	21.4
42	Bayfront Exp. & Marsh Rd.	Signal	Caltrans	D	C	34.1	E	67.7
43	Valparaiso Ave. & University Dr.	Signal	Menlo Park	D	B	13.0	B	15.6
44	US 101 SB Ramps & Marsh Rd.	Signal	Caltrans	D	C	23.9	C	21.0
45	US 101 NB Ramps & Marsh Rd.	Signal	Caltrans	D	B	15.8	B	16.3
46	University Ave. & Bay Rd.	Signal	Caltrans	E	C	25.6	C	32.7
47	Middlefield Rd. & Lytton Ave.	Signal	Palo Alto	E	D	35.2	D	36.8
48	Sand Hill Rd. & El Camino Real	Signal	Caltrans	D	C	21.3	C	24.2
49	Sand Hill Rd. & Pasteur Dr.	Signal	Palo Alto	E	C	22.9	C	26.9
50	Campus Dr. & Junipero Serra Blvd.	Signal	Santa Clara Co.	E	B	17.7	C	33.7
51	Santa Cruz Ave. & Elder Ave.	Signal	Menlo Park	D	B	13.2	A	6.0
52	Santa Cruz Ave./Alameda De Las Pulgas	Signal	San Mateo Co.	D	B	11.9	B	12.2

- Notes: 1. LOS=Level of Service, Delay = Average control delay per vehicle
2. Delay / LOS are for overall intersection
3. **Bold** indicates unacceptable operational conditions based on applicable city/Caltrans standards.

Source: TJKM Transportation Consultants, Jan 2013

City of Menlo Park - Housing Element
Existing Peak Hour Volumes and Lane Configurations (Intersections 1-30)

Figure
4a



City of Menlo Park - Housing Element
Existing Peak Hour Volumes and Lane Configurations (Intersections 31-52)

Figure
4b

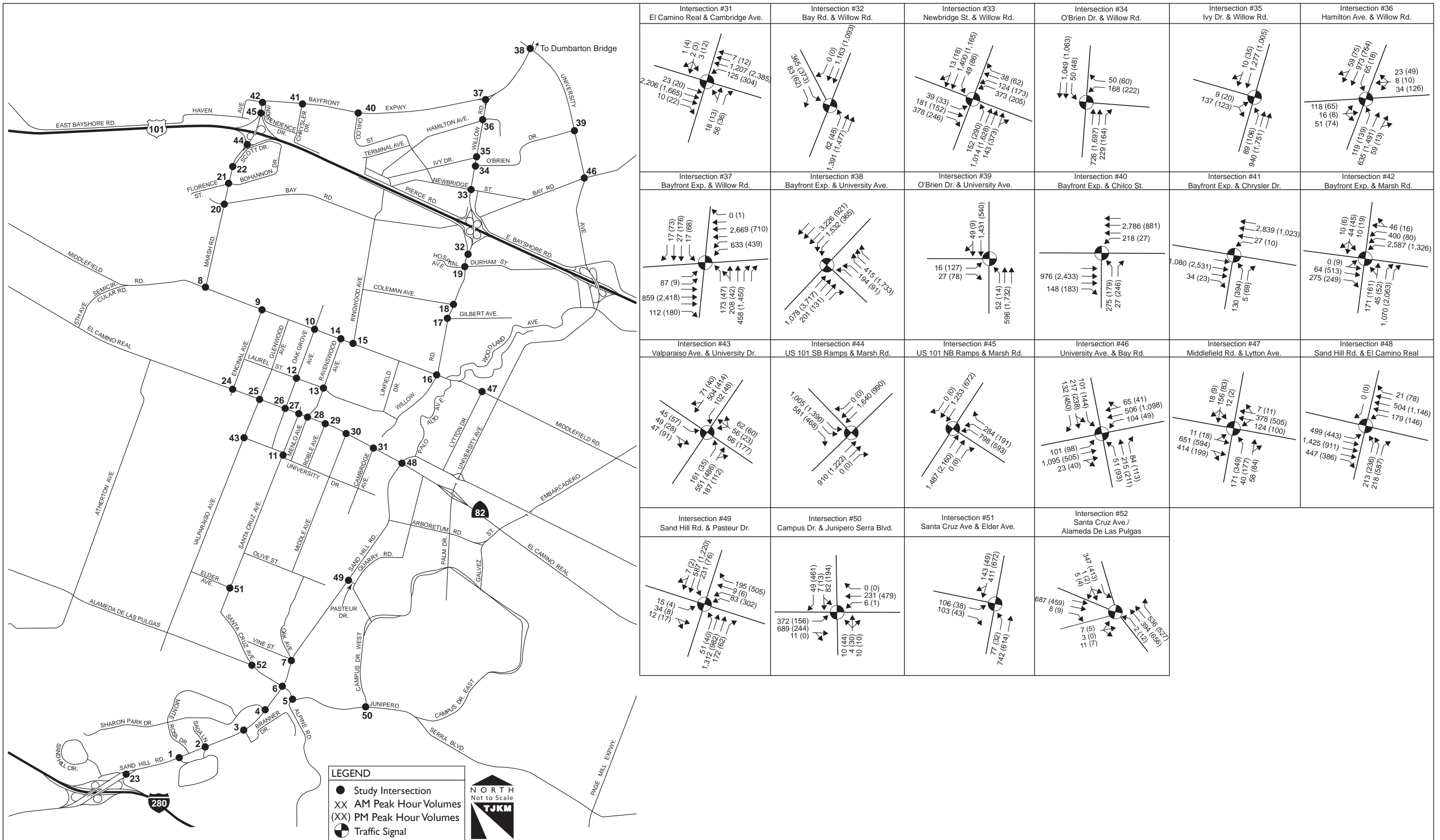


Table II: Roadway Segment Levels of Service – Existing and Near-Term 2014 Conditions

Segment No.	Roadway	Segment	Classification	Existing ADT	Near-Term ADT	Near-Term Plus Project ADT	Project Trip ADT Contribution		Significant Impact
							Added Daily Volume	% of Near-Term	
1	Haven Ave	City Limits-Bayfront Expwy/Marsh Rd	Collector	5,751	5,873	7,512	1,639	27.9%	Yes
2-1	Marsh Rd	Bay Rd-Bohannon Dr/Florence St	Minor Arterial	27,013	33,251	34,534	1,283	3.9%	Yes
2-2		Bohannon Dr/Florence St-Scott Dr	Primary Arterial	32,768	39,414	41,033	1,619	4.1%	Yes
3	Hamilton Ave	Chilco St-Willow Rd	Collector	3,010	3,101	4,219	1,118	36.0%	Yes
4-1	Willow Rd	Laurel St-Middlefield Rd	Collector	5,181	6,181	6,245	64	1.0%	No
4-2		Middlefield Rd-Gilbert Ave	Minor Arterial	26,213	32,189	34,046	1,857	5.8%	Yes
4-3		Gilbert Ave-Coleman Ave	Minor Arterial	26,336	32,581	34,448	1,867	5.7%	Yes
4-4		Coleman Ave-Durham St/Hospital Ave	Minor Arterial	28,038	34,239	35,932	1,693	4.9%	Yes
4-5		Durham St/Hospital Ave-Bay Rd	Minor Arterial	32,148	38,225	39,722	1,497	3.9%	Yes
5	Middlefield Rd	Ravenswood Ave-Willow Rd	Minor Arterial	20,668	22,789	23,658	869	3.8%	Yes
6-1	Laurel St	Glenwood Ave-Oak Grove Ave	Collector	3,916	4,060	4,180	120	3.0%	No
6-2		Oak Grove Ave-Ravenswood Ave	Collector	4,404	4,497	4,507	10	0.2%	No
6-3		Ravenswood Ave-Willow Rd	Collector	4,917	6,231	6,293	62	1.0%	No
7-1	University Dr	Middle Ave-Menlo Ave	Collector	5,666	5,857	6,148	291	5.0%	No
7-2		Menlo Ave-Santa Cruz Ave	Collector	17,641	18,675	19,028	353	1.9%	Yes
7-3		Santa Cruz Ave-Oak Grove Ave	Collector	7,052	7,199	7,310	111	1.5%	No
7-4		Oak Grove Ave-Valparaiso Ave	Collector	5,376	5,499	5,560	61	1.1%	No
8-1	Valparaiso Ave/Glenwood Ave	University Dr-El Camino Real	Minor Arterial	13,238	14,119	14,243	124	0.9%	No
8-2		El Camino Real-Laurel St	Collector	5,899	6,363	6,459	96	1.5%	No

Table II: Roadway Segment Levels of Service – Existing and Near-Term 2014 Conditions (continued)

Segment No.	Roadway	Segment	Classification	Existing ADT	Near-Term ADT	Near-Term Plus Project ADT	Project Trip ADT Contribution		Significant Impact
							Added Daily Volume	% of Near-Term	
9-1	Oak Grove Ave	University Dr -El Camino Real	Collector	10,038	10,246	10,296	50	0.5%	No
9-2		El Camino Real-Laurel St	Collector	9,677	9,967	10,175	208	2.1%	Yes
9-3		Laurel St-Middlefield Rd	Collector	8,556	8,728	8,754	26	0.3%	No
10-1	Ravenswood Ave	El Camino Real-Alma St	Minor Arterial	24,076	26,451	27,189	738	2.8%	Yes
10-2		Alma St-Laurel St	Minor Arterial	19,912	22,044	22,695	651	3.0%	Yes
10-3		Laurel St-Middlefield Rd	Minor Arterial	17,977	18,742	19,332	590	3.1%	Yes
11-1	Santa Cruz Ave	Alameda de las Pulgas- Avy Ave/Orange Ave	Minor Arterial	9,238	9,723	10,025	302	3.1%	No
11-2		Avy Ave/Orange Ave-Olive St	Minor Arterial	16,097	18,020	18,399	379	2.1%	Yes
11-3		Olive St-University Dr	Minor Arterial	17,179	18,911	19,234	323	1.7%	Yes
11-4		University Dr-Crane St	Minor Arterial	8,895	9,858	10,004	146	1.5%	No
11-5		Crane St-El Camino Real	Minor Arterial	8,074	9,899	9,998	99	1.0%	No
12-1	Middle Ave	Olive St-University Dr	Collector	7,222	7,583	7,796	213	2.8%	No
12-2		University Dr-El Camino Real	Collector	7,519	7,716	7,787	71	0.9%	No
13-1	Alpine Rd/Santa Cruz Ave	Junipero Serra Blvd-City Limits	Minor Arterial	23,406	23,868	23,988	120	0.5%	Yes
13-2		Sand Hill Rd-Junipero Serra Blvd	Minor Arterial	30,187	31,077	31,306	229	0.7%	Yes
14	Linfield Dr	Middlefield Rd - Laurel St	Local	1,583	1,615	1,756	141	8.7%	Yes
15	Oak Ave	Sand Hill Rd - Olive St	Local	2,518	2,615	2,759	144	5.5%	Yes

Notes: **Bold** indicates potentially significant impacts.

Source: TJKM Transportation Consultants, Jan 2013

Table III: Freeway Segment Levels of Service – Existing and Near-Term 2014 Conditions

Segment No.	Roadway	Segment	Existing LOS ¹	CMP LOS Standards	Capacity ²	Project Trips	% of Capacity	Significant Impact?
1	US 101	N/O Marsh Rd	F	F	9,200	20	0.21%	No
2	US 101	S/O Marsh Rd	F	F	9,200	134	1.46%	Yes
3	US 101	S/O Willow Rd	F	F	9,200	88	0.96%	No
4 -1	SR 84	Marsh Rd - Willow Rd	B	D	4,500	4	0.09%	No
4-2	SR 84	Willow Rd - University Ave	F	E	4,500	10	0.22%	No
5	I-280	N/O Sand Hill	E	D	9,200	9	0.10%	No
6	I-280	S/O Sand Hill	E	D	9,200	12	0.13%	No

- Notes: 1. Source: 2011 CMP Monitoring Report. Based on average speed.
 2. Capacity is based on number of lanes and 2,200 vphpl for four lane segments and 2,300 vphpl for six lane and more segments for US 101 and I-280. Capacity of 1,500 vphpl is used for SR 84 segments.
 3. **Bold** indicates unacceptable operational conditions based on applicable city/Caltrans standards, as well as potentially significant impacts.

Source: TJKM Transportation Consultants, Jan 2013

Roadway Segment Evaluation, Existing Condition

Table II shows the roadway segment ADTs under the Existing Condition. For the study roadway segments, the ADTs are over 32,000 vehicles per day (vpd) for all the primary arterial segments. For minor arterial segments, the ADTs are between 8,000 vpd on Santa Cruz Avenue close to the Downtown area and 32,000 vpd on Willow Road approaching US 101. For collector segments, the volumes are between 3,000 vpd on Hamilton Avenue and 17,600 vpd on University Drive between Menlo Avenue and Santa Cruz Avenue. For local street segments the volumes range from 1,500 vpd to 2,500 vpd on Linfield Drive and Oak Avenue.

Freeway Segment Evaluation, Existing Condition

Table III summarizes the study freeway segment ADTs as well as LOS under the Existing Condition. As shown in Table III, per the 2011 CMP Monitoring Report, the study segments on US 101 currently operate at LOS F; the I-280 segments operate at LOS E; and the SR 84 segment between Marsh Road and Willow operates at LOS B while the segment between Willow Road and University Avenue operates at LOS F. All the study freeway segments meet the CMP LOS standards except for the SR 84 segment between Willow Road and University Avenue.

Near-Term 2014 Conditions

The Near-Term 2014 condition assumes a one percent compound annual growth in traffic volume for 2 years. In addition, the traffic generated by the pending/approved projects within City of Menlo Park is included. Table IV summarizes the most recent list of near-term developments in Menlo Park.

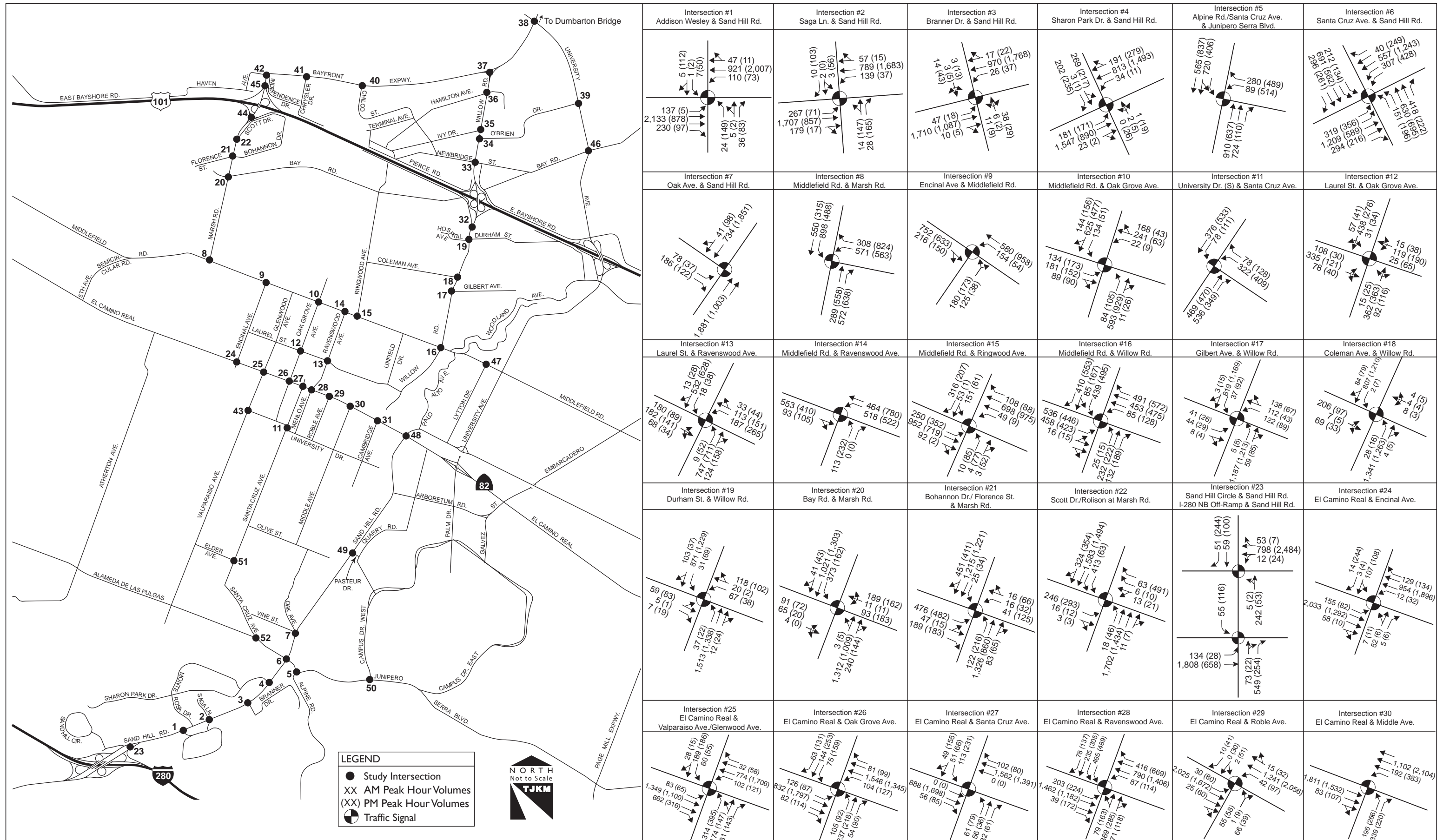
Table IV: List of Approved/Pending Projects in Menlo Park

Project Address	Type of Use	Size	Units of Measure	Status
1283 Willow Road (Police/City Service Center)	Office	3.8	ksf	Under Construction
	Retail	5.1	ksf	Under Construction
1460 El Camino Real	Residential	16	Du	Approved New Construction
	Office	26.8	ksf	Approved New Construction
	Commercial	-12.0	ksf	Replace
1300 El Camino Real	Commercial	110.1	ksf	Approved New Construction
	Commercial	-28.6	ksf	Demolished
1906 El Camino Real	Medical Office	9.8	ksf	Shell Complete; No Tenant Improvements
	Restaurant	-5.7	ksf	Demolished
1706 El Camino Real	Medical Office	10.2	ksf	Approved New Construction
	Restaurant	-6.9	ksf	Demolished
100-155 Constitution Drive & 100-190 Independence Drive (Menlo Gateway)	Office	694.7	ksf	Approved New Construction
	Health Club	69.0	ksf	Approved New Construction
	Restaurant	4.3	ksf	Approved New Construction
	Hotel	230	rooms	Approved New Construction
	Office	-133.7	ksf	Replace on Constitution Site
	Office	-63.4	ksf	Replace on Independence Site
100 Middlefield Road	Office	9.0	ksf	Shell Complete; No Tenant Improvements
2484 Sand Hill Road (Quadrus Bldg. 9)	Office	11.3	ksf	Approved New Construction
		-1.8	ksf	Replace (Demolition at Building #1)
		-0.7	ksf	Replace (Demolition at Building #4)
389 El Camino Real	Residential	26	du	Approved New Construction
	Residential	-4	du	Replace
Facebook East 1601 Willow Road	Office	n/a	n/a	Employee increase from 3,600 to 6,600
Facebook West 312-314 Constitution Dr	Office	433.7	ksf	Proposed Construction
Commonwealth Corp. Center (151 Commonwealth - Sobrato)	Office	260.0	ksf	Proposed Construction
	Office	-19.2	ksf	Proposed Demolition
	Warehouse	-55.6	ksf	Proposed Demolition
	Manufacturing	-163.1	ksf	Proposed Demolition
VA/Core	Residential	60	du	Proposed Construction

Notes: du =dwelling unit
ksf = thousand square feet
Source: City of Menlo Park, Aug 2012

City of Menlo Park - Housing Element
 Near-Term (2014) Peak Hour Volumes and Lane Configurations (Intersections 1-30)

Figure
 5a



City of Menlo Park - Housing Element
 Near Term (2014) Peak Hour Volumes and Lane Configurations (Intersections 31-52)

Figure
 5b

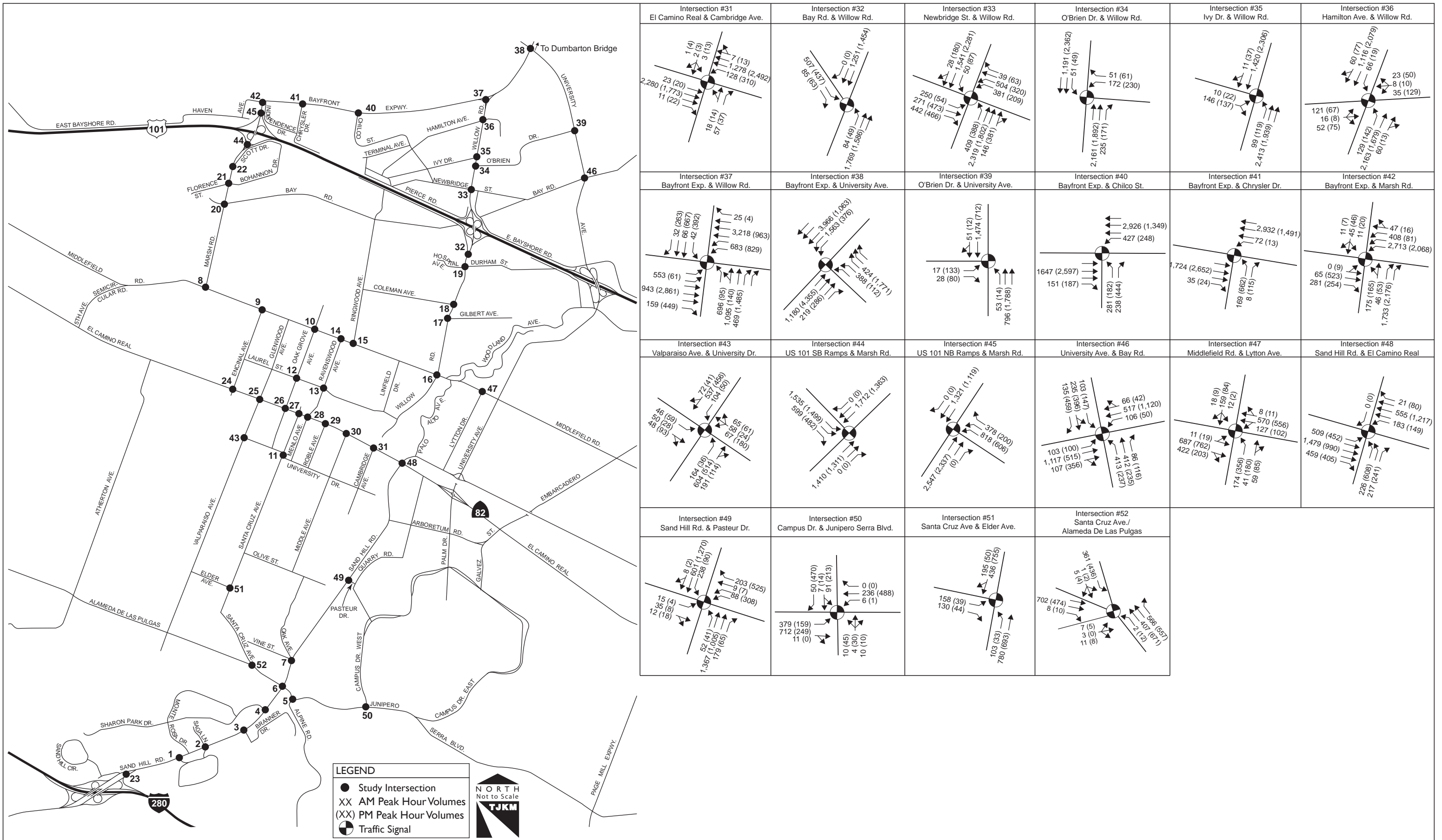


Figure 5 illustrates the peak hour turning movement volumes at the study intersections under Near-Term Condition. Anticipated traffic controls and lane geometries for the study intersections are also included in this figure. The roadway segment and freeway segment ADTs for Near-Term Condition were estimated based on the existing ADTs and the traffic volumes for the intersections along the segments. Table II and Table III summarize the roadway segment and freeway segment ADTs under Near-Term Condition, respectively.

Intersection Level of Service Analysis Results, Near-Term Condition

The level of service was evaluated for the study intersections under Near-Term Condition. Table VII summarizes the results. Detailed level of service calculations are contained in Appendix D.

Under Near-Term Condition, all study intersections operate within acceptable standards, with the exception of the intersections listed below:

- Alpine Road/Santa Cruz Avenue & Junipero Serra Boulevard at LOS E during A.M. peak hour
- Middlefield Road & Marsh Road (Atherton) at LOS E during A.M. peak hour
- Middlefield Road & Willow Road at LOS E during A.M. peak hour and at LOS F during P.M. peak hour
- Scott Drive/Rolison Road & Marsh Road at LOS E during P.M. peak hour
- Newbridge Street & Willow Road (Caltrans) at LOS F during both A.M. and P.M. peak hours
- Bayfront Expressway & Willow Road (Caltrans) at LOS F during both A.M. and P.M. peak hours
- Bayfront Expressway & University Avenue (Caltrans) at LOS F during P.M. peak hour
- Bayfront Expressway & Marsh Road (Caltrans) at LOS E during P.M. peak hour

Trip Generation for Housing Element

The Project includes a comprehensive update to the City's Housing Element, in compliance with Government Code Section 65580 et seq. Table V summarizes the proposed Housing sites and the potential dwelling units. Also as shown in Table V, the traffic generated from the Project was calculated based on ITE Trip Generation rates.

Trip Distribution and Assignment

Trip distribution is a process that determines in what proportion vehicles would travel between a project site and various destinations outside the project study area. The process of trip assignment determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution.

The City of Menlo Park has developed the origins and destinations of Menlo Park residential trips for four subareas within the city, based on the reported household travel diary and interview survey conducted in 1999. Table VI shows the percentages of trips for each neighborhood for residential, employment and commercial. For the Housing Element, traffic generated by each project site was assigned to the roadway network based on different distribution patterns depending in which City subarea each project site is located.

Table V: Trips Generation Estimates

Site No.	Site Name	Net Potential Dwelling	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
1	I-280 and Sand Hill (Banana Site)	52	346	5	21	27	21	11	32
2	Hewlett Foundation	98	652	10	40	50	39	21	61
3	Corpus Christi	30	200	3	12	15	12	7	19
4	401-445 Burgess Dr	16	106	2	7	8	6	3	10
5	8 Homewood Pl	25	166	3	10	13	10	5	16
6	St. Patrick's Seminary	25	166	3	10	13	10	5	16
7	125-135 Willow Rd	10	67	1	4	5	4	2	6
8	555 Willow	8	53	1	3	4	3	2	5
9	Veterans Affairs Clinic	60	399	6	24	31	24	13	37
10	MidPen's Gateway Apts	42	279	4	17	21	17	9	26
11	MidPen's Gateway Apts	36	239	4	15	18	15	8	22
12	Hamilton Ave East	216	1,436	22	88	110	87	47	134
13	Main Post Office	76	502	8	31	39	30	16	47
14	Haven Ave	464	3,086	47	189	237	187	101	288
	Downtown Infill Units	118	785	12	48	60	48	26	73
	Second Units *	40	266	4	16	20	16	9	25
	Total	1,316	8,748	134	537	671	530	285	816

Notes: 1. ITE Land Use Code 220 (Apartment) is used for all project sites
2. 258 Second Units are included in the rezoning sites 1 to 14

Source: Institute of Transportation Engineers (ITE), *Trip Generation*, 8th Edition, 2008.

TJKM Transportation Consultants, Jan 2013

The proposed project trips were added to Near-Term Condition intersection traffic volumes to generate Near-Term plus Project Condition intersection traffic volumes.

- Alpine Road/Santa Cruz Avenue & Junipero Serra Boulevard: LOS E during A.M. peak hour
- Middlefield Road & Marsh Road (Atherton): LOS E during A.M. peak hour
- Middlefield Road & Willow Road: LOS E during A.M. peak hour and: LOS F during P.M. peak hour
- Scott Drive/Rolison Road & Marsh Road: LOS E during P.M. peak hour
- Newbridge Street & Willow Road (Caltrans): LOS F during both A.M. and P.M peak hours
- Bayfront Expressway & Willow Road (Caltrans): LOS F during both A.M. and P.M peak hours
- Bayfront Expressway & University Avenue (Caltrans): LOS F during P.M. peak hour
- Bayfront Expressway & Marsh Road (Caltrans): LOS F during both A.M. and P.M. peak hour
- Bohannon Drive/Florence Street & Marsh Road: LOS E during P.M. peak hour
- US 101 NB Ramps & Marsh Road (Caltrans): LOS E during A.M. peak hour

Within these intersections, the intersections of Bohannon Drive/Florence Street & Marsh Road and US 101 NB Ramps & Marsh Road operate at acceptable LOS prior to the addition of the Housing Element projects. The intersection of Bayfront Expressway & Marsh Road operates at acceptable LOS during the A.M. peak hour prior to the addition of the Housing Element Projects.

Table VI: Trip Distribution Pattern

Gateway	Residential				Employment				Commercial			
	SH	WM	w/o 101	e/o 101	SH	WM	w/o 101	e/o 101	SH	WM	w/o 101	e/o 101
1. I-280 North	10%	5%	2%	-	20%	12%	4%	-	13%	7%	2%	-
2. I-280 South	18	9	-	-	33	16	-	-	6	3	-	-
3. Sand Hill West	1	1	1	1	1	1	1	1	1	1	1	1
4. SR 84 East	2	2	2	2	20	20	20	20	1	1	1	1
5. US 101 South	-	9	18	26	-	17	33	37	-	3	6	13
6. US 101 North	-	2	5	7	-	4	12	10	-	2	7	7
7. Alameda North	13	6	2	-	7	4	-	-	6	4	-	-
8. El Camino North	-	10	5	4	-	7	5	3	-	6	5	2
9. Alpine South	-	-	-	-	-	-	-	-	-	-	-	-
10. Junipero South	8	5	-	-	4	3	-	-	7	4	-	-
11. Sand Hill East	14	3	-	-	7	1	-	-	15	3	-	-
12. Middlefield South	-	-	19	12	-	-	10	5	-	-	19	10
14. El Camino South	1	14	3	1	-	7	1	1	-	15	3	1
15. Middlefield North	-	-	9	13	-	-	6	14	-	-	5	10
16. Local Sharon Hts	10	5	2	-	2	1	-	-	15	8	3	-
17. Local Downtown	20	26	25	5	5	6	6	1	31	38	38	8
18. Local Willows	3	3	7	3	1	1	2	1	5	5	10	5
19. Local Belle Haven	-	-	-	26	-	-	-	7	-	-	-	42
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Notes: SH = Sharon Heights Local (Sharon Park Drive/Shopping Center Area)
 WM = West Menlo/Downtown Local (Downtown area bounded by University Drive, El Camino Real, Menlo Avenue, Roble Avenue)
 w/o 101 = West of US 101 Local (Willows area east of Willow Road near Gilbert Avenue)
 e/o 101 = East of US 101 Local (Belle Haven area near Newbridge Street and Chilco Street)

Source: Adoption of City of Menlo Park Circulation System Assessment Update, 2004

Figure 6 illustrates intersection traffic volumes under Near-Term plus Project Condition. Anticipated traffic controls and lane geometries for the study intersections are also included in this figure. The roadway segment and freeway segment ADTs for Near-Term plus Project Condition were estimated based on the existing ADTs and the traffic volumes for the intersections along the segments. Table II and Table III summarize the roadway segment and freeway segment ADTs, respectively.

City of Menlo Park - Housing Element
 Near-Term (2014) Plus Project Peak Hour Volumes and Lane Configurations (Intersections 1-30)

Figure
 6a

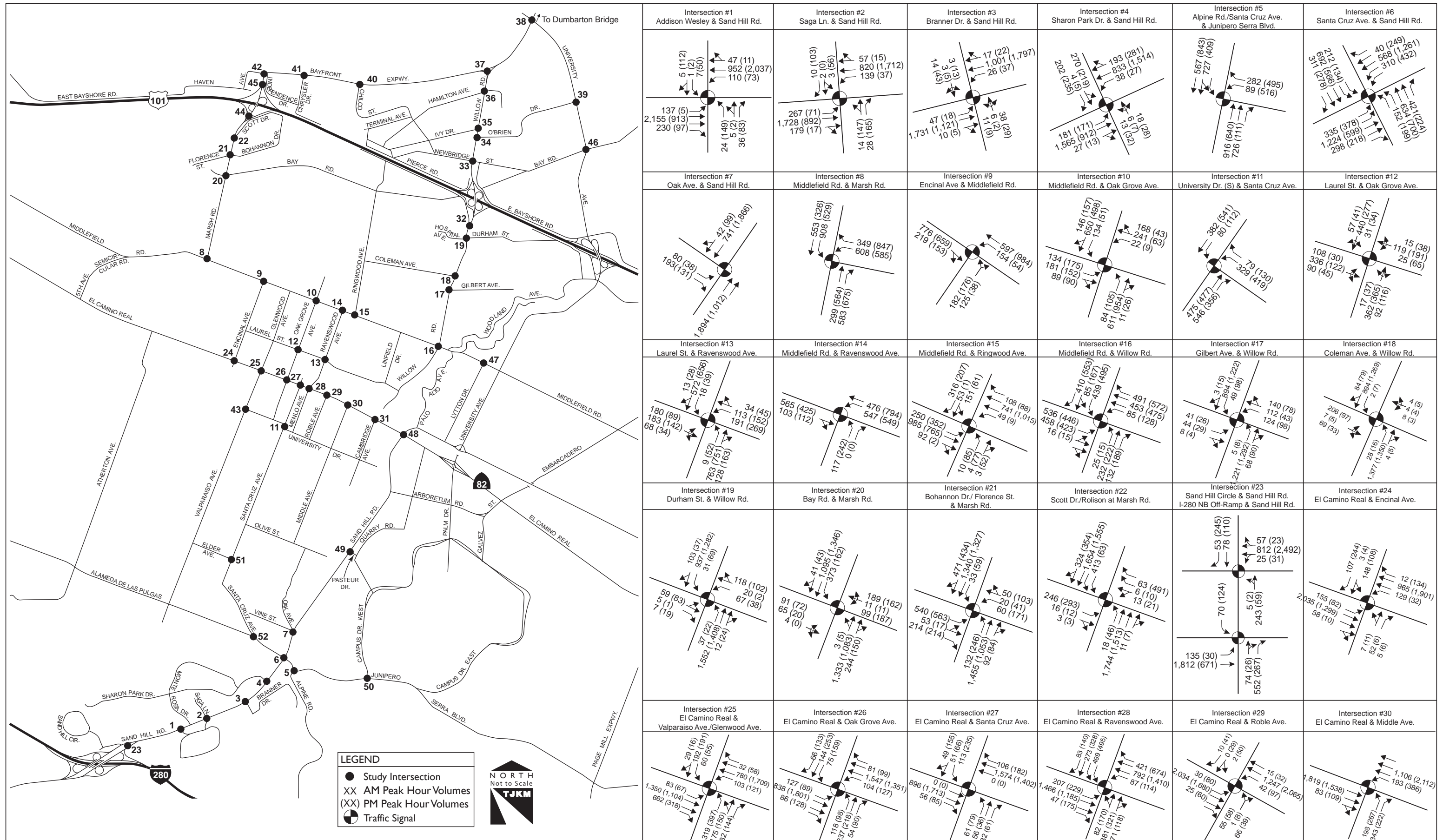


Table VII: Peak Hour Intersection Levels of Service – Near-Term 2014 Conditions

Int No.	Intersection	Control	Jurisdiction	LOS Threshold	A.M. Peak Hour						P.M. Peak Hour					
					Near-Term		Near-Term Plus Project		Delay Diff (sec)	Significant Impact?	Near-Term		Near-Term Plus Project		Delay Diff (sec)	Significant Impact?
					LOS	Delay (sec)	LOS	Delay (sec)			LOS	Delay (sec)	LOS	Delay (sec)		
1	Addison Wesley & Sand Hill Rd.	Signal	Menlo Park	D	B	12.8	B	13.1	0.3	No	B	18.2	B	18.3	0.1	No
2	Saga Ln. & Sand Hill Rd.	Signal	Menlo Park	D	A	8.6	A	8.6	0.0	No	B	12.1	B	12.0	-0.1	No
3	Branner Dr. & Sand Hill Rd.	Signal	Menlo Park	D	A	4.5	A	4.5	0.0	No	A	5.5	A	5.5	0.0	No
4	Sharon Park Dr. & Sand Hill Rd.	Signal	Menlo Park	D	C	22.4	C	23.1	0.7	No	C	26.4	C	27.3	0.9	No
5	Alpine Rd./Santa Cruz Ave. & Junipero Serra Blvd.	Signal	Menlo Park	D	E	55.7	E	56.3	0.6	Yes	D	49.2	D	49.5	0.3	No
	<i>WB Critical Approach on Junipero Serra Blvd.</i>				F	96.6	F	97.6	1.0							
6	Santa Cruz Ave. & Sand Hill Rd.	Signal	Menlo Park	D	D	45.7	D	45.9	0.2	No	D	46.0	D	46.5	0.5	No
7	Oak Ave. & Sand Hill Rd.	Signal	Menlo Park	D	B	10.9	B	11.3	0.4	No	A	6.4	A	6.9	0.5	No
8	Middlefield Rd. & Marsh Rd.	Signal	Atherton	D	E	59.0	E	65.2	6.2	No	D	41.8	D	47.6	5.8	No
9	Encinal Ave. & Middlefield Rd.	Signal	Atherton	D	C	20.2	C	20.7	0.5	No	B	10.0	B	10.2	0.2	No
10	Middlefield Rd. & Oak Grove Ave.	Signal	Atherton	D	B	14.7	B	15.1	0.4	No	B	11.4	B	11.6	0.2	No
11	University Dr. (S) & Santa Cruz Ave.	Signal	Menlo Park	D	B	13.1	B	13.3	0.2	No	B	15.7	B	15.9	0.2	No
12	Laurel St. & Oak Grove Ave.	Signal	Menlo Park	C	B	15.2	B	15.5	0.3	No	B	11.7	B	11.8	0.1	No
13	Laurel St. & Ravenswood Ave.	Signal	Menlo Park	D	B	18.3	B	18.9	0.6	No	B	14.0	B	14.5	0.5	No
14	Middlefield Rd. & Ravenswood Ave.	Signal	Menlo Park	D	C	25.7	C	27.2	1.5	No	D	38.8	D	41.5	2.7	No
15	Middlefield Rd. & Ringwood Ave.	Signal	Menlo Park	D	C	27.4	C	27.2	-0.2	No	C	26.3	C	25.9	-0.4	No
16	Middlefield Rd. & Willow Rd.	Signal	Menlo Park	D	E	66.3	E	73.8	7.5	Yes	F	90.0	F	105.8	15.8	Yes
17	Gilbert Ave. & Willow Rd.	Signal	Menlo Park	D	B	19.3	C	21.0	1.7	No	B	12.2	B	15.5	3.3	No
18	Coleman Ave. & Willow Rd.	Signal	Menlo Park	D	C	33.3	D	36.3	3.0	No	B	13.5	B	16.4	2.9	No
19	Durham St. & Willow Rd.	Signal	Menlo Park	D	B	12.0	B	12.5	0.5	No	B	15.3	B	16.7	1.4	No
20	Bay Rd. & Marsh Rd.	Signal	Menlo Park	D	C	27.6	C	28.7	1.1	No	B	17.6	B	17.9	0.3	No
21	Bohannon Dr./Florence St. & Marsh Rd.	Signal	Menlo Park	D	C	32.9	D	41.4	8.5	No	D	46.4	E	68.3	21.9	Yes
22	Scott Dr./Rolison Rd. & Marsh Rd.	Signal	Menlo Park	D	C	27.8	C	30.5	2.7	No	E	69.8	E	74.6	4.8	Yes
23	Sand Hill Circle & Sand Hill Rd.	Signal	Menlo Park	D	C	25.6	C	26.5	0.9	No	D	41.4	D	45.1	3.7	No
	I-280 NB Off-Ramp & Sand Hill Rd.	Signal	Caltrans	D	C	24.0	C	26.3	2.3	No	C	21.9	C	22.7	0.8	No
24	El Camino Real & Encinal Ave.	Signal	Caltrans	D	B	15.8	B	15.8	0.0	No	B	19.1	B	19.0	-0.1	No
25	El Camino Real & Valparaiso Ave./Glenwood Ave.	Signal	Caltrans	D	C	34.8	D	35.2	0.4	No	C	34.9	D	35.4	0.5	No
26	El Camino Real & Oak Grove Ave.	Signal	Caltrans	D	C	30.0	C	30.2	0.2	No	C	33.0	C	33.2	0.2	No
27	El Camino Real & Santa Cruz Ave.	Signal	Caltrans	D	B	13.3	B	13.2	-0.1	No	B	19.8	B	20.0	0.2	No
28	El Camino Real & Ravenswood Ave./Menlo Ave.	Signal	Caltrans	D	D	42.9	D	44.0	1.1	No	D	49.6	D	53.1	3.5	No
29	El Camino Real & Roble Ave.	Signal	Caltrans	D	B	11.9	B	11.9	0.0	No	B	17.2	B	17.2	0.0	No
30	El Camino Real & Middle Ave.	Signal	Caltrans	D	C	29.6	C	29.9	0.3	No	D	48.9	D	49.5	0.6	No
31	El Camino Real & Cambridge Ave.	Signal	Caltrans	D	B	11.4	B	11.4	0.0	No	B	15.3	B	15.3	0.0	No
32	Bay Rd. & Willow Rd.	Signal	Caltrans	D	C	27.0	C	27.7	0.7	No	C	22.7	C	23.4	0.7	No
33	Newbridge St. & Willow Rd.	Signal	Caltrans	D	F	144.8	F	162.0	17.2	Yes	F	192.7	F	211.7	19.0	Yes
	<i>SB Critical Local Approach on Newbridge St.</i>				F	240.2	F	281.7	41.5		F	321.1	F	356.4	35.3	
34	O'Brien Dr. & Willow Rd.	Signal	Caltrans	D	B	13.5	B	13.6	0.1	No	B	17.4	B	18.2	0.8	No
35	Ivy Dr. & Willow Rd.	Signal	Caltrans	D	B	14.4	B	14.7	0.3	No	B	18.5	B	19.5	1.0	No

Table VII: Peak Hour Intersection Levels of Service – Near-Term 2014 Conditions (continued)

Int No.	Intersection	Control	Jurisdiction	LOS Threshold	A.M. Peak Hour						P.M. Peak Hour					
					Near-Term		Near-Term Plus Project		Delay Diff (sec)	Significant Impact?	Near-Term		Near-Term Plus Project		Delay Diff (sec)	Significant Impact?
					LOS	Delay (sec)	LOS	Delay (sec)			LOS	Delay (sec)	LOS	Delay (sec)		
36	Hamilton Ave. & Willow Rd.	Signal	Caltrans	D	C	24.0	C	34.4	10.4	No	C	29.4	D	45.9	16.5	No
37	Bayfront Exp. & Willow Rd.	Signal	Caltrans	D	F	111.3	F	111.3	0.0	No	F	136.6	F	137.2	0.6	Yes
	WB Critical Approach on Willow Rd.										F	199.5	F	200.3	0.8	
	SB Critical Approach on Bayfront Exp.										F	166.0	F	167.0	1.0	
38	Bayfront Exp. & University Ave.	Signal	Caltrans	D	C	32.4	C	32.5	0.1	No	F	172.1	F	172.4	0.3	No
39	O'Brien Dr. & University Ave.	Signal	Caltrans	D	A	5.4	A	5.4	0.0	No	A	9.5	A	9.5	0.0	No
40	Bayfront Exp. & Chilco St.	Signal	Caltrans	D	C	26.0	C	26.1	0.1	No	D	44.4	D	44.5	0.1	No
41	Bayfront Exp. & Chrysler Dr.	Signal	Caltrans	D	B	10.1	B	10.1	0.0	No	D	43.2	D	43.3	0.1	No
42	Bayfront Exp. & Marsh Rd.	Signal	Caltrans	D	D	38.7	F	86.8	48.1	Yes	F	81.1	F	105.3	24.2	Yes
43	Valparaiso Ave. & University Dr.	Signal	Menlo Park	D	B	13.2	B	13.3	0.1	No	B	15.8	B	15.9	0.1	No
44	US 101 SB Ramps & Marsh Rd.	Signal	Caltrans	D	D	40.2	D	44.5	4.3	No	C	26.1	C	27.8	1.7	No
45	US 101 NB Ramps & Marsh Rd.	Signal	Caltrans	D	D	44.1	E	57.5	13.4	Yes	C	21.4	C	30.0	8.6	No
46	University Ave. & Bay Rd.	Signal	Caltrans	D	D	37.1	D	37.1	0.0	No	D	39.9	D	39.9	0.0	No
47	Middlefield Rd. & Lytton Ave.	Signal	Palo Alto	D	D	39.4	D	40.7	1.3	No	D	39.8	D	41.6	1.8	No
48	Sand Hill Rd. & El Camino Real	Signal	Caltrans	D	C	21.2	C	21.1	-0.1	No	C	25.3	C	25.3	0.0	No
49	Sand Hill Rd. & Pasteur Dr.	Signal	Palo Alto	D	C	23.2	C	23.2	0.0	No	C	28.1	C	28.1	0.0	No
50	Campus Dr. & Junipero Serra Blvd.	Signal	Santa Clara Co.	D	B	17.2	B	17.6	0.4	No	C	34.3	C	34.3	0.0	No
51	Santa Cruz Ave. & Elder Ave.	Signal	Menlo Park	D	B	16.3	B	16.3	0.0	No	A	5.9	A	5.9	0.0	No
52	Santa Cruz Ave./Alameda De Las Pulgas	Signal	San Mateo Co.	D	B	11.6	B	11.8	0.2	No	B	12.4	B	12.6	0.2	No

- Notes: 1. LOS=Level of Service, Delay = Average control delay per vehicle
2. Delay / LOS are for overall intersection
3. **Bold** indicates unacceptable operational conditions based on applicable city/Caltrans standards, as well as potentially significant impacts.

Source: TJKM Transportation Consultants, Jan 2013

Intersection Level of Service Analysis Results, Near-Term plus Project Condition

The level of service was evaluated for the study intersections under Near-Term plus Project Condition. Table VII summarizes the results. Detailed level of service calculations are contained in Appendix E.

Under Near-Term plus Housing Element Projects Conditions, all study intersections operate within acceptable standards, with the exception of the intersections listed below:

- Alpine Road/Santa Cruz Avenue & Junipero Serra Boulevard: LOS E during A.M. peak hour
- Middlefield Road & Marsh Road (Atherton): LOS E during A.M. peak hour
- Middlefield Road & Willow Road: LOS E during A.M. peak hour and: LOS F during P.M. peak hour
- Scott Drive/Rolison Road & Marsh Road: LOS E during P.M. peak hour
- Newbridge Street & Willow Road (Caltrans): LOS F during both A.M. and P.M. peak hours
- Bayfront Expressway & Willow Road (Caltrans): LOS F during both A.M. and P.M. peak hours
- Bayfront Expressway & University Avenue (Caltrans): LOS F during P.M. peak hour
- Bayfront Expressway & Marsh Road (Caltrans): LOS F during both A.M. and P.M. peak hour
- Bohannon Drive/Florence Street & Marsh Road: LOS E during P.M. peak hour
- US 101 NB Ramps & Marsh Road (Caltrans): LOS E during A.M. peak hour

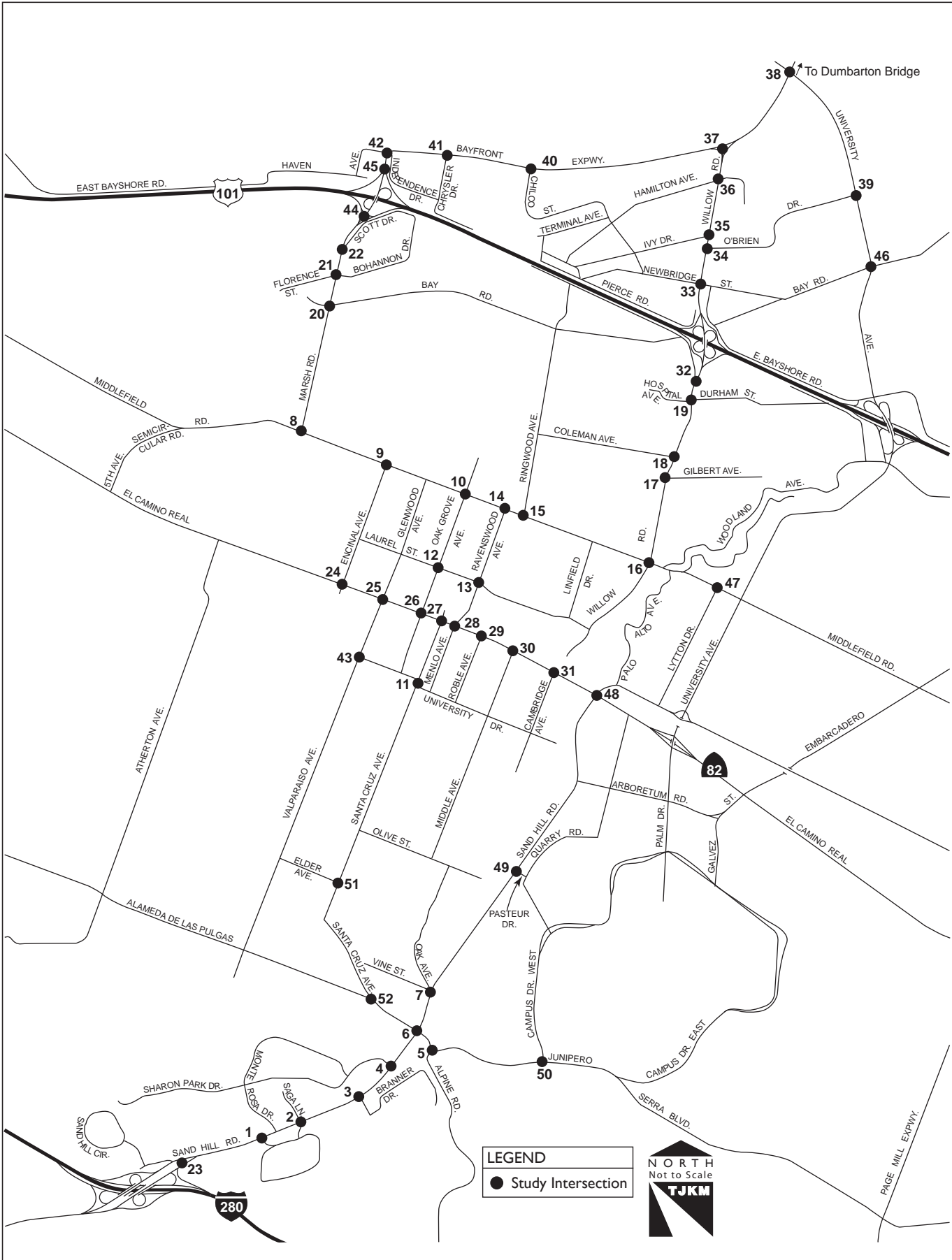
Within these intersections, the intersections of Bohannon Drive/Florence Street & Marsh Road and US 101 NB Ramps & Marsh Road operate at acceptable LOS prior to the addition of the Housing Element projects. The intersection of Bayfront Expressway & Marsh Road operates at acceptable LOS during the A.M. peak hour prior to the addition of the Housing Element Projects.

Mitigation Measures

As shown in Table VII, eight intersections have potentially significant impacts with the addition of project trips to Near-Term Condition during A.M. or P.M. peak hour. The intersections are listed below:

- Alpine Road/Santa Cruz Avenue & Junipero Serra Boulevard during A.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- Middlefield Road & Willow Road during both A.M. and P.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds during both A.M. and P.M. peak hour
- Bohannon Drive/Florence Street & Marsh Road during P.M. peak hour
 - LOS degrades from LOS D to LOS E
- Scott Drive/Rolison Road & Marsh Road during P.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- Newbridge Street & Willow Road (Caltrans) during both A.M. and P.M. peak hours
 - The most critical movement delay increases by more than 0.8 seconds
- Bayfront Expressway & Willow Road (Caltrans) during P.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- Bayfront Expressway & Marsh Road (Caltrans) during both A.M. and P.M. peak hour
 - LOS degrades from LOS D to LOS F during A.M. Peak hour
 - Average delay increases by 23 seconds for P.M. peak hour
- US 101 NB Ramps & Marsh Road (Caltrans) during A.M. peak hour
 - LOS degrades from LOS D to LOS E

Figure 7 illustrates the recommended geometry improvements to reduce these impacts.



<p>Intersection #5 - Alpine Rd./Santa Cruz Ave. & Junipero Serra Blvd.</p> <p>Existing </p> <p>Proposed </p>	<p>Intersection #16 - Middlefield Rd. & Willow Rd.</p> <p>Existing </p> <p>Proposed </p>	<p>Intersection #21 - Bohannon Dr./ Florence St. & Marsh Rd.</p> <p>Existing </p> <p>Proposed </p>
<p>Intersection #22 - Scott Dr./Rolison Rd. at Marsh Rd.</p> <p>Existing </p> <p>Proposed </p>	<p>Intersection #33 - Newbridge St. & Willow Rd.</p> <p>Existing </p> <p>Proposed </p>	<p>Intersection #37 - Bayfront Exp. & Willow Rd.</p> <p>Existing </p> <p>Proposed </p>
<p>Intersection #42 - Bayfront Exp. & Marsh Rd.</p> <p>Existing </p> <p>Proposed </p>	<p>Intersection #45 - US 101 NB Ramps & Marsh Rd.</p> <p>Existing </p> <p>Proposed </p>	

Mitigation Measure TR-1a:

At the intersection of Alpine Road/Santa Cruz Avenue & Junipero Serra Boulevard, the necessary mitigation measure is to re-stripe the northbound approach on Alpine Road from two through lanes and one right turn lane to one through, one shared through/right turn lane and one right turn lane. A bike lane is currently striped between the right-most through lane and the right turn lane.

With the mitigation measure, the intersection level of service improves to LOS D during the A.M. peak hour, under the Near-Term plus Project Condition.

The re-striping for the northbound approach is feasible since this could result in increased safety hazards to bicyclist by placing the existing bicycle lane between two right turn lanes. Therefore, this impact would remain **significant and unavoidable**.

Mitigation Measure TR-1b:

At the intersection of Middlefield Road & Willow Road, the necessary mitigation measure is to re-stripe the northbound approach on Middlefield Road from one left turn lane, two through lanes and one right turn lane to one left turn lane, one through lane, one shared through/right turn lane and one right turn lane.

With the mitigation measure, the intersection level of service improves to LOS D during the A.M. peak hour and improves to LOS E during the P.M. peak hour, under the Near-Term plus Project Condition.

According to the 1601 Willow Road Development Agreement for the Facebook East Campus Project (FECPPDA), Facebook is responsible for implementing this necessary mitigation measure. Therefore, after applying the mitigation measure, the impact is **less-than-significant**.

Mitigation Measure TR-1c:

At the intersection of Bohannon Drive/Florence Street & Marsh Road, the necessary mitigation measure is to add one exclusive westbound right turn lane on Marsh Road.

With the mitigation measure, the intersection level of service improves to LOS D during the A.M. peak hour, under the Near-Term plus Project Condition.

Through the Development Agreement for the Menlo Gateway Project (MGDA), Bohannon Development Agreement is responsible for implementing the necessary mitigation measure. Therefore, after applying the mitigation measures, this impact is **less-than-significant**.

Mitigation Measure TR-1d:

At the intersection of Scott Drive/Rolison Road & Marsh Road, the necessary mitigation measure is to re-stripe the westbound approach on Marsh Road from two left turn lanes, one through lane and one shared through/right turn lane to one left turn lane, two through lanes and one right turn lane.

With the mitigation measure, the intersection level of service improves to LOS D during the P.M. peak hour, under the Near-Term plus Project Condition.

The improvements appear feasible in the existing right-of-way, but the intersection is under both the City and Caltrans jurisdiction and coordination between the two jurisdictions would be

required. As such, the City cannot guarantee implementation of the mitigation measure. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-1e:

At the intersection of Newbridge Street & Willow Road, the necessary mitigation measure is to re-stripe the southbound approach on Newbridge Street from one left turn lane, one through lane and one right-turn lane to one shared left turn/through lane, one shared through/right turn lane and one right turn lane, and to add one additional receiving lane on the south leg on Newbridge Street accordingly.

With the mitigation measure, the intersection still operates at LOS F during both the A.M. and P.M. peak hours, but the delay for the most critical movements are reduced to be less than under the Near-Term condition.

The improvements may not be feasible due to ROW constrains on the south leg of the intersection, which would impact private property in East Palo Alto. In addition, this intersection is under Caltrans jurisdiction, and the City cannot guarantee implementation of the mitigation measure. Therefore, this impact remains **significant and unavoidable**.

It should be noted that FECFDA also suggests a mitigation measure for this intersection, which includes an additional eastbound left-turn lane, an additional northbound receiving lane for the eastbound left turning traffic, an additional westbound through/right-turn lane, and an additional receiving lane for the westbound through traffic. With this mitigation measure, the intersection still operates at LOS F during both the A.M. and P.M. peak hours. The delay for the most critical movements are reduced to be less than under the Near-Term condition during the P.M. peak hour; however, during the A.M. peak hour, the delay for the eastbound through critical movement is 70 seconds higher than under the Near-Term Condition even though the overall delay of the intersection was reduced. Therefore, this potential FPDA mitigation measure could be considered as a partial mitigation measure, under the Near-Term plus Project Condition.

Mitigation Measure TR-1f:

At the intersection of Bayfront Expressway & Willow Road, the necessary mitigation measure is to add a third right turn lane for the eastbound approach on Willow Road.

With the mitigation measure, the intersection still operates at LOS F during the P.M. peak hour, but the delay for the most critical movements are reduced to be less than under Near-Term condition.

According to the FECFDA, Facebook is responsible for implementing this mitigation measure. However, since this intersection is under Caltrans jurisdiction and the City cannot guarantee implementation of the mitigation measure, this impact remains **significant and unavoidable**.

Mitigation Measure TR-1g:

At the intersection of Bayfront Expressway & Marsh Road, the necessary mitigation measure is to re-stripe the southbound approach on Bayfront Expressway from one shared left turn/through lane, one through lane and one right turn lane to one left turn/through lane, one through/right turn lane and one right turn lane and to add a third right turn lane for the eastbound approach on Marsh Road.

With the mitigation measure, the intersection operates at LOS D during both A.M. and P.M. peak hours, under the Near-Term plus Project Condition.

This intersection is included in the City's TIF Program, and the improvements to each approach appear feasible in the existing right-of-way. Since the intersection is under Caltrans jurisdiction, the City cannot guarantee implementation of the mitigation measure. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-1h:

At the intersection of US 101 NB Ramps & Marsh Road, the necessary mitigation measure is to widen the northbound off-ramp on the western side of the approach and add an additional left-turn lane along with adding a second right-turn lane by restriping one of the existing left-turn lanes. This improvement will require relocation of existing traffic signal poles, utility relocation and reconstruction of the curb ramp on the southwest corner of the intersection.

With the mitigation measure, the intersection operates at LOS D during the A.M. peak hour, under the Near-Term plus Project Condition.

According to the FECPSA, Facebook is responsible for implementing this mitigation measure. However, since this intersection is under Caltrans jurisdiction, the City cannot guarantee implementation of the mitigation measure. Therefore, this impact remains **significant and unavoidable**.

Roadway Segment Evaluation, Near-Term plus Project Condition

The study roadway segments in terms of potentially significant impacts were evaluated based on ADT volumes per City of Menlo Park TIA Guidelines for roadway segments. As shown in Table II, the Housing Element Projects would result in potentially significant impacts on the following roadway segments under Near-Term plus Project Condition:

- Haven Avenue from Bayfront Expressway/Marsh Road to City limits
- Marsh Road from Bay Road to Scott Drive
- Hamilton Avenue from Chilco Street to Willow Road
- Willow Road from Middlefield Road to Bay Road
- Middlefield Road from Ravenswood Avenue to Willow Road
- University Drive from Menlo Avenue to Santa Cruz Avenue
- Oak Grove Avenue from El Camino Real to Laurel Street
- Ravenswood Avenue from El Camino Real to Middlefield Road
- Santa Cruz Avenue from Avy Avenue/Orange Avenue to University Drive
- Alpine Road/Santa Cruz Avenue from Sand Hill Road to City Limits
- Linfield Drive from Middlefield Road to Laurel Street
- Oak Avenue from Sand Hill Road to Olive Street

The mitigation measures for roadway segment impacts would require reducing traffic volumes and improving quality of life and could include transportation demand management (TDM) measures. Such measures may include encouraging carpooling and vanpooling, promoting transit and bicycle/pedestrian mode shares, etc. Even though such TDM measures collectively have the potential to reduce added project trip totals to less than significant levels, the City cannot guarantee that these measures may be implemented and may reduce the impacts to less than significant. Therefore, the impacts remain significant and unavoidable.

Freeway Segment Evaluation, Near-Term plus Project Condition

The six selected freeway segments are all considered as Routes of Regional Significance by the San Mateo County CMP. As shown in Table III, all study segments currently operate at their CMP LOS standards or worse, with the exception of SR 84 between Marsh Road and Willow Road.

The results shown in Table III also show that the addition of the traffic volumes generated by the Housing Element Projects would bring potentially significant impact on US 101 South of Marsh Road.

The mitigation measure for freeway segments normally requires adding additional travel lanes and increasing the capacity of the roadway, to accommodate the additional trips generated by the Project. However, widening roadways/adding additional travel lanes would require ROW and may not be feasible. In addition, SR 84 is under Caltrans jurisdiction. Therefore, this impact remains **significant and unavoidable**.

Transit

The Housing Element projects are anticipated to generate new transit riders on the transit network. The additional transit ridership is estimated to be approximately 0.37 riders/unit, a total of 430 transit riders, based on the transit mode share for the multi-family residential in Menlo Park⁴. Considering that the potential Housing Element project sites are scattered throughout the City, the current transit service system is expected to have enough capacity to accommodate these additional riders⁵.

In addition, as shown in Figure 2, most of the project sites are located along the current transit or shuttle routes, so most of the riders would be able to walk or bike to the closest transit station. Therefore, the Housing Element would have a **less-than-significant** impact to the transit system.

Bicycle

The Housing Element projects are also expected to generate new bike trips. The additional bicycle ridership is estimated to be approximately 0.26 riders/unit, a total of 300 bicycle riders, based on the bike mode share for the multi-family residential in Menlo Park⁶. Considering that the potential Housing Element project sites are scattered throughout the City, the current bicycle network should be able to accommodate these additional bicycle riders.

In addition, as illustrated in Figure 3, the current bikeways are along the major roadways of the City. There are also many bikeways proposed to fill in the current gap in the City. Most of the Housing Element project sites are located along the current bikeways, with the rest of the sites located along the proposed bikeways. Therefore, the Housing Element would have a **less-than-significant** impact to the bicycle system.

⁴ Source: C/CAG Model, Santa Clara County VTA, Jan. 2013

⁵ Based on conversation with Ted Yurek from SamTrans in Feb. 2013

⁶ Source: C/CAG Model, Santa Clara County VTA, Jan. 2013

Cumulative 2035 Conditions

The Cumulative 2035 conditions assume a one percent compound growth per year for increases in traffic volume within 23 years. In addition, this scenario adds traffic generated by the pending/approved projects within the City of Menlo Park and the ECRSP projects, plus the Stanford University Medical Center (SUMC), which consists of a net increase of 854,970 square feet of hospital space and 24,330 square feet of medical office. The Stanford University Medical Center is a City of Palo Alto project. Only project trips that go through Menlo Park were considered in the Cumulative 2035 Conditions. The proposed project trips were added to Cumulative Condition intersection traffic volumes to generate Cumulative plus Project Condition intersection traffic volumes.

Figure 8 and Figure 9 illustrates the peak hour turning movement volumes at the study intersections, as well as lane geometry and traffic controls under Cumulative Condition and Cumulative plus Project Condition, respectively. Anticipated traffic controls and lane geometries for the study intersections are also included in the figures. The roadway segment and freeway segment ADTs for Cumulative Condition and Cumulative plus Project Condition were estimated based on the existing ADTs and the traffic volumes for the intersections along the segments. Table IX and Table X summarize the roadway segment and freeway segment ADTs under Cumulative Condition and Cumulative plus Project condition.

Intersection Level of Service Analysis Results, Cumulative Conditions

The level of service was evaluated for the study intersections under Cumulative Conditions. Table VIII summarizes the results. Detailed level of service calculations are contained in Appendices F and G for Cumulative Condition and Cumulative plus Project Condition.

Under Cumulative Condition, all study intersections operate within acceptable standards, with the exception of the intersections listed below:

- Addison Wesley & Sand Hill Road: LOS E during A.M. peak hour
- Sharon Park Drive & Sand Hill Road: LOS E during P.M. peak hour
- Alpine Road/Santa Cruz Avenue & Junipero Serra Boulevard: LOS F during A.M. peak hour and: LOS E during P.M. peak hour
- Santa Cruz Avenue & Sand Hill Road: LOS E during both A.M. and P.M. peak hours
- Middlefield Road & Marsh Road (Atherton): LOS F during both A.M. and P.M. peak hours
- Middlefield Road & Ravenswood Avenue: LOS E during P.M. peak hour
- Middlefield Road & Willow Road: LOS F during both A.M. and P.M. peak hours
- Gilbert Avenue & Willow Road: LOS E during P.M. peak hour
- Coleman Avenue & Willow Road: LOS F during both A.M. and P.M. peak hour
- Durham Street & Willow Road: LOS E during P.M. peak hour
- Bay Road & Marsh Road: LOS E during A.M. peak hour
- Bohannon Drive/Florence Street & Marsh Road: LOS E during A.M. peak hour and: LOS F during P.M. peak hour
- Scott Drive/Rolison Road & Marsh Road: LOS E during A.M. peak hour and: LOS F during P.M. peak hour
- Sand Hill Circle & Sand Hill Road (Caltrans): LOS F during P.M. peak hour
- El Camino Real & Valparaiso Avenue/Glenwood Avenue (Caltrans): LOS E during P.M. peak hour
- El Camino Real & Ravenswood Avenue/Menlo Avenue(Caltrans): LOS F during both A.M. and P.M. peak hours
- El Camino Real & Middle Avenue (Caltrans): LOS F during P.M. peak hour
- Bay Road & Willow Road (Caltrans): LOS E during A.M. peak hour
- Newbridge Street & Willow Road (Caltrans): LOS F during both A.M. and P.M. peak hours
- Hamilton Avenue & Willow Road (Caltrans): LOS E during A.M. peak hour
- Bayfront Expressway & Willow Road (Caltrans): LOS F during both A.M. and P.M. peak hours
- Bayfront Expressway & University Avenue (Caltrans): LOS F during both A.M. and P.M. peak hours
- Bayfront Exp. & Chilco Street (Caltrans): LOS F during P.M. peak hour
- Bayfront Exp. & Chrysler Drive (Caltrans): LOS F during P.M. peak hour
- Bayfront Expressway & Marsh Road (Caltrans): LOS F during both A.M. and P.M. peak hour

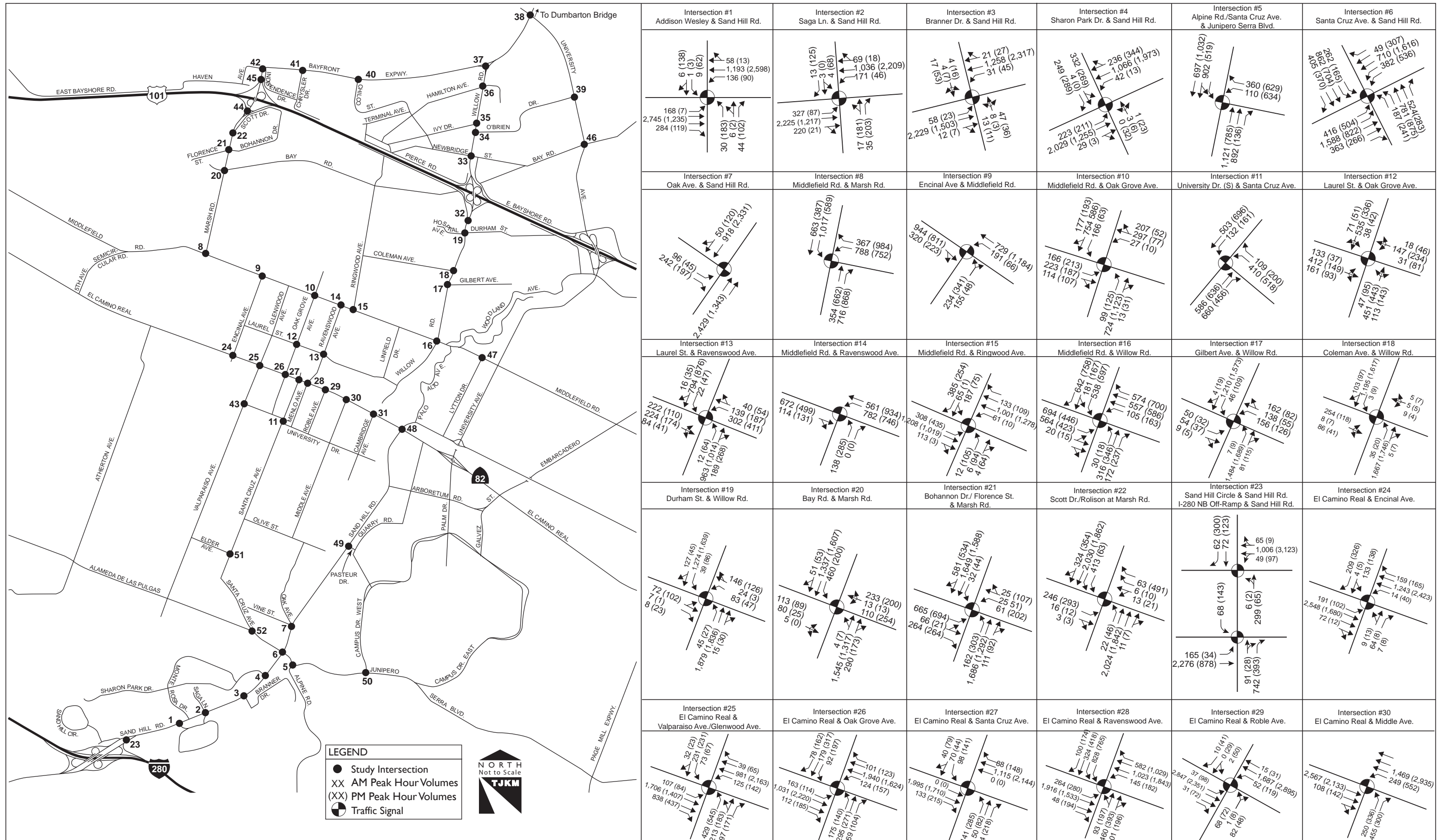
- US 101 SB Ramps & Marsh Road (Caltrans): LOS F during A.M. peak hour and LOS E during P.M. peak hour
- US 101 NB Ramps & Marsh Road (Caltrans): LOS F during A.M. peak hour and LOS E during P.M. peak hour
- University Avenue & Bay Road (Caltrans): LOS E during both A.M. and P.M. peak hours
- Middlefield Road & Lytton Avenue (Palo Alto): LOS E during both A.M. and P.M. peak hours

With the addition of project trips, no additional intersections operate at unacceptable levels of service. However, the levels of service for the following intersections are degraded:

- Laurel Street & Ravenswood Avenue: LOS E during A.M. peak hour
- Middlefield Road & Ravenswood Avenue: LOS E during A.M. peak hour
- Gilbert Avenue & Willow Road: LOS E during A.M. peak hour and: LOS F during P.M. peak hour
- Bohannon Drive/Florence Street & Marsh Road: LOS F during A.M. peak hour
- Hamilton Avenue & Willow Road (Caltrans): LOS E during A.M. peak hour and LOS F during P.M. peak hour
- US 101 NB Ramps & Marsh Road (Caltrans): LOS F during P.M. peak hour

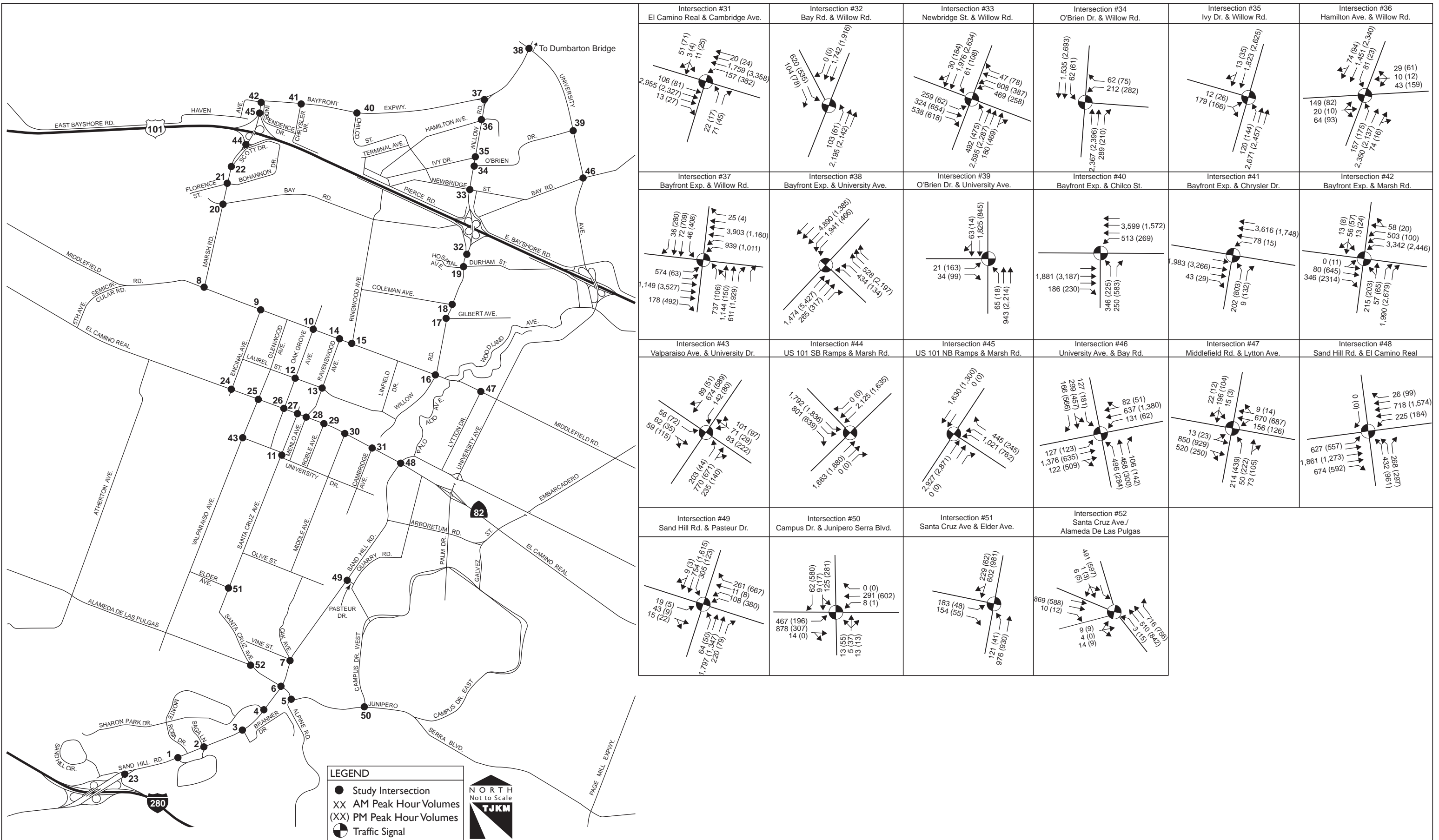
City of Menlo Park - Housing Element
 Cumulative 2035 Peak Hour Volumes and Lane Configurations (Intersections 1-30)

Figure
 8a



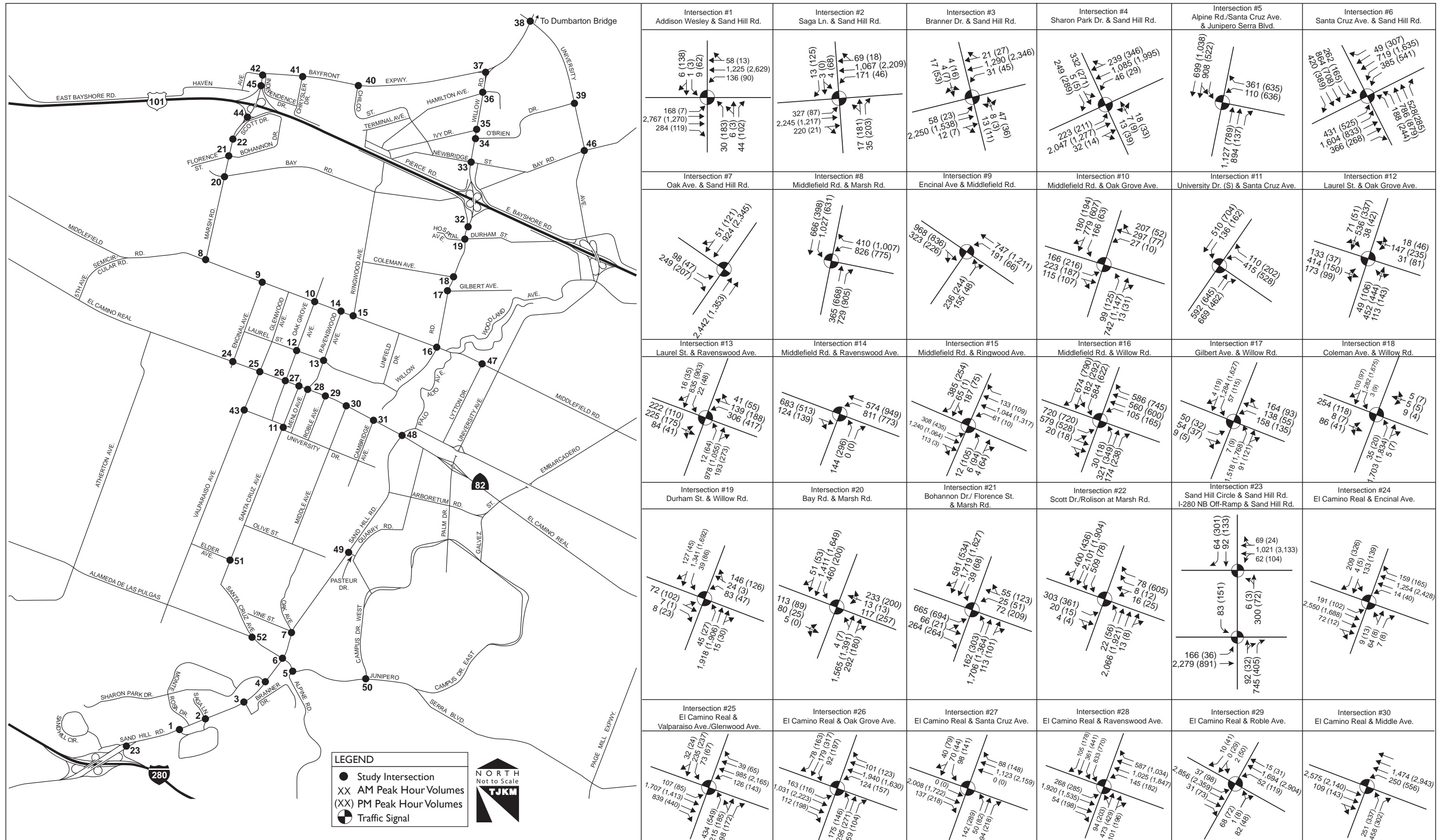
City of Menlo Park - Housing Element
 Cumulative 2035 Peak Hour Volumes and Lane Configurations (Intersections 31-52)

Figure
 8b



City of Menlo Park - Housing Element
 Cumulative 2035 Plus Project Peak Hour Volumes and Lane Configurations (Intersections 1-30)

Figure
 9a



City of Menlo Park - Housing Element
 Cumulative 2035 Plus Project Peak Hour Volumes and Lane Configurations (Intersections 31-52)

Figure
 9b

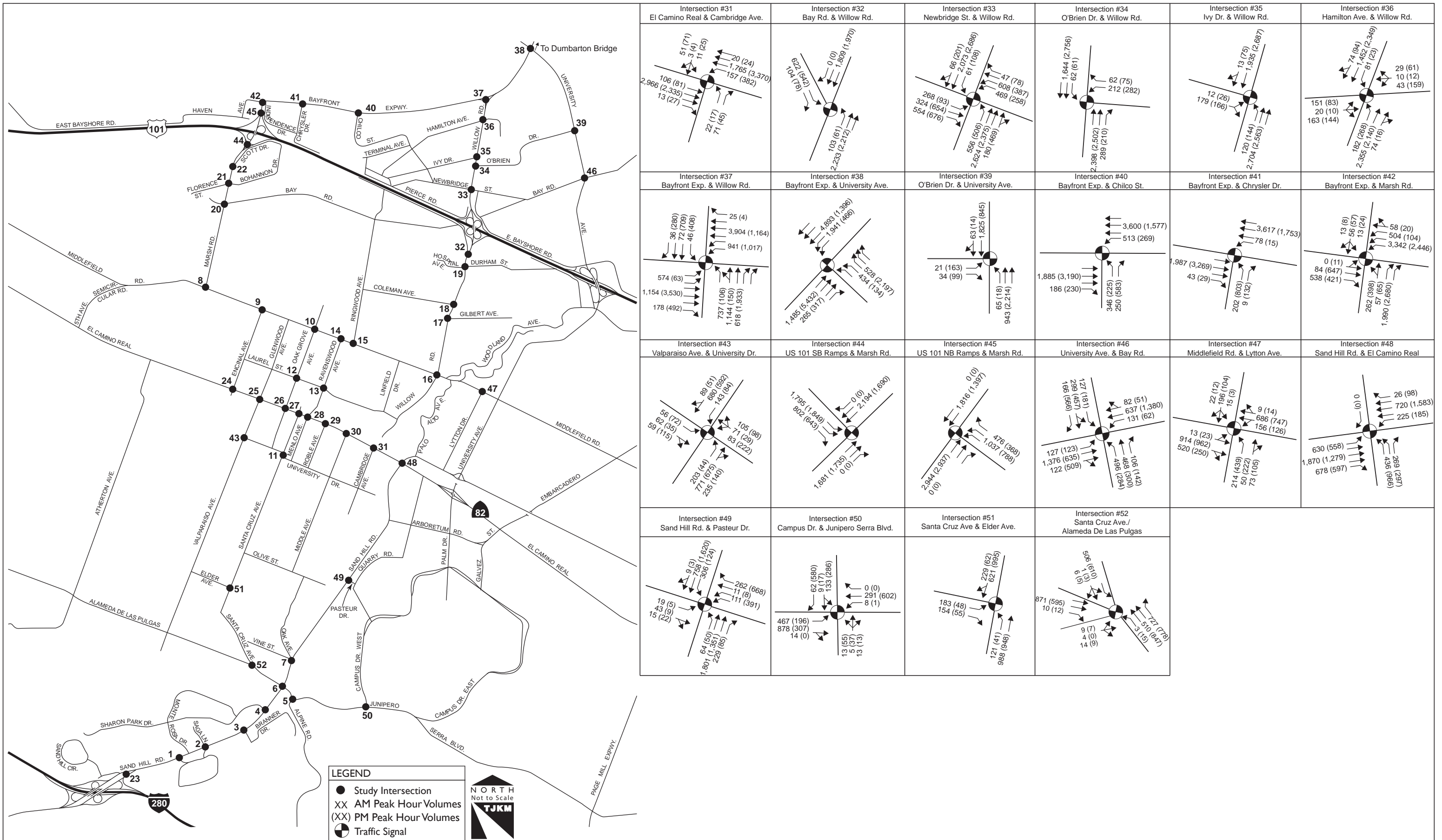


Table VIII: Peak Hour Intersection Levels of Service – Cumulative 2035 Conditions

Int No.	Intersection	Control	Jurisdiction	LOS Threshold	A.M. Peak Hour						P.M. Peak Hour					
					Cumulative		Cumulative Plus Project		Delay Diff (sec)	Significant Impact?	Cumulative		Cumulative Plus Project		Delay Diff (sec)	Significant Impact?
					LOS	Delay (sec)	LOS	Delay (sec)			LOS	Delay (sec)	LOS	Delay (sec)		
1	Addison Wesley & Sand Hill Rd.	Signal	Menlo Park	D	E	57.2	E	59.4	2.2	Yes	D	42.5	D	44.6	2.1	No
2	Saga Ln. & Sand Hill Rd.	Signal	Menlo Park	D	B	11.1	B	11.3	0.2	No	B	15.5	B	15.7	0.2	No
3	Branner Dr. & Sand Hill Rd.	Signal	Menlo Park	D	A	5.4	A	5.4	0.0	No	A	7.9	A	8.1	0.2	No
4	Sharon Park Dr. & Sand Hill Rd.	Signal	Menlo Park	D	D	43.9	D	47.4	3.5	No	E	64.3	E	69.2	4.9	Yes
5	Alpine Rd./Santa Cruz Ave. & Junipero Serra Blvd.	Signal	Menlo Park	D	F	108.1	F	109.2	1.1	Yes	E	69.1	E	70.4	1.3	Yes
6	Santa Cruz Ave. & Sand Hill Rd.	Signal	Menlo Park	D	E	61.6	E	62.7	1.1	Yes	E	58.0	E	60.4	2.4	Yes
7	Oak Ave. & Sand Hill Rd.	Signal	Menlo Park	D	B	14.3	B	14.9	0.6	No	B	10.2	B	10.8	0.6	No
8	Middlefield Rd. & Marsh Rd.	Signal	Atherton	D	F	116.4	F	124.3	7.9	Yes	F	87.5	F	99.5	12.0	Yes
9	Encinal Ave. & Middlefield Rd.	Signal	Atherton	D	D	45.9	D	48.8	2.9	No	B	15.2	B	15.8	0.6	No
10	Middlefield Rd. & Oak Grove Ave.	Signal	Atherton	D	C	32.9	C	33.8	0.9	No	B	16.9	B	17.6	0.7	No
11	University Dr. (S) & Santa Cruz Ave.	Signal	Menlo Park	D	B	18.2	B	18.6	0.4	No	C	20.0	C	20.5	0.5	No
12	Laurel St. & Oak Grove Ave.	Signal	Menlo Park	C	C	24.1	C	25.3	1.2	No	B	14.3	B	14.7	0.4	No
13	Laurel St. & Ravenswood Ave.	Signal	Menlo Park	D		52.9	E	55.7	2.8	Yes	D	41.3	D	47.3	6.0	No
14	Middlefield Rd. & Ravenswood Ave.	Signal	Menlo Park	D	D	50.1	E	57.0	6.9	Yes	E	69.4	E	78.3	8.9	Yes
15	Middlefield Rd. & Ringwood Ave.	Signal	Menlo Park	D	C	29.9	C	29.9	0.0	No	C	29.0	C	29.0	0.0	No
16	Middlefield Rd. & Willow Rd.	Signal	Menlo Park	D	F	144.3	F	156.0	11.7	Yes	F	187.8	F	207.2	19.4	Yes
17	Gilbert Ave. & Willow Rd.	Signal	Menlo Park	D	D	51.6	E	58.5	6.9	Yes	E	63.9	F	81.0	17.1	Yes
18	Coleman Ave. & Willow Rd.	Signal	Menlo Park	D	F	93.5	F	103.7	10.2	Yes	F	80.9	F	97.4	16.5	Yes
19	Durham St. & Willow Rd.	Signal	Menlo Park	D	C	26.9	C	32.5	5.6	No	E	55.1	E	61.6	6.5	Yes
20	Bay Rd. & Marsh Rd.	Signal	Menlo Park	D	E	63.7	E	66.2	2.5	Yes	C	31.8	D	35.8	4.0	No
21	Bohannon Dr./Florence St. & Marsh Rd.	Signal	Menlo Park	D	E	76.3	F	86.9	10.6	Yes	F	128.1	F	132.9	4.8	Yes
22	Scott Dr./Rolison Rd. & Marsh Rd.	Signal	Menlo Park	D	E	74.5	F	80.8	6.3	Yes	F	138.9	F	144.0	5.1	Yes
23	Sand Hill Circle & Sand Hill Rd.	Signal	Menlo Park	D	C	27.2	C	28.1	0.9	No	F	142.7	F	148.4	5.7	Yes
	WB Critical Approach on Sand Hill Rd.										F	140.3	F	146.1	5.8	
	I-280 NB Off-Ramp & Sand Hill Rd.	Signal	Caltrans	D	E	68.1	E	76.6	8.4	Yes	C	26.1	C	26.8	0.7	No
	EB Critical Approach on Sand Hill Rd.				E	60.2	E	69.1	8.9							
24	El Camino Real & Encinal Ave.	Signal	Caltrans	D	B	18.7	B	18.7	0.0	No	C	31.8	C	32.0	0.2	No
25	El Camino Real & Valparaiso Ave./Glenwood Ave.	Signal	Caltrans	D	D	48.8	D	49.8	1.0	No	E	57.3	E	58.9	1.6	Yes
	EB Critical Local Approach on Valparaiso Ave.										F	99.4	F	101.3	1.9	
26	El Camino Real & Oak Grove Ave.	Signal	Caltrans	D	D	38.3	D	39.2	0.9	No	D	52.1	D	52.6	0.5	No
27	El Camino Real & Santa Cruz Ave.	Signal	Caltrans	D	B	16.5	B	16.5	0.0	No	C	31.5	C	32.2	0.7	No
28	El Camino Real & Ravenswood Ave./Menlo Ave.	Signal	Caltrans	D	F	82.2	F	84.6	2.4	Yes	F	123.4	F	130.1	6.7	Yes
	WB Critical Local Approach on Ravenswood Ave.				F	114.7	F	117.1	2.4			F	223.0	F	235.0	
29	El Camino Real & Roble Ave.	Signal	Caltrans	D	B	14.0	B	14.0	0.0	No	D	47.6	D	48.1	0.5	No
30	El Camino Real & Middle Ave.	Signal	Caltrans	D	D	52.9	D	53.9	1.0	No	F	134.8	F	136.5	1.7	Yes
	EB Critical Local Approach on Middle Ave.										F	223.8	F	225.6	2.8	
31	El Camino Real & Cambridge Ave.	Signal	Caltrans	D	B	16.0	B	16.1	0.1	No	C	22.1	C	22.1	0.0	No

Table VIII: Peak Hour Intersection Levels of Service – Cumulative 2035 Conditions (continued)

Int No.	Intersection	Control	Jurisdiction	LOS Threshold	A.M. Peak Hour					P.M. Peak Hour						
					Cumulative		Cumulative Plus Project		Delay Diff (sec)	Significant Impact?	Cumulative		Cumulative Plus Project		Delay Diff (sec)	Significant Impact?
					LOS	Delay (sec)	LOS	Delay (sec)			LOS	Delay (sec)	LOS	Delay (sec)		
32	Bay Rd. & Willow Rd.	Signal	Caltrans	D	E	63.0	E	68.1	5.1		D	48.0	D	54.4	6.4	No
	<i>EB Critical Approach on Willow Rd.</i>				E	71.5	E	76.3	4.8	Yes						
33	Newbridge St. & Willow Rd.	Signal	Caltrans	D	F	235.3	F	255.1	19.8		F	292.4	F	315.4	23.0	Yes
	<i>SB Critical Local Approach on Newbridge St.</i>				F	380.4	F	423.2	42.8	Yes						
34	O'Brien Dr. & Willow Rd.	Signal	Caltrans	D	B	18.3	B	18.6	0.3	No	C	34.3	D	39.6	5.3	No
35	Ivy Dr. & Willow Rd.	Signal	Caltrans	D	C	22.3	C	23.5	1.2	No	D	37.6	D	41.8	4.2	No
36	Hamilton Ave. & Willow Rd.	Signal	Caltrans	D	D	37.6	E	55.7	18.1	Yes	E	57.8	F	83.1	25.3	Yes
37	Bayfront Exp. & Willow Rd.	Signal	Caltrans	D	F	156.8	F	156.7	-0.1	No	F	235.2	F	235.9	0.7	Yes
	<i>WB Critical Approach on Willow Road</i>										F	322.9	F	323.8	0.9	
38	Bayfront Exp. & University Ave.	Signal	Caltrans	D	F	82.8	F	83.3	0.5	No	F	293.1	F	293.2	0.1	No
39	O'Brien Dr. & University Ave.	Signal	Caltrans	D	A	6.7	A	6.7	0.0	No	B	12.3	B	12.3	0.0	No
40	Bayfront Exp. & Chilco St.	Signal	Caltrans	D	D	37.4	D	37.4	0.0	No	F	103.9	F	104.0	0.1	No
41	Bayfront Exp. & Chrysler Dr.	Signal	Caltrans	D	B	13.8	B	13.8	0.0	No	F	102.6	F	102.7	0.1	No
42	Bayfront Exp. & Marsh Rd.	Signal	Caltrans	D	F	94.6	F	159.2	64.6	Yes	F	178.9	F	197.3	18.4	Yes
	<i>EB Critical Approach on Marsh Rd.</i>										F	174.7	F	213.3	38.6	
43	Valparaiso Ave. & University Dr.	Signal	Menlo Park	D	B	19.4	B	19.7	0.3	No	C	21.2	C	21.5	0.3	No
44	US 101 SB Ramps & Marsh Rd.	Signal	Caltrans	D	F	104.8	F	111.7	6.9	Yes	E	70.8	E	78.4	7.6	Yes
	<i>WB Critical Approach on Marsh Rd.</i>				F	129.0	F	139.0	10.0		E	69.7	E	77.5	7.8	
45	US 101 NB Ramps & Marsh Rd.	Signal	Caltrans	D	F	95.8	F	112.5	16.7	Yes	E	74.6	F	89.1	14.5	Yes
	<i>EB Critical Approach on Marsh Rd.</i>				F	122.0	F	145.0	23.0		F	94.5	F	109.0	14.5	
46	University Ave. & Bay Rd.	Signal	Caltrans	D	E	60.0	E	60.0	0.0	No	E	69.0	E	69.0	0.0	No
47	Middlefield Rd. & Lytton Ave.	Signal	Palo Alto	D	E	64.1	E	69.9	5.8	No	E	63.6	E	70.3	6.7	No
48	Sand Hill Rd. & El Camino Real	Signal	Caltrans	D	C	23.5	C	23.6	0.1	No	C	34.0	C	34.3	0.3	No
49	Sand Hill Rd. & Pasteur Dr.	Signal	Palo Alto	D	C	34.5	C	34.7	0.2	No	D	46.3	D	46.7	0.4	No
50	Campus Dr. & Junipero Serra Blvd.	Signal	Santa Clara Co.	D	B	19.9	C	20.2	0.3	No	D	50.3	D	50.3	0.0	No
51	Santa Cruz Ave. & Elder Ave.	Signal	Menlo Park	D	B	19.0	B	19.1	0.1	No	A	7.2	A	7.2	0.0	No
52	Santa Cruz Ave./Alameda De Las Pulgas	Signal	San Mateo Co.	D	B	13.5	B	13.8	0.3	No	B	14.7	B	15.0	0.3	No

Notes: 1. LOS=Level of Service, Delay = Average control delay per vehicle
2. Delay / LOS are for overall intersection
3. **Bold** indicates unacceptable operational conditions based on applicable city/Caltrans standards, as well as potentially significant impacts.
Source: TJKM Transportation Consultants, Jan 2013

Table IX: Roadway Segment Levels of Service – Cumulative 2035 Conditions

Segment No.	Roadway	Segment	Classification	Existing ADT	Cumulative ADT	Cumulative Plus Project ADT	Project Trip ADT Contribution		Significant Impact
							Added Daily Volume	% of Cumulative	
1	Haven Ave	City Limits-Bayfront Expwy/Marsh Rd	Collector	5,751	7,235	8,874	1,639	22.7%	Yes
2-1	Marsh Rd	Bay Rd-Bohannon Dr/Florence St	Minor Arterial	27,013	43,338	44,616	1,278	2.9%	Yes
2-2		Bohannon Dr/Florence St-Scott Dr	Primary Arterial	32,768	51,195	52,817	1,622	3.2%	Yes
3	Hamilton Ave	Chilco St-Willow Rd	Collector	3,010	3,812	4,929	1,117	29.3%	Yes
4-1	Willow Rd	Laurel St-Middlefield Rd	Collector	5,181	8,964	9,048	85	0.9%	No
4-2		Middlefield Rd-Gilbert Ave	Minor Arterial	26,213	43,774	45,626	1,852	4.2%	Yes
4-3		Gilbert Ave-Coleman Ave	Minor Arterial	26,336	43,885	45,747	1,862	4.2%	Yes
4-4		Coleman Ave-Durham St/Hospital Ave	Minor Arterial	28,038	45,853	47,549	1,697	3.7%	Yes
4-5		Durham St/Hospital Ave-Bay Rd	Minor Arterial	32,148	50,607	52,108	1,500	3.0%	Yes
5	Middlefield Rd	Ravenswood Ave-Willow Rd	Minor Arterial	20,668	29,610	30,467	856	2.9%	Yes
6-1	Laurel St	Glenwood Ave-Oak Grove Ave	Collector	3,916	5,717	5,840	123	2.1%	No
6-2		Oak Grove Ave-Ravenswood Ave	Collector	4,404	5,540	5,554	14	0.3%	No
6-3		Ravenswood Ave-Willow Rd	Collector	4,917	9,481	9,599	118	1.2%	Yes
7-1	University Dr	Middle Ave-Menlo Ave	Collector	5,666	8,087	8,372	285	3.5%	No
7-2		Menlo Ave-Santa Cruz Ave	Collector	17,641	24,577	24,930	353	1.4%	Yes
7-3		Santa Cruz Ave-Oak Grove Ave	Collector	7,052	9,210	9,335	125	1.4%	Yes
7-4		Oak Grove Ave-Valparaiso Ave	Collector	5,376	7,197	7,253	56	0.8%	No
8-1	Valparaiso Ave/Glenwood Ave	University Dr-El Camino Real	Minor Arterial	13,238	18,279	18,422	143	0.8%	Yes
8-2		El Camino Real-Laurel St	Collector	5,899	7,854	7,957	102	1.3%	No

Table IX: Roadway Segment Levels of Service – Cumulative 2035 Conditions (continued)

Segment No.	Roadway	Segment	Classification	Existing ADT	Cumulative ADT	Cumulative Plus Project ADT	Project Trip ADT Contribution		Significant Impact
							Added Daily Volume	% of Cumulative	
9-1	Oak Grove Ave	University Dr -El Camino Real	Collector	10,038	12,808	12,851	43	0.3%	No
9-2		El Camino Real-Laurel St	Collector	9,677	13,196	13,399	203	1.5%	Yes
9-3		Laurel St-Middlefield Rd	Collector	8,556	10,710	10,742	31	0.3%	No
10-1	Ravenswood Ave	El Camino Real-Alma St	Minor Arterial	24,076	37,525	38,471	946	2.5%	Yes
10-2		Alma St-Laurel St	Minor Arterial	19,912	31,116	31,972	856	2.8%	Yes
10-3		Laurel St-Middlefield Rd	Minor Arterial	17,977	25,237	25,827	589	2.3%	Yes
11-1	Santa Cruz Ave	Alameda de las Pulgas- Avy Ave/Orange Ave	Minor Arterial	9,238	12,973	13,282	308	2.4%	No
11-2		Avy Ave/Orange Ave-Olive St	Minor Arterial	16,097	23,277	23,644	367	1.6%	Yes
11-3		Olive St-University Dr	Minor Arterial	17,179	24,391	24,720	329	1.4%	Yes
11-4		University Dr-Crane St	Minor Arterial	8,895	13,298	13,466	168	1.3%	No
11-5		Crane St-El Camino Real	Minor Arterial	8,074	12,969	13,087	118	0.9%	No
12-1	Middle Ave	Olive St-University Dr	Collector	7,222	9,936	10,162	226	2.3%	Yes
12-2		University Dr-El Camino Real	Collector	7,519	10,450	10,530	80	0.8%	Yes
13-1	Alpine Rd/Santa Cruz Ave	Junipero Serra Blvd-City Limits	Minor Arterial	23,406	29,425	29,550	125	0.4%	Yes
13-2		Sand Hill Rd-Junipero Serra Blvd	Minor Arterial	30,187	38,793	39,026	233	0.6%	Yes
14	Linfield Dr	Middlefield Rd - Laurel St	Local	1,583	1,990	2,131	141	7.1%	Yes
15	Oak Ave	Sand Hill Rd - Olive St	Local	2,518	3,482	3,645	163	4.7%	Yes

Notes: **Bold** indicates potentially significant impacts.

Source: TJKM Transportation Consultants, Jan 2013

Table X: Freeway Segment Levels of Service – Cumulative 2035 Conditions

Segment No.	Roadway	Segment	Existing LOS ¹	CMP LOS Standards	Capacity ²	Project Trips	% of Capacity	Significant Impact?
1	US 101	N/O Marsh Rd	F	F	11,500	20	0.17%	No
2	US 101	S/O Marsh Rd	F	F	11,500	134	1.17%	Yes
3	US 101	S/O Willow Rd	F	F	11,500	88	0.77%	No
4 -1	SR 84	Marsh Rd - Willow Rd	B	D	4,500	4	0.09%	No
4-2	SR 84	Willow Rd - University Ave	F	E	4,500	10	0.22%	No
5	I-280	N/O Sand Hill	E	D	9,200	7	0.08%	No
6	I-280	S/O Sand Hill	E	D	9,200	14	0.16%	No

Notes: 1. Source: 2011 CMP Monitoring Report. Based on average speed.
 2. Capacity is based on number of lanes and 2,200 vphpl for four lane segments and 2,300 vphpl for six lane and more segments for US 101 and I-280. Capacity of 1,500 vphpl is used for SR 84 segments.
 3. **Bold** indicates unacceptable operational conditions based on applicable city/Caltrans standards, as well as potentially significant impacts.

Source: TJKM Transportation Consultants, Jan 2013

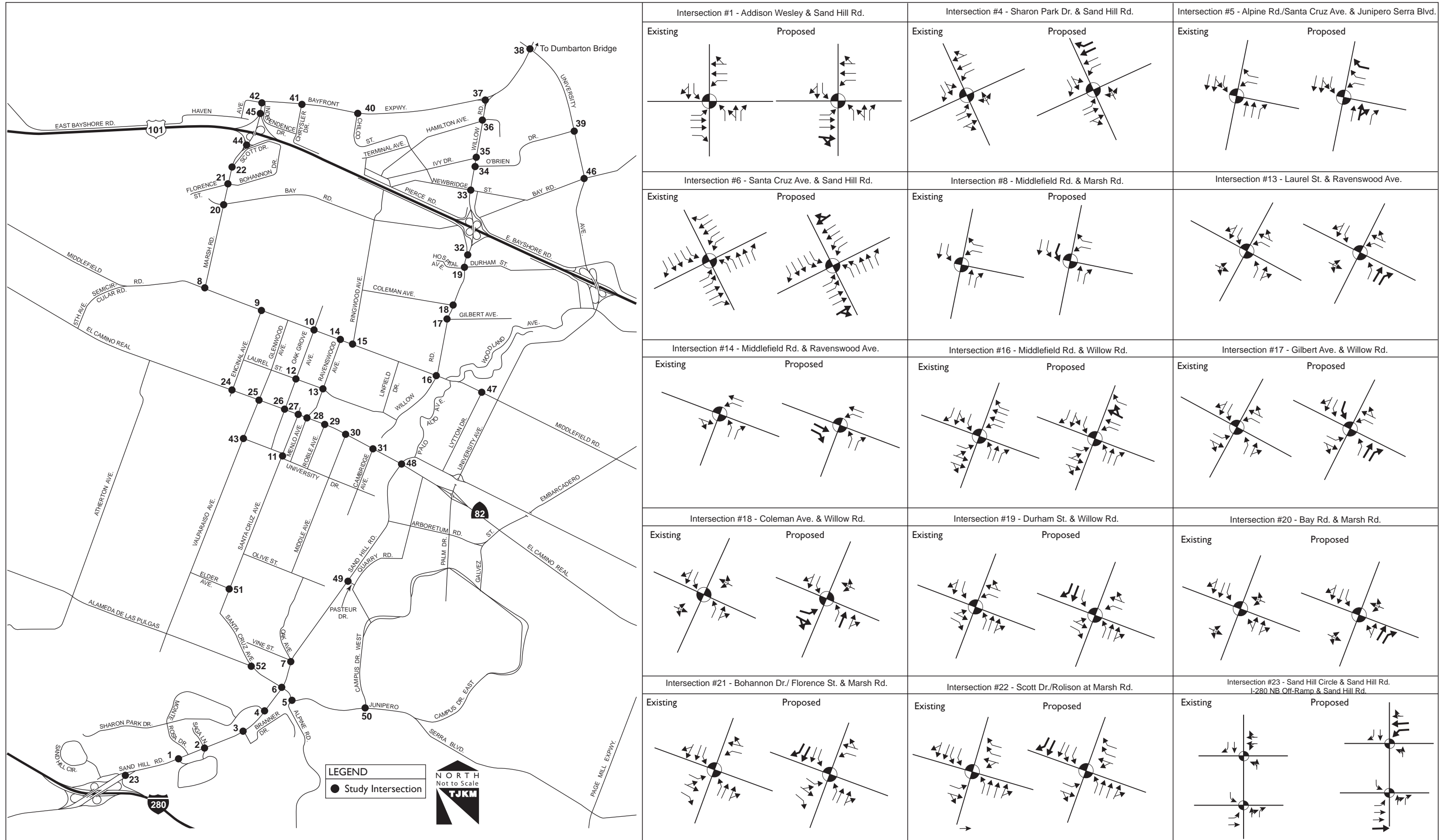
Mitigation Measures

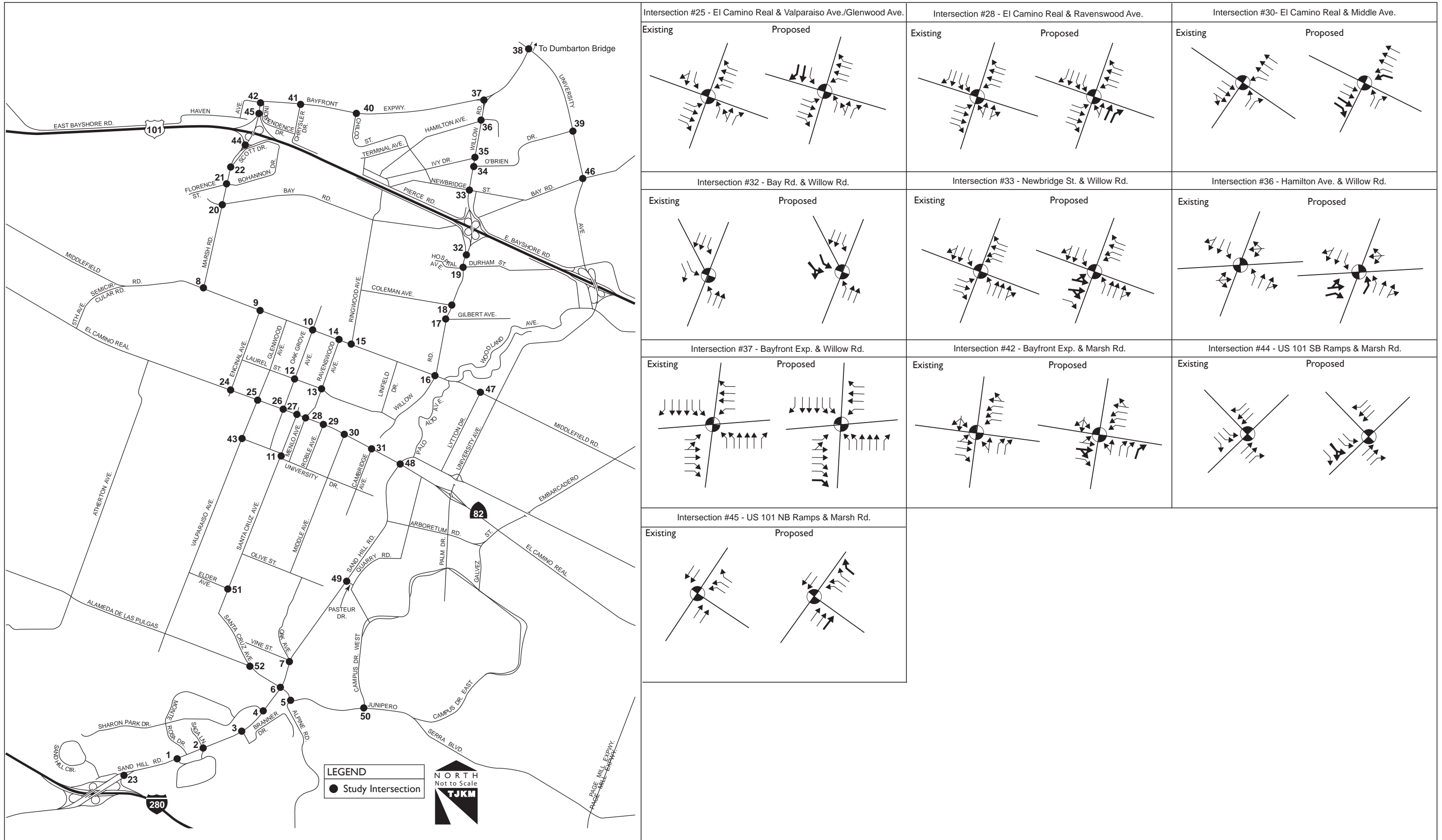
As shown in Table VIII, twenty five intersections have potentially significant impacts with the addition of project trips to Cumulative Conditions during the A.M. or P.M. peak hours. The intersections are listed as below:

- Addison Wesley & Sand Hill Road during A.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- Sharon Park Drive & Sand Hill Road during P.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- Alpine Road/Santa Cruz Avenue & Junipero Serra Boulevard during both A.M. and P.M. peak hours
 - The most critical movement delay increases by more than 0.8 seconds
- Santa Cruz Avenue & Sand Hill Road during both A.M. and P.M. peak hours
 - The most critical movement delay increases by more than 0.8 seconds
- Middlefield Road & Marsh Road (Atherton) during both A.M. and P.M. peak hours
 - The delay increases by 4 seconds at LOS F
- Laurel Street & Ravenswood Avenue during A.M. peak hour
 - LOS degrades from LOS D to LOS E
- Middlefield Road & Ravenswood Avenue during both A.M. and P.M. peak hours
 - LOS degrades from LOS D to LOS E during A.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds during P.M. peak hour
- Middlefield Road & Willow Road during both A.M. and P.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- Gilbert Avenue & Willow Road during both A.M. and P.M. peak hours
 - LOS degrades from LOS D to LOS E during A.M. peak hour

- The most critical movement delay increases by more than 0.8 seconds during P.M. peak hour
- Coleman Avenue & Willow Road during both A.M. and P.M. peak hours
 - The most critical movement delay increases by more than 0.8 seconds
- Durham Street & Willow Road during P.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- Bay Road & Marsh Road during A.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- Bohannon Drive/Florence Street & Marsh Road during both A.M. and P.M. peak hours
 - The most critical movement delay increases by more than 0.8 seconds
- Scott Drive/Rolison Road & Marsh Road during both A.M. and P.M. peak hours
 - The most critical movement delay increases by more than 0.8 seconds
- I-280 NB Off-Ramp/Sand Hill Circle & Sand Hill Road (Caltrans) during both A.M. and P.M. peak hours
 - The most critical movement delay increases by more than 0.8 seconds
- El Camino Real & Valparaiso Avenue/Glenwood Avenue (Caltrans) during P.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- El Camino Real & Ravenswood Avenue/Menlo Avenue (Caltrans) during both A.M. and P.M. peak hours
 - The most critical movement delay increases by more than 0.8 seconds
- El Camino Real & Middle Avenue (Caltrans) during P.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- Bay Road & Willow Road (Caltrans) during A.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- Newbridge Street & Willow Road (Caltrans) during both A.M. and P.M. peak hours
 - The most critical movement delay increases by more than 0.8 seconds during A.M. peak hour
 - Average delay increases by 23 seconds for P.M. peak hour
- Hamilton Avenue & Willow Road (Caltrans) during both A.M. and P.M. peak hours
 - LOS degrades from LOS D to LOS E during A.M. peak hour
 - Average delay increases by 23 seconds for P.M. peak hour
- Bayfront Expressway & Willow Road (Caltrans) during P.M. peak hour
 - The most critical movement delay increases by more than 0.8 seconds
- Bayfront Expressway & Marsh Road (Caltrans) during both A.M. and P.M. peak hour
 - Average delay increase by 23 seconds during A.M. Peak hour
 - The most critical movement delay increases by more than 0.8 seconds during P.M. peak hour
- US 101 SB Ramps & Marsh Road (Caltrans) during both A.M. and P.M. peak hours
 - The most critical movement delay increases by more than 0.8 seconds
- US 101 NB Ramps & Marsh Road (Caltrans) during both A.M. and P.M. peak hours
 - The most critical movement delay increases by more than 0.8 seconds

Figure 10 illustrates the recommended geometry improvements to reduce these impacts.





Mitigation Measure TR-2a:

At the intersection of Addison Wesley & Sand Hill Road, the necessary mitigation measure is to restripe the eastbound approach on Sand Hill Road from one left turn lane, two through lanes and one right turn lane to one left turn lane, two through lanes and one shared through/right turn lane. One additional receiving lane on Sand Hill Road is recommended to be added accordingly. A bike lane currently exists between the right-most through lane and the right turn lane.

With the mitigation measure, the intersection level of service improves to LOS B during the A.M. peak hour, under the Cumulative plus Project Condition.

The improvements may not be feasible due to ROW constraints affecting private property. In addition, the re-striping for the eastbound approach is not feasible since this could result in increased safety hazards to bicyclists by placing bicyclists between two through lanes. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2b:

At the intersection of Sharon Park Drive & Sand Hill Road, the necessary mitigation measure is to add one exclusive westbound right turn lane on Sand Hill Road.

With the mitigation measure, the intersection level of service improves to LOS D during the P.M. peak hour, under the Cumulative plus Project Condition.

The improvements may not be feasible due to ROW constraints and the presence of a dozen mature evergreen trees. Even though this impact remains **significant and unavoidable**, it should be noted that the width of the westbound bike lane of 10.5 feet enables this lane to function as a right turn lane in compliance with the California Manual on Uniform Traffic Control Devices (California MUTCD).

Mitigation Measure TR-2c:

At the intersection of Alpine Road/Santa Cruz Avenue & Junipero Serra Boulevard, the necessary mitigation measure is to re-stripe the northbound approach on Alpine Road from two through lanes and one right turn lane to one through lane, one shared through/right turn lane and one right turn lane. In addition, a second westbound right turn lane is recommended to be added on Junipero Serra Boulevard. A northbound bike lane is currently striped between the right-most through lane and the right turn lane.

With the mitigation measure, the intersection level of service improves to LOS D during the A.M. peak hour, under the Cumulative plus Project Condition; and remains LOS E during P.M. peak hour, with the delay for the most critical movements reduced to be less than under the Cumulative Condition.

The re-striping for the northbound approach is not feasible since this could result in increased safety hazards to bicyclists by placing bicyclists between two right turn lanes. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2d:

At the intersection of Santa Cruz Avenue & Sand Hill Road, the necessary mitigation measure is to re-stripe both westbound and eastbound approaches on Sand Hill Road from two left turn lanes, two through lanes and one right turn lane to two left turn lanes, two through lanes and one shared

through/right turn lane. One additional receiving lane is recommended to be added on Sand Hill Road for the westbound direction.

With the mitigation measure, the intersection level of service remains LOS E during the A.M. peak hour, with the delay for the most critical movement reduced to be less than under the Cumulative Condition; and improves to LOS D during the P.M. peak hour, under the Cumulative plus Project Condition.

The improvements may not be feasible due to ROW constraints, with the northwest corner of the intersection under the control of San Mateo County. Also, the re-striping for the eastbound and westbound approaches may not be feasible since this could result in increased safety hazards to bicyclists by placing bicyclists between two through lanes. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2e:

At the intersection of Middlefield Road & Marsh Road, the necessary mitigation measure is to add a second southbound left turn lane on Middlefield Road and to add one receiving lane on Marsh Road accordingly.

With the mitigation measure, the intersection level of service improves to LOS D during the A.M. peak hour and LOS E during the P.M. peak hour, under the Cumulative plus Project Condition.

This intersection is under the jurisdiction of Town of Atherton. Based on prior consultation with the Town of Atherton, the improvements may require covering Atherton Channel and removing numerous heritage trees. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2f:

At the intersection of Laurel Street & Ravenswood Avenue, the necessary mitigation measure is to add one exclusive eastbound right turn lane on Ravenswood Avenue.

With the mitigation measure, the intersection level of service improves to LOS D during the A.M. peak hour, under the Cumulative plus Project Condition.

Both the City's TIF Program and the ECRSP project suggest the mitigation measures for this intersection, which are consistent with the necessary mitigation measure suggested for this project. However, the improvements may not be feasible due to ROW constraints. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2g:

At the intersection of Middlefield Road & Ravenswood Avenue, the necessary mitigation measure is to add one exclusive southbound right turn lane on Middlefield Road.

With the mitigation measure, the intersection level of service improves to LOS D during both the A.M. and the P.M. peak hours, under the Cumulative plus Project Condition.

This intersection is included in the City's TIF Program and could be constructed over the long term. However, the improvements may not be feasible due to ROW constraints affecting private property in Atherton and would involve coordination with the Town of Atherton. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2h:

At the intersection of Middlefield Road & Willow Road, the necessary mitigation measure is to re-stripe the northbound approach on Middlefield Road from one left turn lane, two through lanes and one right turn lane to one left turn lane, one through lane, one shared through/right turn lane and one right turn lane.

With the mitigation measure, the intersection level of service remains LOS F during both the A.M. and the P.M. peak hours, with the delay for the most critical movement reduced to be less than under the Cumulative plus Project Condition.

According to the FECFDA, Facebook is responsible for implementing this necessary mitigation measure. Therefore, after applying the mitigation measure, the impact is ***less-than-significance***.

Mitigation Measure TR-2i:

At the intersection of Gilbert Avenue & Willow Road, the necessary mitigation measure is to add one exclusive eastbound right turn lane and a second westbound left turn lane on Willow Road and to add one additional receiving lane on Gilbert Avenue accordingly.

With the mitigation measure, the intersection level of service improves to LOS D during the A.M. peak hour, under the Cumulative plus Project Condition; and remains LOS E during the A.M. peak hour, with the delay for the most critical movement reduced to be less than under the Cumulative Condition.

The improvements may not be feasible due to ROW constraints due to impacts to private property. Therefore, this impact remains ***significant and unavoidable***.

Mitigation Measure TR-2j:

At the intersection of Coleman Avenue & Willow Road, the necessary mitigation measure is to add one exclusive southbound left turn lane on Coleman Avenue and a second eastbound through lane on Willow Road and to add one receiving lane on Willow Road accordingly.

With the mitigation measure, the intersection level of service improves to LOS C during the A.M. peak hour and LOS D during the P.M. peak hour, under the Cumulative plus Project Condition.

The installation of one exclusive southbound left turn lane on Coleman Avenue may be accomplished in the existing right-of-way by re-striping work, but it may require the removal of one or two parking spaces. The other improvements to Willow road do not appear feasible due to ROW constraints affecting private property. Although the restriping on Coleman would partially mitigate the impact, this overall impact remains ***significant and unavoidable***.

Mitigation Measure TR-2k:

At the intersection of Durham Street/VA Driveway & Willow Road, the necessary mitigation measure is to add one exclusive westbound right turn lane on Willow Road.

With the mitigation measure, the intersection level of service improves to LOS D during the P.M. peak hour, under the Cumulative plus Project Condition.

The improvements do not appear feasible due to ROW constrains. Therefore, this impact remains ***significant and unavoidable***.

It should be noted that the ECRSP project also suggests a mitigation measure for this intersection, which includes adding a southbound left turn at the VA Driveway. With this mitigation measure, the intersection still operates at LOS E during the P.M. peak hour, with the delay for the southbound left turn and the westbound through critical movements about 11 seconds higher than under the Cumulative Condition. However, the average delay for the intersection as well as the delay of the critical movements are all reduced by about 1 to 3 seconds, compared to without any mitigation measures under the Cumulative plus Project Condition. Therefore, this potential ECRSP mitigation measure could be considered as a partial mitigation measure, under the Cumulative plus Project Condition.

Mitigation Measure TR-2l:

At the intersection of Bay Road & Marsh Road, the necessary mitigation measure is to add one exclusive eastbound right turn lane on Marsh Road.

With the mitigation measure, the intersection level of service improves to LOS D during the A.M. peak hour, under the Cumulative plus Project Condition.

The improvement is not feasible due to ROW constraints and would require the approval of the County of San Mateo and Town of Atherton. Therefore, this impact remains **significant and unavoidable**.

It should be noted that the City also suggests a mitigation measure for this intersection, which includes adding an overlap phase for the northbound right turn movement from Bay Road to Marsh Road. With this mitigation measure, the intersection remains LOS E during the A.M. peak hour, with the delay for the eastbound through and the westbound left turn critical movements about 6 seconds higher than under the Cumulative Condition. However, the average delay for the intersection is reduced by about 3 seconds, compared to under the Cumulative Condition. Therefore, this potential mitigation measure could be considered as a partial mitigation measure, under the Cumulative plus Project Condition.

Mitigation Measure TR-2m:

At the intersection of Bohannon Drive/Florence Street & Marsh Road, the necessary mitigation measure is to add one exclusive westbound right turn lane on Marsh Road.

With the mitigation measure, the intersection level of service improves to LOS D during the A.M. peak hour and LOS E during the P.M. peak hour, under the Cumulative plus Project Condition.

Through the MGDA, Bohannon Development Agreement is responsible for implementing the necessary mitigation measure. Therefore, after applying the mitigation measures, this impact is **less-than-significant**.

Mitigation Measure TR-2n:

At the intersection of Scott Drive/Rolison Road & Marsh Road, with the necessary mitigation measures suggested for the Near-Term plus Project Condition (Mitigation Measure TR-1d), the intersection level of service remains LOS E during the A.M. peak hour and LOS F during the P.M. peak hours, and the delay for the critical movement was reduced to be lower than under the Cumulative Condition during the P.M. peak hour; however, during the A.M. peak hour, the westbound left turn critical movement delay is 54 seconds higher than under the Cumulative conditions. Therefore, such mitigation measures could only be considered as partial mitigation.

Under the Cumulative plus Project condition, the necessary mitigation measure is to add one exclusive westbound right turn lane on Marsh Road.

With the mitigation measure, the intersection level of service improves to LOS D during the A.M. peak hour, under the Cumulative plus Project Condition; and remains LOS F during the P.M. peak hour, with the delay for the most critical movement reduced to be less than under the Cumulative Condition.

The improvements may not be feasible due to ROW constrains. In addition, the intersection is under both the City and Caltrans jurisdiction and coordination between the two jurisdictions would be required. As such, the City cannot guarantee implementation of the mitigation measure. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2o:

At the intersection of I-280 NB Off Ramp/Sand Hill Circle & Sand Hill Road, the necessary mitigation measure is to add one exclusive westbound left turn lane and a third eastbound through lane on Sand Hill Road. In addition, one additional receiving lane is recommended to be added on Sand Hill Road accordingly.

With the mitigation measure, the intersection level of service improves to LOS C for the south part of the intersection of I-280 NB Off Ramp & Sand Hill Road, during the A.M. peak hour, under the Cumulative plus Project Condition; and remains LOS F for the north part of the intersection of Sand Hill Circle & Sand Hill Road during the P.M. peak hour, with the delay for the most critical movement reduced to be less than under the Cumulative Condition.

The improvements may not be feasible due to ROW constraints and would require the approval of Caltrans. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2p:

At the intersection of El Camino Real & Valparaiso Avenue/Glenwood Avenue, the necessary mitigation measure is to add one exclusive westbound right turn lane on Glenwood Avenue.

With the mitigation measure, the intersection level of service remains LOS E during the P.M. peak hour, with the delay for the most critical movement reduced to be less than under the Cumulative Condition.

This intersection is included in the City's TIF program, and improvements could be constructed over time. However, the improvements may not be feasible in the short term due to ROW constraints. In addition, this intersection is under Caltrans jurisdiction. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2q:

At the intersection of El Camino Real & Ravenswood Avenue/Menlo Avenue, the necessary mitigation measure is to add one exclusive eastbound right turn lane on Menlo Avenue.

With the mitigation measure, the intersection level of service improves to LOS E during the A.M. peak hour, under the Cumulative plus Project Condition; and remains LOS F during the P.M. peak hour, with the delay for the most critical movement reduced to be less than under the Cumulative Condition.

This intersection is included in the City's TIF program, and improvements could be constructed over time. However, the improvements may not be feasible in the short term due to ROW constraints. In addition, this intersection is under Caltrans jurisdiction. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2r:

At the intersection of El Camino Real & Middle Avenue, the necessary mitigation measure is to add one exclusive southbound right turn lane and a second northbound left turn lane on El Camino Real.

With the mitigation measure, the intersection level of service remains LOS F during the P.M. peak hour, with the delay for the most critical movement reduced to be less than under the Cumulative Condition.

The City's TIF program includes this intersection and suggests the same intersection improvements. However, these improvements may not be feasible due to ROW constraints. In addition, this intersection is under Caltrans jurisdiction. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2s:

At the intersection of Bay Road & Willow Road, the necessary mitigation measure is to re-stripe the southbound approach from one left turn lane and one right turn lane to one left turn lane and one shared left turn/right turn lane.

With the mitigation measure, the intersection level of service improves to LOS C during the A.M. peak hour, under the Cumulative plus Project Condition.

Since this intersection is under Caltrans jurisdiction, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2t:

At the intersection of Newbridge Street & Willow Road, the necessary mitigation measure is to re-stripe the southbound approach on Newbridge Street from one left turn lane, one through lane and one right-turn lane to one shared left turn/through lane, one shared through/right turn lane and one right turn lane, and to add one additional receiving lane on the south leg on Newbridge Street accordingly.

With the mitigation measure, the intersection remains LOS F during both the A.M. and P.M. peak hours, with the delay for the most critical movement reduced to be less than under the Cumulative Condition.

The improvements may not be feasible due to ROW constraints on the south leg of the intersection, which would impact private property in East Palo Alto. In addition, this intersection is under Caltrans jurisdiction, and the City cannot guarantee implementation of the mitigation measure. Therefore, this impact remains **significant and unavoidable**.

It should be noted that FECPSA also suggests a mitigation measure for this intersection, which includes an additional eastbound left-turn lane, an additional northbound receiving lane for the eastbound left turning traffic, an additional westbound through/right-turn lane, and an additional

receiving lane for the westbound through traffic. With this mitigation measure, the intersection still operates at LOS F during both the A.M. and P.M. peak hours. The delay for the most critical movements are reduced to be less than under the Cumulative Condition during the P.M. peak hour; however, during the A.M. peak hour, the delay for the eastbound through critical movement was over 100 seconds higher than under the Cumulative condition even though the overall delay of the intersection was reduced. Therefore, this potential Facebook mitigation measure could be considered as a partial mitigation measure, under the Cumulative plus Project Condition.

Mitigation Measure TR-2u:

At the intersection of Hamilton Avenue & Willow Road, the necessary mitigation measure is to add one exclusive southbound right turn lane on Hamilton Avenue and a second eastbound left turn lane on Willow Road and to add one receiving lane on Hamilton Avenue.

With the mitigation measure, the intersection level of service improves to LOS C during both the A.M. and P.M. peak hours, under the Cumulative plus Project Condition.

The installation of one exclusive southbound right turn lane on Hamilton Avenue may be done by re-striping work, but it would require the removal of on-street parking spaces. Since the other improvements along Willow Road may not be feasible due to ROW constraints and the intersection is under Caltrans jurisdiction, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2v:

At the intersection of Bayfront Expressway & Willow Road, the necessary mitigation measure is to add a third right turn lane on Willow Road.

With the mitigation measure, the intersection still operates at LOS F, but the delay for the most critical movements are reduced to be less than under the Cumulative Condition.

According to the FECPSA, Facebook is responsible for implementing this mitigation measure. However, since this intersection is under Caltrans jurisdiction and the City cannot guarantee implementation of the mitigation measure, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2w:

At the intersection of Bayfront Expressway & Marsh Road, the necessary mitigation measure is to re-stripe the southbound approach on Bayfront Expressway from one shared left turn/through lane, one through lane and one right turn lane to one left turn/through lane, one through/right turn lane and one right turn lane and to add a third right turn lane for the eastbound approach on Marsh Road.

With the mitigation measure, the intersection level of service improves to LOS E during both the A.M. and P.M. peak hours, under the Cumulative plus Project Condition.

This intersection is included in the City's TIF Program, and the improvements to each approach appear feasible in the existing right-of-way. Since the intersection is under Caltrans jurisdiction, the City cannot guarantee implementation of the mitigation measure. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2x:

At the intersection of US 101 SB Ramps & Marsh Road, the necessary mitigation measure is to add one southbound shared left turn/right turn lane on US 101 SB ramp and one additional receiving lane on Marsh Road accordingly.

With the mitigation measures, the intersection level of service improves to LOS E during the A.M. peak hour and LOS D during the P.M. peak hour, under the Cumulative plus Project Condition.

The improvements may not be feasible due to ROW requirements. In addition, this intersection is under Caltrans jurisdiction. Therefore, this impact remains **significant and unavoidable**.

Mitigation Measure TR-2y:

At the intersection of US 101 NB Ramps & Marsh Road, with the necessary mitigation measure suggested for the Near-Term plus Project Condition (Mitigation Measure TR-1h), which is the responsibility of Facebook, the intersection level of service remains LOS F during both the A.M. and P.M. peak hours, and the delay for the northbound left turn and the eastbound through critical movements is about 23 seconds and 14 seconds higher than under the Cumulative conditions, during the A.M. peak hour and P.M. peak hour, respectively. Therefore, such mitigation measures could only be considered as partial mitigation under the Cumulative plus Project Condition.

In addition to the mitigation measures suggested for the Near-Term plus Project condition, the additional necessary mitigation measure is to add a third eastbound through lane on Marsh Road. An additional receiving lane on Marsh Road would be necessary as well.

With the mitigation measure, the intersection level of service improves to LOS C during the A.M. peak hour and LOS B during the P.M. peak hour, under the Cumulative plus Project Condition.

The improvements may not be feasible due to ROW requirements. In addition, this intersection is under Caltrans jurisdiction. Therefore, this impact remains **significant and unavoidable**.

Roadway Segment Evaluation, Cumulative plus Project

The study roadway segments in terms of potentially significant impacts were evaluated based on ADT volumes per City of Menlo Park TIA Guidelines for roadway segments. As shown in Table IX, the Housing Element Projects would result in potentially significant impacts on the following roadway segments under Cumulative plus Project Condition:

- Haven Avenue from Bayfront Expressway/Marsh Road to City limits
- Marsh Road from Bay Road to Scott Drive
- Hamilton Avenue from Chilco Street to Willow Road
- Willow Road from Middlefield Road to Bay Road
- Middlefield Road from Ravenswood Avenue to Willow Road
- University Drive from Menlo Avenue to Oak Grove Avenue
- Valparaiso Avenue/Glenwood Avenue from University Drive to El Camino Real
- Oak Grove Avenue from El Camino Real to Laurel Street
- Ravenswood Avenue from El Camino Real to Middlefield Road
- Santa Cruz Avenue from Avy Avenue/Orange Avenue to University Drive
- Middle Avenue from Olive Street to El Camino Real
- Alpine Road/Santa Cruz Avenue from Sand Hill Road to City Limits

- Linfield Drive from Middlefield Road to Laurel Street
- Oak Avenue from Sand Hill Road to Olive Street

The mitigation measures for roadway segment impacts would require reducing traffic volumes and improving quality of life and could include transportation demand management (TDM) measures. Such measures may include encouraging carpooling and vanpooling, promoting transit and bicycle/pedestrian mode shares, etc. Even though such TDM measures collectively have the potential to reduce added project trip totals to less than significant levels, the City cannot guarantee that these measures may be implemented and may reduce the impacts to less than significant. Therefore, the impacts remain significant and unavoidable.

Freeway Segment Evaluation, Cumulative plus Project Condition

The six selected freeway segments are all considered as Routes of Regional Significance by the San Mateo County CMP. As shown in Table X, all study segments currently operate at their CMP LOS standards or worse, with the exception of SR 84 between Marsh Road and Willow Road.

The results shown in Table X also show that the addition of the traffic volumes generated by the Housing Element Projects would bring potentially significant impact on US 101 South of Marsh Road.

The mitigation measure for freeway segments normally requires adding additional travel lanes and increasing the capacity of the roadway, to accommodate the additional trips generated by the Project. However, widening roadways/adding additional travel lanes would require ROW and may not be feasible. In addition, SR 84 is under Caltrans jurisdiction. Therefore, this impact remains **significant and unavoidable**.

Conclusions and Recommendations

TJKM has reached the following conclusions regarding the proposed Housing Element Update in the city of Menlo Park:

- Under Existing Conditions, all study intersections operate within acceptable standards, with the exception of three intersections.
- Under Near-Term Condition, all study intersections operate within acceptable standards, with the exception of eight intersections.
- Under Near-Term plus Project Conditions
 - All study intersections operate within acceptable level of service standards, with the exception of ten intersections;
 - Eight intersections have potentially significant impacts with the addition of project trips to the Near-Term Condition during A.M. or P.M. peak hour. Mitigation measures are recommended but five of these impacts remain significant and unavoidable;
 - Twelve roadway segments and one freeway segments have potentially significant impacts with the addition of project trips to the Near-Term Condition during A.M. or P.M. peak hour. Mitigation measures are recommended; all impacts remain significant and unavoidable.
- Under Cumulative Conditions, twenty nine intersections operate under unacceptable level of service standards.
- Under Cumulative plus Project Conditions
 - Thirty four intersections operate under unacceptable level of service standards
 - Twenty five intersections have potentially significant impacts with the addition of project trips to Cumulative Condition during A.M. or P.M. peak hour. Mitigation measures are recommended; all but two impacts remain significant and unavoidable.
 - Fourteen roadway segments and one freeway segments have potentially significant impacts with the addition of project trips to Cumulative Condition during A.M. or P.M. peak hour. Mitigation measures are recommended; all impacts remain significant and unavoidable.

Study Participants

TJKM Transportation Consultants

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City of Menlo Park

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Others

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References

1. *City of Menlo Park Transportation Impact Analysis Guidelines*
2. *City of Menlo Park Circulation System Assessment*
3. *San Mateo County CMP*
4. *Highway Capacity Manual 2000, Transportation Research Board*

Appendix A – Level of Service Methodology

APPENDIX A

LEVEL OF SERVICE

The description and procedures for calculating capacity and level of service are found in Transportation Research Board, Highway Capacity Manual 2000. Highway Capacity Manual 2000 represents the latest research on capacity and quality of service for transportation facilities.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst. Each level of service represents a range of operating conditions and the driver's perception of these conditions. Safety is not included in the measures that establish service levels.

A general description of service levels for various types of facilities is shown in Table A-1

Table A-1: Level of Service Description

	Uninterrupted Flow	Interrupted Flow
Facility Type	Freeways Multi-lane Highways Two-lane Highways Urban Streets	Signalized Intersections Unsignalized Intersections Two-way Stop Control All-way Stop Control
LOS		
A	Free-flow	Very low delay.
B	Stable flow. Presence of other users noticeable.	Low delay.
C	Stable flow. Comfort and convenience starts to decline.	Acceptable delay.
D	High density stable flow.	Tolerable delay.
E	Unstable flow.	Limit of acceptable delay.
F	Forced or breakdown flow.	Unacceptable delay

Source: Highway Capacity Manual 2000

Urban Streets

The term "urban streets" refers to urban arterials and collectors, including those in downtown areas.

Arterial streets are roads that primarily serve longer through trips. However, providing access to abutting commercial and residential land uses is also an important function of arterials.

Collector streets provide both land access and traffic circulation within residential, commercial and industrial areas. Their access function is more important than that of arterials, and unlike arterials their operation is not always dominated by traffic signals.

Downtown streets are signalized facilities that often resemble arterials. They not only move through traffic but also provide access to local businesses for passenger cars, transit buses, and trucks. Pedestrian conflicts and lane obstructions created by stopping or standing buses, trucks and parking vehicles that cause turbulence in the traffic flow are typical of downtown streets.

The speed of vehicles on urban streets is influenced by three main factors, street environment, interaction among vehicles and traffic control. As a result, these factors also affect quality of service.

The street environment includes the geometric characteristics of the facility, the character of roadside activity and adjacent land uses. Thus, the environment reflects the number and width of lanes, type of median, driveway density, spacing between signalized intersections, existence of parking, level of pedestrian activity and speed limit.

The interaction among vehicles is determined by traffic density, the proportion of trucks and buses, and turning movements. This interaction affects the operation of vehicles at intersections and, to a lesser extent, between signals.

Traffic control (including signals and signs) forces a portion of all vehicles to slow or stop. The delays and speed changes caused by traffic control devices reduce vehicle speeds, however, such controls are needed to establish right-of-way.

The average travel speed for through vehicles along an urban street is the determinant of the operating level of service. The travel speed along a segment, section or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections.

Level-of-service A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

Level-of-service B describes reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.

Level-of-service C describes stable operations, however, ability to maneuver and change lanes in midblock location may be more restricted than at level-of-service B. Longer queues, adverse signal coordination, or both may contribute to lower travel speeds.

Level-of-service D borders on a range in which in which small increases in flow may cause substantial increases in delay and decreases in travel speed. Level-of-service D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors.

Level-of-service E is characterized by significant delays and lower travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level-of-service F is characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

The methodology to determine level of service stratifies urban streets into four classifications. The classifications are complex, and are related to functional and design categories. Table A-II describes the functional and design categories, while Table A-III relates these to the urban street classification.

Once classified, the urban street is divided into segments for analysis. An urban street segment is a one-way section of street encompassing a series of blocks or links terminating at a signalized intersection. Adjacent segments of urban streets may be combined to form larger street sections, provided that the segments have similar demand flows and characteristics.

Levels of service are related to the average travel speed of vehicles along the urban street segment or section.

Travel times for existing conditions are obtained by field measurements. The maximum-car technique is used. The vehicle is driven at the posted speed limit unless impeded by actual traffic conditions. In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following distances and by changing speeds at reasonable rates of acceleration and deceleration. The maximum-car technique provides the best base for measuring traffic performance.

An observer records the travel time and locations and duration of delay. The beginning and ending points are the centers of intersections. Delays include times waiting in queues at signalized intersections. The travel speed is determined by dividing the length of the segment by the travel time. Once the travel speed on the arterial is determined, the level of service is found by comparing the speed to the criteria in Table A-IV. Level-of-service criteria vary for the different classifications of urban street, reflecting differences in driver expectations.

Table A-II: Functional and Design Categories for Urban Streets

Criterion	Functional Category			
	Principal Arterial		Minor Arterial	
Mobility function	Very important		Important	
Access function	Very minor		Substantial	
Points connected	Freeways, important activity centers, major traffic generators		Principal arterials	
Predominant trips served	Relatively long trips between major points and through trips entering, leaving, and passing through city		Trips of moderate length within relatively small geographical areas	
Criterion	Design Category			
	High-Speed	Suburban	Intermediate	Urban
Driveway access density	Very low density	Low density	Moderate density	High density
Arterial type	Multilane divided; undivided or two-lane with shoulders	Multilane divided: undivided or two-lane with shoulders	Multilane divided or undivided; one way, two lane	Undivided one way; two way, two or more lanes
Parking	No	No	Some	Usually
Separate left-turn lanes	Yes	Yes	Usually	Some
Signals per mile	0.5 to 2	1 to 5	4 to 10	6 to 12
Speed limits	45 to 55 mph	40 to 45 mph	30 to 40 mph	25 to 35 mph
Pedestrian activity	Very little	Little	Some	Usually
Roadside development	Low density	Low to medium density	Medium to moderate density	High density

Source: Highway Capacity Manual 2000

Table A-III: Urban Street Class based on Function and Design Categories

Design Category	Functional Category	
	Principal Arterial	Minor Arterial
High-Speed	I	Not applicable
Suburban	II	II
Intermediate	II	III or IV
Urban	III or IV	IV

Source: Highway Capacity Manual 2000

Table A-IV: Urban Street Levels of Service by Class

Urban Street Class	I	II	III	IV
Range of Free Flow Speeds (mph)	45 to 55	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	50	40	33	30
Level of Service	Average Travel Speed (mph)			
A	>42	>35	>30	>25
B	>34	>28	>24	>19
C	>27	>22	>18	>13
D	>21	>17	>14	>9
E	>16	>13	>10	>7
F	≤16	≤13	≤10	≤7

Source: Highway Capacity Manual 2000

Interrupted Flow

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs. These all operate quite differently and have differing impacts on overall flow.

Signalized Intersections

The capacity of a highway is related primarily to the geometric characteristics of the facility, as well as to the composition of the traffic stream on the facility. Geometrics are a fixed, or non-varying, characteristic of a facility.

At the signalized intersection, an additional element is introduced into the concept of capacity: time allocation. A traffic signal essentially allocates time among conflicting traffic movements seeking use of the same physical space. The way in which time is allocated has a significant impact on the operation of the intersection and on the capacity of the intersection and its approaches.

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.*, in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, level of service criteria for traffic signals are stated in terms of average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the ratio of green time to cycle length and the volume to capacity ratio for the lane group.

For each intersection analyzed the average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection. A level of service designation is given to the control delay to better describe the level of operation. A description of levels of service for signalized intersections can be found in Table A-V

Table A-V: Description of Level of Service for Signalized Intersections

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: Highway Capacity Manual 2000

The use of control delay, which may also be referred to as signal delay, was introduced in the 1997 update to the *Highway Capacity Manual*, and represents a departure from previous updates. In the third edition, published in 1985 and the 1994 update to the third edition, delay only included stopped delay. Thus, the level of service criteria listed in Table A-V differs from earlier criteria.

Unsignalized Intersections

The current procedures on unsignalized intersections were first introduced in the 1997 update to the *Highway Capacity Manual* and represent a revision of the methodology published in the 1994 update to the 1985 *Highway Capacity Manual*. The revised procedures use control delay as a measure of effectiveness to determine level of service. Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.*, in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Control delay is the increased time of travel for a vehicle approaching and passing through an unsignalized intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection.

Two-Way Stop Controlled Intersections

Two-way stop controlled intersections in which stop signs are used to assign the right-of-way, are the most prevalent type of intersection in the United States. At two-way stop-controlled intersections the stop-controlled approaches are referred as the minor street approaches and can be either public streets or private driveways. The approaches that are not controlled by stop signs are referred to as the major street approaches.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average control delay based on movement volume and movement capacity is calculated. A level of service designation is given to the expected control delay for each minor movement. Level of service is not defined for the intersection as a whole. Control delay is the increased time of travel for a vehicle approaching and passing through a stop-controlled intersection, compared with a free-flow vehicle if it were not required

to slow or stop at the intersection. A description of levels of service for two-way stop-controlled intersections is found in Table A-VI.

Table A-VI: Description of Level of Service for Two-Way Stop Controlled Intersections

Level of Service	Description
A	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
B	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
C	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

Source: Highway Capacity Manual 2000

Appendix B – Existing Roadway Average Daily Traffic Count Data Sheets

Traffic Data Service Vehicle Counts

Datasets:

Site: [7NB] NB OAK AVE BETWEEN SAND HILL RD & OAK KNOLL LN
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, November 18, 2009 - Total=743, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	1	1	1	0	2	4	49	22	37	43	57	50	63	51	60	77	83	57	18	18	34	9	1	
3	0	1	0	0	0	0	7	7	13	7	16	13	10	13	19	15	27	15	8	4	6	5	1	0
0	0	0	0	0	0	0	9	4	5	12	17	14	16	3	18	18	19	13	4	7	15	1	0	0
2	1	0	1	0	1	2	15	7	9	11	13	14	18	18	10	17	16	15	4	4	6	1	0	1
0	0	0	0	0	1	2	18	4	10	13	11	9	19	17	13	27	21	14	2	3	7	2	0	0

AM Peak 1045 - 1145 (59), AM PHF=0.87 PM Peak 1630 - 1730 (90), PM PHF=0.83

Traffic Data Service Vehicle Counts

Datasets:

Site: [7SB] SB OAK AVE BETWEEN SAND HILL RD & OAK KNOLL LN
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, November 18, 2009 - Total=1775, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	0	1	6	13	32	170	218	122	116	148	109	102	130	130	153	103	91	50	36	27	14	2	
2	0	0	0	0	2	3	24	76	42	31	33	26	26	41	30	39	27	31	14	9	5	4	0	0
0	0	0	0	0	1	5	25	48	28	22	31	28	26	26	31	29	27	21	12	9	9	0	1	0
0	0	0	1	5	3	11	49	49	31	31	45	26	26	27	35	41	24	15	9	6	12	4	0	0
0	0	0	0	1	7	13	72	45	21	32	39	29	24	36	34	44	25	24	15	12	1	6	1	0

AM Peak 0730 - 0830 (245), AM PHF=0.81 PM Peak 1600 - 1700 (153), PM PHF=0.87

Traffic Data Service Event Counts

Datasets:

Site: [9EB] EB LINFIELD DR BETWEEN MIDDLEFIELD RD & WAVERLY ST
Input A: 4 - West bound. - Excluded from totals. (0)
Input B: 2 - East bound. - Added to totals. (1)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by two.
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, November 18, 2009=628, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	1	0	2	8	19	50	65	51	45	40	40	39	29	35	64	37	38	31	10	12	7	3	
0	0	0	0	0	0	3	3	16	20	13	8	6	10	13	14	20	9	11	5	1	3	2	1	0
0	0	0	0	1	3	4	15	16	15	15	8	9	12	4	6	20	12	11	10	5	3	4	1	0
1	1	1	0	0	3	4	17	20	8	10	17	13	12	3	9	14	9	4	10	2	5	0	1	1
0	0	0	0	1	2	8	15	13	8	7	7	12	5	9	6	10	7	12	6	2	1	1	0	0

AM Peak 0815 - 0915 (69), AM PHF=0.86 PM Peak 1600 - 1700 (64), PM PHF=0.80

Traffic Data Service Event Counts

Datasets:

Site: [9WB] WB LINFIELD DR BETWEEN MIDDLEFIELD RD & WAVERLY ST
Input A: 4 - West bound. - Added to totals. (1)
Input B: 2 - East bound. - Excluded from totals. (0)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by two.
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Wednesday, November 18, 2009=955, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	0	4	1	3	15	37	75	60	50	53	70	82	62	48	62	61	85	60	38	32	18	14	17	
2	0	2	0	0	2	10	12	11	10	5	16	19	14	14	13	15	18	18	12	10	4	6	6	1
3	0	2	0	1	2	10	15	19	23	14	18	23	13	8	16	16	18	12	9	9	7	3	6	1
3	0	0	0	1	4	6	21	19	12	14	10	21	25	10	19	14	26	13	8	8	2	5	3	0
0	0	0	1	1	7	11	27	11	5	20	26	19	10	16	14	16	23	17	9	5	5	0	2	1

AM Peak 1145 - 1245 (89), AM PHF=0.86 PM Peak 1700 - 1800 (85), PM PHF=0.82

LOCATION: 6. Alpine Rd. btwn Junipero Serra-City Limits SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750906 DIRECTION: EB DATE: May 01 2012 - May 01 2012				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		01-May-12								
12:00 AM		22				22			22	
1:00 AM		4				4			4	
2:00 AM		4				4			4	
3:00 AM		8				8			8	
4:00 AM		20				20			20	
5:00 AM		134				134			134	
6:00 AM		653				653			653	
7:00 AM		1372				1372			1372	
8:00 AM		1376				1376			1376	
9:00 AM		1282				1282			1282	
10:00 AM		889				889			889	
11:00 AM		774				774			774	
12:00 PM		670				670			670	
1:00 PM		701				701			701	
2:00 PM		700				700			700	
3:00 PM		676				676			676	
4:00 PM		694				694			694	
5:00 PM		745				745			745	
6:00 PM		716				716			716	
7:00 PM		401				401			401	
8:00 PM		223				223			223	
9:00 PM		173				173			173	
10:00 PM		103				103			103	
11:00 PM		51				51			51	
Day Total		12391				12391			12391	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 1376				8:00 AM 1376			8:00 AM 1376	
PM Peak Volume		5:00 PM 745				5:00 PM 745			5:00 PM 745	
<i>Comments:</i>										

LOCATION: 6. Alpine Rd. btwn Junipero Serra-City Limits SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750906 DIRECTION: WB DATE: May 01 2012 - May 01 2012				
Start Time	Mon	Tue 01-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		26				26			26	
1:00 AM		20				20			20	
2:00 AM		7				7			7	
3:00 AM		4				4			4	
4:00 AM		11				11			11	
5:00 AM		41				41			41	
6:00 AM		145				145			145	
7:00 AM		481				481			481	
8:00 AM		559				559			559	
9:00 AM		493				493			493	
10:00 AM		442				442			442	
11:00 AM		520				520			520	
12:00 PM		544				544			544	
1:00 PM		612				612			612	
2:00 PM		765				765			765	
3:00 PM		1092				1092			1092	
4:00 PM		1159				1159			1159	
5:00 PM		1307				1307			1307	
6:00 PM		1024				1024			1024	
7:00 PM		623				623			623	
8:00 PM		471				471			471	
9:00 PM		371				371			371	
10:00 PM		182				182			182	
11:00 PM		116				116			116	
Day Total		11015				11015			11015	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 559				8:00 AM 559			8:00 AM 559	
PM Peak Volume		5:00 PM 1307				5:00 PM 1307			5:00 PM 1307	
<i>Comments:</i>										

LOCATION: 29. Glenwood Ave. btwn El Camino-Laurel SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750920 DIRECTION: EB DATE: May 15 2012 - May 15 2012				
Start Time	Mon	Tue 15-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		8				8			8	
1:00 AM		2				2			2	
2:00 AM		1				1			1	
3:00 AM		2				2			2	
4:00 AM		7				7			7	
5:00 AM		13				13			13	
6:00 AM		54				54			54	
7:00 AM		173				173			173	
8:00 AM		270				270			270	
9:00 AM		199				199			199	
10:00 AM		139				139			139	
11:00 AM		165				165			165	
12:00 PM		194				194			194	
1:00 PM		172				172			172	
2:00 PM		213				213			213	
3:00 PM		216				216			216	
4:00 PM		188				188			188	
5:00 PM		204				204			204	
6:00 PM		164				164			164	
7:00 PM		147				147			147	
8:00 PM		106				106			106	
9:00 PM		63				63			63	
10:00 PM		56				56			56	
11:00 PM		36				36			36	
Day Total		2792				2792			2792	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 270				8:00 AM 270			8:00 AM 270	
PM Peak Volume		3:00 PM 216				3:00 PM 216			3:00 PM 216	
<i>Comments:</i>										

LOCATION: 29. Glenwood Ave. btwn El Camino-Laurel
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Menlo Park, CA

QC JOB #: 10750920
DIRECTION: WB
DATE: May 15 2012 - May 15 2012

Start Time	Mon 15-May-12	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		9				9			9	
1:00 AM		3				3			3	
2:00 AM		2				2			2	
3:00 AM		2				2			2	
4:00 AM		3				3			3	
5:00 AM		16				16			16	
6:00 AM		74				74			74	
7:00 AM		237				237			237	
8:00 AM		277				277			277	
9:00 AM		176				176			176	
10:00 AM		153				153			153	
11:00 AM		172				172			172	
12:00 PM		202				202			202	
1:00 PM		197				197			197	
2:00 PM		223				223			223	
3:00 PM		250				250			250	
4:00 PM		248				248			248	
5:00 PM		256				256			256	
6:00 PM		225				225			225	
7:00 PM		153				153			153	
8:00 PM		96				96			96	
9:00 PM		66				66			66	
10:00 PM		37				37			37	
11:00 PM		30				30			30	
Day Total		3107				3107			3107	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 277				8:00 AM 277			8:00 AM 277	
PM Peak Volume		5:00 PM 256				5:00 PM 256			5:00 PM 256	

Comments:

LOCATION: 30. Hamilton Ave. btwn Chilco-Willow SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750921 DIRECTION: NB DATE: May 08 2012 - May 09 2012			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		08-May-12	09-May-12							
12:00 AM			10			10			10	
1:00 AM			9			9			9	
2:00 AM			3			3			3	
3:00 AM			2			2			2	
4:00 AM			2			2			2	
5:00 AM			15			15			15	
6:00 AM			40			40			40	
7:00 AM			134			134			134	
8:00 AM			112			112			112	
9:00 AM			70			70			70	
10:00 AM			69			69			69	
11:00 AM			73			73			73	
12:00 PM		80				80			80	
1:00 PM		81				81			81	
2:00 PM		93				93			93	
3:00 PM		113				113			113	
4:00 PM		94				94			94	
5:00 PM		129				129			129	
6:00 PM		120				120			120	
7:00 PM		107				107			107	
8:00 PM		75				75			75	
9:00 PM		62				62			62	
10:00 PM		41				41			41	
11:00 PM		25				25			25	
Day Total		1020	539			1559			1559	
% Weekday Average		65.4%	34.6%							
% Week Average		65.4%	34.6%			100.0%				
AM Peak Volume			7:00 AM 134			7:00 AM 134			7:00 AM 134	
PM Peak Volume		5:00 PM 129				5:00 PM 129			5:00 PM 129	
<i>Comments:</i>										

LOCATION: 30. Hamilton Ave. btwn Chilco-Willow SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750921 DIRECTION: SB DATE: May 08 2012 - May 09 2012			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		08-May-12	09-May-12							
12:00 AM			8			8			8	
1:00 AM			6			6			6	
2:00 AM			3			3			3	
3:00 AM			3			3			3	
4:00 AM			4			4			4	
5:00 AM			22			22			22	
6:00 AM			52			52			52	
7:00 AM			115			115			115	
8:00 AM			129			129			129	
9:00 AM			69			69			69	
10:00 AM			55			55			55	
11:00 AM			73			73			73	
12:00 PM		70				70			70	
1:00 PM		57				57			57	
2:00 PM		91				91			91	
3:00 PM		98				98			98	
4:00 PM		97				97			97	
5:00 PM		101				101			101	
6:00 PM		95				95			95	
7:00 PM		91				91			91	
8:00 PM		72				72			72	
9:00 PM		80				80			80	
10:00 PM		38				38			38	
11:00 PM		22				22			22	
Day Total		912	539			1451			1451	
% Weekday Average		62.9%	37.1%							
% Week Average		62.9%	37.1%			100.0%				
AM Peak Volume			8:00 AM 129			8:00 AM 129			8:00 AM 129	
PM Peak Volume		5:00 PM 101				5:00 PM 101			5:00 PM 101	
<i>Comments:</i>										

LOCATION: 31. Haven Ave. btwn City Limits-Bayfront/Marsh SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750922 DIRECTION: NB DATE: May 08 2012 - May 08 2012			
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
1:00 AM		9				9			9	
2:00 AM		7				7			7	
3:00 AM		9				9			9	
4:00 AM		12				12			12	
5:00 AM		32				32			32	
6:00 AM		84				84			84	
7:00 AM		205				205			205	
8:00 AM		462				462			462	
9:00 AM		225				225			225	
10:00 AM		118				118			118	
11:00 AM		96				96			96	
12:00 PM		133				133			133	
1:00 PM		121				121			121	
2:00 PM		102				102			102	
3:00 PM		148				148			148	
4:00 PM		164				164			164	
5:00 PM		195				195			195	
6:00 PM		116				116			116	
7:00 PM		91				91			91	
8:00 PM		67				67			67	
9:00 PM		68				68			68	
10:00 PM		28				28			28	
11:00 PM		14				14			14	
Day Total		2511				2511			2511	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 462				8:00 AM 462			8:00 AM 462	
PM Peak Volume		5:00 PM 195				5:00 PM 195			5:00 PM 195	
<i>Comments:</i>										

LOCATION: 31. Haven Ave. btwn City Limits-Bayfront/Marsh SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750922 DIRECTION: SB DATE: May 08 2012 - May 08 2012			
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
1:00 AM		8				8			8	
2:00 AM		5				5			5	
3:00 AM		9				9			9	
4:00 AM		10				10			10	
5:00 AM		39				39			39	
6:00 AM		106				106			106	
7:00 AM		197				197			197	
8:00 AM		207				207			207	
9:00 AM		148				148			148	
10:00 AM		114				114			114	
11:00 AM		106				106			106	
12:00 PM		144				144			144	
1:00 PM		154				154			154	
2:00 PM		218				218			218	
3:00 PM		223				223			223	
4:00 PM		351				351			351	
5:00 PM		603				603			603	
6:00 PM		295				295			295	
7:00 PM		127				127			127	
8:00 PM		81				81			81	
9:00 PM		59				59			59	
10:00 PM		21				21			21	
11:00 PM		9				9			9	
Day Total		3240				3240			3240	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 207				8:00 AM 207			8:00 AM 207	
PM Peak Volume		5:00 PM 603				5:00 PM 603			5:00 PM 603	
<i>Comments:</i>										

LOCATION: 36. Laurel St. btwn Glenwood-Oak Grove SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750924 DIRECTION: NB DATE: May 08 2012 - May 08 2012				
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
1:00 AM		1				1			1	
2:00 AM		1				1			1	
3:00 AM		1				1			1	
4:00 AM		2				2			2	
5:00 AM		1				1			1	
6:00 AM		12				12			12	
7:00 AM		131				131			131	
8:00 AM		131				131			131	
9:00 AM		71				71			71	
10:00 AM		69				69			69	
11:00 AM		64				64			64	
12:00 PM		91				91			91	
1:00 PM		86				86			86	
2:00 PM		108				108			108	
3:00 PM		184				184			184	
4:00 PM		169				169			169	
5:00 PM		230				230			230	
6:00 PM		118				118			118	
7:00 PM		81				81			81	
8:00 PM		44				44			44	
9:00 PM		14				14			14	
10:00 PM		3				3			3	
11:00 PM		8				8			8	
Day Total		1620				1620			1620	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		7:00 AM 131				7:00 AM 131			7:00 AM 131	
PM Peak Volume		5:00 PM 230				5:00 PM 230			5:00 PM 230	
<i>Comments:</i>										

LOCATION: 36. Laurel St. btwn Glenwood-Oak Grove SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750924 DIRECTION: SB DATE: May 08 2012 - May 08 2012				
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
1:00 AM		2				2			2	
2:00 AM		0				0			0	
3:00 AM		2				2			2	
4:00 AM		4				4			4	
5:00 AM		12				12			12	
6:00 AM		29				29			29	
7:00 AM		260				260			260	
8:00 AM		460				460			460	
9:00 AM		215				215			215	
10:00 AM		94				94			94	
11:00 AM		99				99			99	
12:00 PM		111				111			111	
1:00 PM		109				109			109	
2:00 PM		167				167			167	
3:00 PM		203				203			203	
4:00 PM		136				136			136	
5:00 PM		174				174			174	
6:00 PM		96				96			96	
7:00 PM		54				54			54	
8:00 PM		28				28			28	
9:00 PM		25				25			25	
10:00 PM		5				5			5	
11:00 PM		10				10			10	
Day Total		2296				2296			2296	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 460				8:00 AM 460			8:00 AM 460	
PM Peak Volume		3:00 PM 203				3:00 PM 203			3:00 PM 203	
<i>Comments:</i>										

LOCATION: 37. Laurel St. btwn Oak Grove-Ravenswood SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750925 DIRECTION: NB DATE: May 03 2012 - May 03 2012			
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
1:00 AM				1		1			1	
2:00 AM				0		0			0	
3:00 AM				4		4			4	
4:00 AM				1		1			1	
5:00 AM				2		2			2	
6:00 AM				18		18			18	
7:00 AM				113		113			113	
8:00 AM				118		118			118	
9:00 AM				101		101			101	
10:00 AM				67		67			67	
11:00 AM				87		87			87	
12:00 PM				95		95			95	
1:00 PM				113		113			113	
2:00 PM				114		114			114	
3:00 PM				114		114			114	
4:00 PM				178		178			178	
5:00 PM				212		212			212	
6:00 PM				153		153			153	
7:00 PM				85		85			85	
8:00 PM				56		56			56	
9:00 PM				30		30			30	
10:00 PM				11		11			11	
11:00 PM				2		2			2	
Day Total				1677		1677			1677	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 118		8:00 AM 118			8:00 AM 118	
PM Peak Volume				5:00 PM 212		5:00 PM 212			5:00 PM 212	
<i>Comments:</i>										

LOCATION: 37. Laurel St. btwn Oak Grove-Ravenswood SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750925 DIRECTION: SB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				9		9			9	
1:00 AM				4		4			4	
2:00 AM				0		0			0	
3:00 AM				0		0			0	
4:00 AM				0		0			0	
5:00 AM				15		15			15	
6:00 AM				50		50			50	
7:00 AM				194		194			194	
8:00 AM				390		390			390	
9:00 AM				237		237			237	
10:00 AM				132		132			132	
11:00 AM				160		160			160	
12:00 PM				134		134			134	
1:00 PM				184		184			184	
2:00 PM				175		175			175	
3:00 PM				232		232			232	
4:00 PM				213		213			213	
5:00 PM				233		233			233	
6:00 PM				170		170			170	
7:00 PM				100		100			100	
8:00 PM				48		48			48	
9:00 PM				27		27			27	
10:00 PM				15		15			15	
11:00 PM				5		5			5	
Day Total				2727		2727			2727	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 390		8:00 AM 390			8:00 AM 390	
PM Peak Volume				5:00 PM 233		5:00 PM 233			5:00 PM 233	
<i>Comments:</i>										

LOCATION: 38. Laurel St. btwn Ravenswood-Willow SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750926 DIRECTION: NB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				4		4			4	
1:00 AM				3		3			3	
2:00 AM				4		4			4	
3:00 AM				4		4			4	
4:00 AM				6		6			6	
5:00 AM				16		16			16	
6:00 AM				42		42			42	
7:00 AM				241		241			241	
8:00 AM				239		239			239	
9:00 AM				201		201			201	
10:00 AM				153		153			153	
11:00 AM				173		173			173	
12:00 PM				168		168			168	
1:00 PM				192		192			192	
2:00 PM				168		168			168	
3:00 PM				199		199			199	
4:00 PM				282		282			282	
5:00 PM				306		306			306	
6:00 PM				197		197			197	
7:00 PM				110		110			110	
8:00 PM				62		62			62	
9:00 PM				15		15			15	
10:00 PM				10		10			10	
11:00 PM				4		4			4	
Day Total				2799		2799			2799	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				7:00 AM 241		7:00 AM 241			7:00 AM 241	
PM Peak Volume				5:00 PM 306		5:00 PM 306			5:00 PM 306	
<i>Comments:</i>										

LOCATION: 38. Laurel St. btwn Ravenswood-Willow SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750926 DIRECTION: SB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				4		4			4	
1:00 AM				4		4			4	
2:00 AM				5		5			5	
3:00 AM				2		2			2	
4:00 AM				1		1			1	
5:00 AM				13		13			13	
6:00 AM				25		25			25	
7:00 AM				94		94			94	
8:00 AM				211		211			211	
9:00 AM				138		138			138	
10:00 AM				115		115			115	
11:00 AM				125		125			125	
12:00 PM				104		104			104	
1:00 PM				129		129			129	
2:00 PM				132		132			132	
3:00 PM				206		206			206	
4:00 PM				226		226			226	
5:00 PM				208		208			208	
6:00 PM				176		176			176	
7:00 PM				93		93			93	
8:00 PM				54		54			54	
9:00 PM				25		25			25	
10:00 PM				19		19			19	
11:00 PM				9		9			9	
Day Total				2118		2118			2118	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 211		8:00 AM 211			8:00 AM 211	
PM Peak Volume				4:00 PM 226		4:00 PM 226			4:00 PM 226	
<i>Comments:</i>										

LOCATION: 40. Marsh Rd. btwn Bay-Bohannon SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750928 DIRECTION: EB DATE: May 08 2012 - May 08 2012				
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		40				40			40	
1:00 AM		21				21			21	
2:00 AM		23				23			23	
3:00 AM		19				19			19	
4:00 AM		60				60			60	
5:00 AM		192				192			192	
6:00 AM		381				381			381	
7:00 AM		761				761			761	
8:00 AM		1055				1055			1055	
9:00 AM		828				828			828	
10:00 AM		735				735			735	
11:00 AM		718				718			718	
12:00 PM		780				780			780	
1:00 PM		843				843			843	
2:00 PM		835				835			835	
3:00 PM		1121				1121			1121	
4:00 PM		1111				1111			1111	
5:00 PM		996				996			996	
6:00 PM		749				749			749	
7:00 PM		575				575			575	
8:00 PM		514				514			514	
9:00 PM		418				418			418	
10:00 PM		247				247			247	
11:00 PM		101				101			101	
Day Total		13123				13123			13123	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 1055				8:00 AM 1055			8:00 AM 1055	
PM Peak Volume		3:00 PM 1121				3:00 PM 1121			3:00 PM 1121	
<i>Comments:</i>										

LOCATION: 40. Marsh Rd. btwn Bay-Bohannon SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750928 DIRECTION: WB DATE: May 08 2012 - May 08 2012				
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		75				75			75	
1:00 AM		28				28			28	
2:00 AM		26				26			26	
3:00 AM		28				28			28	
4:00 AM		38				38			38	
5:00 AM		123				123			123	
6:00 AM		407				407			407	
7:00 AM		1126				1126			1126	
8:00 AM		1254				1254			1254	
9:00 AM		844				844			844	
10:00 AM		828				828			828	
11:00 AM		835				835			835	
12:00 PM		877				877			877	
1:00 PM		757				757			757	
2:00 PM		921				921			921	
3:00 PM		928				928			928	
4:00 PM		900				900			900	
5:00 PM		1127				1127			1127	
6:00 PM		927				927			927	
7:00 PM		603				603			603	
8:00 PM		474				474			474	
9:00 PM		392				392			392	
10:00 PM		249				249			249	
11:00 PM		123				123			123	
Day Total		13890				13890			13890	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 1254				8:00 AM 1254			8:00 AM 1254	
PM Peak Volume		5:00 PM 1127				5:00 PM 1127			5:00 PM 1127	
<i>Comments:</i>										

LOCATION: 41. Marsh Rd. btwn Bohannon-Scott SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750929 DIRECTION: EB DATE: May 08 2012 - May 08 2012				
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		68				68			68	
1:00 AM		25				25			25	
2:00 AM		34				34			34	
3:00 AM		35				35			35	
4:00 AM		111				111			111	
5:00 AM		289				289			289	
6:00 AM		616				616			616	
7:00 AM		1064				1064			1064	
8:00 AM		1160				1160			1160	
9:00 AM		983				983			983	
10:00 AM		829				829			829	
11:00 AM		843				843			843	
12:00 PM		904				904			904	
1:00 PM		1001				1001			1001	
2:00 PM		1031				1031			1031	
3:00 PM		1333				1333			1333	
4:00 PM		1345				1345			1345	
5:00 PM		1259				1259			1259	
6:00 PM		1024				1024			1024	
7:00 PM		791				791			791	
8:00 PM		687				687			687	
9:00 PM		584				584			584	
10:00 PM		316				316			316	
11:00 PM		162				162			162	
Day Total		16494				16494			16494	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 1160				8:00 AM 1160			8:00 AM 1160	
PM Peak Volume		4:00 PM 1345				4:00 PM 1345			4:00 PM 1345	
<i>Comments:</i>										

LOCATION: 41. Marsh Rd. btwn Bohannon-Scott SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750929 DIRECTION: WB DATE: May 08 2012 - May 08 2012			
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		94				94			94	
1:00 AM		43				43			43	
2:00 AM		44				44			44	
3:00 AM		41				41			41	
4:00 AM		70				70			70	
5:00 AM		273				273			273	
6:00 AM		648				648			648	
7:00 AM		1324				1324			1324	
8:00 AM		1303				1303			1303	
9:00 AM		977				977			977	
10:00 AM		882				882			882	
11:00 AM		882				882			882	
12:00 PM		995				995			995	
1:00 PM		888				888			888	
2:00 PM		1091				1091			1091	
3:00 PM		1040				1040			1040	
4:00 PM		1016				1016			1016	
5:00 PM		1183				1183			1183	
6:00 PM		1073				1073			1073	
7:00 PM		741				741			741	
8:00 PM		644				644			644	
9:00 PM		505				505			505	
10:00 PM		352				352			352	
11:00 PM		165				165			165	
Day Total		16274				16274			16274	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		7:00 AM 1324				7:00 AM 1324			7:00 AM 1324	
PM Peak Volume		5:00 PM 1183				5:00 PM 1183			5:00 PM 1183	
<i>Comments:</i>										

LOCATION: 45. Middle Ave. btwn Olive-University SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750932 DIRECTION: EB DATE: May 01 2012 - May 01 2012				
Start Time	Mon	Tue 01-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3				3			3	
1:00 AM		1				1			1	
2:00 AM		1				1			1	
3:00 AM		1				1			1	
4:00 AM		31				31			31	
5:00 AM		46				46			46	
6:00 AM		241				241			241	
7:00 AM		496				496			496	
8:00 AM		230				230			230	
9:00 AM		211				211			211	
10:00 AM		208				208			208	
11:00 AM		178				178			178	
12:00 PM		205				205			205	
1:00 PM		194				194			194	
2:00 PM		347				347			347	
3:00 PM		230				230			230	
4:00 PM		263				263			263	
5:00 PM		233				233			233	
6:00 PM		149				149			149	
7:00 PM		104				104			104	
8:00 PM		50				50			50	
9:00 PM		16				16			16	
10:00 PM		12				12			12	
11:00 PM		6				6			6	
Day Total		3456				3456			3456	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		7:00 AM 496				7:00 AM 496			7:00 AM 496	
PM Peak Volume		2:00 PM 347				2:00 PM 347			2:00 PM 347	
<i>Comments:</i>										

LOCATION: 45. Middle Ave. btwn Olive-University SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750932 DIRECTION: WB DATE: May 01 2012 - May 01 2012				
Start Time	Mon	Tue 01-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
1:00 AM		0				0			0	
2:00 AM		2				2			2	
3:00 AM		3				3			3	
4:00 AM		7				7			7	
5:00 AM		52				52			52	
6:00 AM		255				255			255	
7:00 AM		285				285			285	
8:00 AM		192				192			192	
9:00 AM		200				200			200	
10:00 AM		225				225			225	
11:00 AM		215				215			215	
12:00 PM		235				235			235	
1:00 PM		312				312			312	
2:00 PM		290				290			290	
3:00 PM		301				301			301	
4:00 PM		366				366			366	
5:00 PM		320				320			320	
6:00 PM		223				223			223	
7:00 PM		141				141			141	
8:00 PM		84				84			84	
9:00 PM		28				28			28	
10:00 PM		15				15			15	
11:00 PM		11				11			11	
Day Total		3766				3766			3766	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		7:00 AM 285				7:00 AM 285			7:00 AM 285	
PM Peak Volume		4:00 PM 366				4:00 PM 366			4:00 PM 366	
<i>Comments:</i>										

LOCATION: 46. Middle Ave. btwn University-El Camino SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750933 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				9		9			9	
1:00 AM				1		1			1	
2:00 AM				2		2			2	
3:00 AM				0		0			0	
4:00 AM				6		6			6	
5:00 AM				40		40			40	
6:00 AM				96		96			96	
7:00 AM				231		231			231	
8:00 AM				390		390			390	
9:00 AM				383		383			383	
10:00 AM				213		213			213	
11:00 AM				228		228			228	
12:00 PM				224		224			224	
1:00 PM				229		229			229	
2:00 PM				227		227			227	
3:00 PM				250		250			250	
4:00 PM				269		269			269	
5:00 PM				249		249			249	
6:00 PM				191		191			191	
7:00 PM				176		176			176	
8:00 PM				111		111			111	
9:00 PM				96		96			96	
10:00 PM				55		55			55	
11:00 PM				21		21			21	
Day Total				3697		3697			3697	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 390		8:00 AM 390			8:00 AM 390	
PM Peak Volume				4:00 PM 269		4:00 PM 269			4:00 PM 269	
<i>Comments:</i>										

LOCATION: 46. Middle Ave. btwn University-El Camino SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750933 DIRECTION: WB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				25		25			25	
1:00 AM				6		6			6	
2:00 AM				1		1			1	
3:00 AM				3		3			3	
4:00 AM				4		4			4	
5:00 AM				11		11			11	
6:00 AM				45		45			45	
7:00 AM				144		144			144	
8:00 AM				211		211			211	
9:00 AM				197		197			197	
10:00 AM				233		233			233	
11:00 AM				225		225			225	
12:00 PM				285		285			285	
1:00 PM				261		261			261	
2:00 PM				233		233			233	
3:00 PM				283		283			283	
4:00 PM				295		295			295	
5:00 PM				359		359			359	
6:00 PM				306		306			306	
7:00 PM				228		228			228	
8:00 PM				189		189			189	
9:00 PM				136		136			136	
10:00 PM				101		101			101	
11:00 PM				41		41			41	
Day Total				3822		3822			3822	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				10:00 AM 233		10:00 AM 233			10:00 AM 233	
PM Peak Volume				5:00 PM 359		5:00 PM 359			5:00 PM 359	
<i>Comments:</i>										

LOCATION: 47. Middlefield Rd. btwn Oak Grove-Ravenswood SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750934 DIRECTION: NB DATE: May 15 2012 - May 15 2012				
Start Time	Mon	Tue 15-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		33				33			33	
1:00 AM		9				9			9	
2:00 AM		12				12			12	
3:00 AM		9				9			9	
4:00 AM		14				14			14	
5:00 AM		39				39			39	
6:00 AM		128				128			128	
7:00 AM		457				457			457	
8:00 AM		484				484			484	
9:00 AM		427				427			427	
10:00 AM		404				404			404	
11:00 AM		467				467			467	
12:00 PM		552				552			552	
1:00 PM		502				502			502	
2:00 PM		605				605			605	
3:00 PM		648				648			648	
4:00 PM		721				721			721	
5:00 PM		806				806			806	
6:00 PM		701				701			701	
7:00 PM		418				418			418	
8:00 PM		307				307			307	
9:00 PM		237				237			237	
10:00 PM		139				139			139	
11:00 PM		73				73			73	
Day Total		8192				8192			8192	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 484				8:00 AM 484			8:00 AM 484	
PM Peak Volume		5:00 PM 806				5:00 PM 806			5:00 PM 806	
<i>Comments:</i>										

LOCATION: 47. Middlefield Rd. btwn Oak Grove-Ravenswood SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750934 DIRECTION: SB DATE: May 15 2012 - May 15 2012				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		15-May-12								
12:00 AM		23				23			23	
1:00 AM		6				6			6	
2:00 AM		5				5			5	
3:00 AM		12				12			12	
4:00 AM		11				11			11	
5:00 AM		60				60			60	
6:00 AM		167				167			167	
7:00 AM		432				432			432	
8:00 AM		522				522			522	
9:00 AM		483				483			483	
10:00 AM		411				411			411	
11:00 AM		482				482			482	
12:00 PM		494				494			494	
1:00 PM		440				440			440	
2:00 PM		463				463			463	
3:00 PM		475				475			475	
4:00 PM		486				486			486	
5:00 PM		489				489			489	
6:00 PM		457				457			457	
7:00 PM		315				315			315	
8:00 PM		210				210			210	
9:00 PM		150				150			150	
10:00 PM		78				78			78	
11:00 PM		69				69			69	
Day Total		6740				6740			6740	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 522				8:00 AM 522			8:00 AM 522	
PM Peak Volume		12:00 PM 494				12:00 PM 494			12:00 PM 494	
<i>Comments:</i>										

LOCATION: 48. Middlefield Rd. btwn Ravenswood-Willow SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750935 DIRECTION: NB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				35		35			35	
1:00 AM				22		22			22	
2:00 AM				17		17			17	
3:00 AM				21		21			21	
4:00 AM				35		35			35	
5:00 AM				109		109			109	
6:00 AM				295		295			295	
7:00 AM				594		594			594	
8:00 AM				661		661			661	
9:00 AM				643		643			643	
10:00 AM				589		589			589	
11:00 AM				578		578			578	
12:00 PM				674		674			674	
1:00 PM				741		741			741	
2:00 PM				710		710			710	
3:00 PM				787		787			787	
4:00 PM				765		765			765	
5:00 PM				898		898			898	
6:00 PM				688		688			688	
7:00 PM				513		513			513	
8:00 PM				296		296			296	
9:00 PM				241		241			241	
10:00 PM				173		173			173	
11:00 PM				86		86			86	
Day Total				10171		10171			10171	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 661		8:00 AM 661			8:00 AM 661	
PM Peak Volume				5:00 PM 898		5:00 PM 898			5:00 PM 898	
<i>Comments:</i>										

LOCATION: 48. Middlefield Rd. btwn Ravenswood-Willow SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750935 DIRECTION: SB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				50		50			50	
1:00 AM				26		26			26	
2:00 AM				16		16			16	
3:00 AM				13		13			13	
4:00 AM				14		14			14	
5:00 AM				60		60			60	
6:00 AM				158		158			158	
7:00 AM				537		537			537	
8:00 AM				902		902			902	
9:00 AM				741		741			741	
10:00 AM				565		565			565	
11:00 AM				615		615			615	
12:00 PM				640		640			640	
1:00 PM				710		710			710	
2:00 PM				687		687			687	
3:00 PM				868		868			868	
4:00 PM				832		832			832	
5:00 PM				767		767			767	
6:00 PM				688		688			688	
7:00 PM				635		635			635	
8:00 PM				385		385			385	
9:00 PM				288		288			288	
10:00 PM				183		183			183	
11:00 PM				117		117			117	
Day Total				10497		10497			10497	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 902		8:00 AM 902			8:00 AM 902	
PM Peak Volume				3:00 PM 868		3:00 PM 868			3:00 PM 868	
<i>Comments:</i>										

LOCATION: 49. Middlefield Rd. btwn Willow-City Limits SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750936 DIRECTION: NB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				58		58			58	
1:00 AM				34		34			34	
2:00 AM				26		26			26	
3:00 AM				12		12			12	
4:00 AM				14		14			14	
5:00 AM				35		35			35	
6:00 AM				116		116			116	
7:00 AM				349		349			349	
8:00 AM				501		501			501	
9:00 AM				345		345			345	
10:00 AM				300		300			300	
11:00 AM				312		312			312	
12:00 PM				424		424			424	
1:00 PM				488		488			488	
2:00 PM				393		393			393	
3:00 PM				436		436			436	
4:00 PM				455		455			455	
5:00 PM				553		553			553	
6:00 PM				453		453			453	
7:00 PM				521		521			521	
8:00 PM				432		432			432	
9:00 PM				383		383			383	
10:00 PM				284		284			284	
11:00 PM				164		164			164	
Day Total				7088		7088			7088	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 501		8:00 AM 501			8:00 AM 501	
PM Peak Volume				5:00 PM 553		5:00 PM 553			5:00 PM 553	
<i>Comments:</i>										

LOCATION: 49. Middlefield Rd. btwn Willow-City Limits SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750936 DIRECTION: SB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				25		25			25	
1:00 AM				19		19			19	
2:00 AM				7		7			7	
3:00 AM				9		9			9	
4:00 AM				36		36			36	
5:00 AM				133		133			133	
6:00 AM				256		256			256	
7:00 AM				359		359			359	
8:00 AM				461		461			461	
9:00 AM				348		348			348	
10:00 AM				294		294			294	
11:00 AM				292		292			292	
12:00 PM				339		339			339	
1:00 PM				323		323			323	
2:00 PM				278		278			278	
3:00 PM				274		274			274	
4:00 PM				286		286			286	
5:00 PM				281		281			281	
6:00 PM				319		319			319	
7:00 PM				297		297			297	
8:00 PM				213		213			213	
9:00 PM				144		144			144	
10:00 PM				119		119			119	
11:00 PM				82		82			82	
Day Total				5194		5194			5194	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 461		8:00 AM 461			8:00 AM 461	
PM Peak Volume				12:00 PM 339		12:00 PM 339			12:00 PM 339	
<i>Comments:</i>										

LOCATION: 52. Oak Grove Ave. btwn University-Crane SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750939 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				4		4			4	
1:00 AM				0		0			0	
2:00 AM				1		1			1	
3:00 AM				1		1			1	
4:00 AM				5		5			5	
5:00 AM				14		14			14	
6:00 AM				38		38			38	
7:00 AM				158		158			158	
8:00 AM				230		230			230	
9:00 AM				277		277			277	
10:00 AM				200		200			200	
11:00 AM				221		221			221	
12:00 PM				238		238			238	
1:00 PM				241		241			241	
2:00 PM				257		257			257	
3:00 PM				318		318			318	
4:00 PM				291		291			291	
5:00 PM				261		261			261	
6:00 PM				162		162			162	
7:00 PM				111		111			111	
8:00 PM				61		61			61	
9:00 PM				35		35			35	
10:00 PM				18		18			18	
11:00 PM				9		9			9	
Day Total				3151		3151			3151	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				9:00 AM 277		9:00 AM 277			9:00 AM 277	
PM Peak Volume				3:00 PM 318		3:00 PM 318			3:00 PM 318	
<i>Comments:</i>										

LOCATION: 52. Oak Grove Ave. btwn University-Crane
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Menlo Park, CA

QC JOB #: 10750939
DIRECTION: WB
DATE: May 03 2012 - May 03 2012

Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				6		6			6	
1:00 AM				5		5			5	
2:00 AM				3		3			3	
3:00 AM				1		1			1	
4:00 AM				4		4			4	
5:00 AM				11		11			11	
6:00 AM				49		49			49	
7:00 AM				176		176			176	
8:00 AM				231		231			231	
9:00 AM				195		195			195	
10:00 AM				207		207			207	
11:00 AM				222		222			222	
12:00 PM				203		203			203	
1:00 PM				234		234			234	
2:00 PM				270		270			270	
3:00 PM				332		332			332	
4:00 PM				288		288			288	
5:00 PM				249		249			249	
6:00 PM				200		200			200	
7:00 PM				124		124			124	
8:00 PM				92		92			92	
9:00 PM				61		61			61	
10:00 PM				31		31			31	
11:00 PM				14		14			14	
Day Total				3208		3208			3208	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 231		8:00 AM 231			8:00 AM 231	
PM Peak Volume				3:00 PM 332		3:00 PM 332			3:00 PM 332	

Comments:

LOCATION: 53. Oak Grove Ave. btwn Crane-El Camino SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750940 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				8		8			8	
1:00 AM				2		2			2	
2:00 AM				2		2			2	
3:00 AM				1		1			1	
4:00 AM				10		10			10	
5:00 AM				18		18			18	
6:00 AM				56		56			56	
7:00 AM				196		196			196	
8:00 AM				261		261			261	
9:00 AM				370		370			370	
10:00 AM				336		336			336	
11:00 AM				375		375			375	
12:00 PM				457		457			457	
1:00 PM				433		433			433	
2:00 PM				436		436			436	
3:00 PM				487		487			487	
4:00 PM				517		517			517	
5:00 PM				488		488			488	
6:00 PM				292		292			292	
7:00 PM				205		205			205	
8:00 PM				135		135			135	
9:00 PM				80		80			80	
10:00 PM				38		38			38	
11:00 PM				28		28			28	
Day Total				5231		5231			5231	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 375		11:00 AM 375			11:00 AM 375	
PM Peak Volume				4:00 PM 517		4:00 PM 517			4:00 PM 517	
<i>Comments:</i>										

LOCATION: 53. Oak Grove Ave. btwn Crane-El Camino SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750940 DIRECTION: WB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				8		8			8	
1:00 AM				6		6			6	
2:00 AM				8		8			8	
3:00 AM				1		1			1	
4:00 AM				13		13			13	
5:00 AM				24		24			24	
6:00 AM				113		113			113	
7:00 AM				301		301			301	
8:00 AM				370		370			370	
9:00 AM				368		368			368	
10:00 AM				312		312			312	
11:00 AM				370		370			370	
12:00 PM				357		357			357	
1:00 PM				377		377			377	
2:00 PM				396		396			396	
3:00 PM				457		457			457	
4:00 PM				373		373			373	
5:00 PM				287		287			287	
6:00 PM				246		246			246	
7:00 PM				173		173			173	
8:00 PM				108		108			108	
9:00 PM				80		80			80	
10:00 PM				45		45			45	
11:00 PM				14		14			14	
Day Total				4807		4807			4807	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 370		8:00 AM 370			8:00 AM 370	
PM Peak Volume				3:00 PM 457		3:00 PM 457			3:00 PM 457	
<i>Comments:</i>										

LOCATION: 54. Oak Grove Ave. btwn El Camino-Laurel SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750941 DIRECTION: EB DATE: May 08 2012 - May 08 2012				
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		13				13			13	
1:00 AM		6				6			6	
2:00 AM		2				2			2	
3:00 AM		3				3			3	
4:00 AM		8				8			8	
5:00 AM		16				16			16	
6:00 AM		75				75			75	
7:00 AM		301				301			301	
8:00 AM		375				375			375	
9:00 AM		286				286			286	
10:00 AM		249				249			249	
11:00 AM		258				258			258	
12:00 PM		375				375			375	
1:00 PM		348				348			348	
2:00 PM		391				391			391	
3:00 PM		440				440			440	
4:00 PM		367				367			367	
5:00 PM		472				472			472	
6:00 PM		314				314			314	
7:00 PM		254				254			254	
8:00 PM		181				181			181	
9:00 PM		136				136			136	
10:00 PM		56				56			56	
11:00 PM		33				33			33	
Day Total		4959				4959			4959	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 375				8:00 AM 375			8:00 AM 375	
PM Peak Volume		5:00 PM 472				5:00 PM 472			5:00 PM 472	
<i>Comments:</i>										

LOCATION: 54. Oak Grove Ave. btwn El Camino-Laurel SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750941 DIRECTION: WB DATE: May 08 2012 - May 08 2012				
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		11				11			11	
1:00 AM		3				3			3	
2:00 AM		0				0			0	
3:00 AM		2				2			2	
4:00 AM		12				12			12	
5:00 AM		38				38			38	
6:00 AM		127				127			127	
7:00 AM		319				319			319	
8:00 AM		487				487			487	
9:00 AM		350				350			350	
10:00 AM		268				268			268	
11:00 AM		293				293			293	
12:00 PM		290				290			290	
1:00 PM		294				294			294	
2:00 PM		314				314			314	
3:00 PM		455				455			455	
4:00 PM		368				368			368	
5:00 PM		350				350			350	
6:00 PM		320				320			320	
7:00 PM		163				163			163	
8:00 PM		100				100			100	
9:00 PM		86				86			86	
10:00 PM		50				50			50	
11:00 PM		18				18			18	
Day Total		4718				4718			4718	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 487				8:00 AM 487			8:00 AM 487	
PM Peak Volume		3:00 PM 455				3:00 PM 455			3:00 PM 455	
<i>Comments:</i>										

LOCATION: 55. Oak Grove Ave. btwn Laurel-Middlefield SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750942 DIRECTION: EB DATE: May 08 2012 - May 08 2012				
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7				7			7	
1:00 AM		6				6			6	
2:00 AM		2				2			2	
3:00 AM		5				5			5	
4:00 AM		7				7			7	
5:00 AM		14				14			14	
6:00 AM		64				64			64	
7:00 AM		265				265			265	
8:00 AM		418				418			418	
9:00 AM		229				229			229	
10:00 AM		200				200			200	
11:00 AM		206				206			206	
12:00 PM		294				294			294	
1:00 PM		279				279			279	
2:00 PM		306				306			306	
3:00 PM		396				396			396	
4:00 PM		304				304			304	
5:00 PM		396				396			396	
6:00 PM		267				267			267	
7:00 PM		206				206			206	
8:00 PM		160				160			160	
9:00 PM		113				113			113	
10:00 PM		51				51			51	
11:00 PM		29				29			29	
Day Total		4224				4224			4224	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 418				8:00 AM 418			8:00 AM 418	
PM Peak Volume		3:00 PM 396				3:00 PM 396			3:00 PM 396	
<i>Comments:</i>										

LOCATION: 55. Oak Grove Ave. btwn Laurel-Middlefield SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750942 DIRECTION: WB DATE: May 08 2012 - May 08 2012			
Start Time	Mon	Tue 08-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		11				11			11	
1:00 AM		2				2			2	
2:00 AM		2				2			2	
3:00 AM		1				1			1	
4:00 AM		12				12			12	
5:00 AM		39				39			39	
6:00 AM		125				125			125	
7:00 AM		334				334			334	
8:00 AM		412				412			412	
9:00 AM		299				299			299	
10:00 AM		243				243			243	
11:00 AM		256				256			256	
12:00 PM		271				271			271	
1:00 PM		279				279			279	
2:00 PM		327				327			327	
3:00 PM		417				417			417	
4:00 PM		331				331			331	
5:00 PM		296				296			296	
6:00 PM		296				296			296	
7:00 PM		151				151			151	
8:00 PM		93				93			93	
9:00 PM		68				68			68	
10:00 PM		52				52			52	
11:00 PM		15				15			15	
Day Total		4332				4332			4332	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 412				8:00 AM 412			8:00 AM 412	
PM Peak Volume		3:00 PM 417				3:00 PM 417			3:00 PM 417	
<i>Comments:</i>										

LOCATION: 59. Ravenswood Ave. btwn El Camino-Alma
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Menlo Park, CA

QC JOB #: 10750946
DIRECTION: EB
DATE: May 03 2012 - May 03 2012

Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				47		47			47	
1:00 AM				21		21			21	
2:00 AM				20		20			20	
3:00 AM				13		13			13	
4:00 AM				22		22			22	
5:00 AM				111		111			111	
6:00 AM				178		178			178	
7:00 AM				560		560			560	
8:00 AM				921		921			921	
9:00 AM				914		914			914	
10:00 AM				677		677			677	
11:00 AM				681		681			681	
12:00 PM				826		826			826	
1:00 PM				889		889			889	
2:00 PM				898		898			898	
3:00 PM				1039		1039			1039	
4:00 PM				1056		1056			1056	
5:00 PM				1193		1193			1193	
6:00 PM				1031		1031			1031	
7:00 PM				765		765			765	
8:00 PM				487		487			487	
9:00 PM				346		346			346	
10:00 PM				218		218			218	
11:00 PM				101		101			101	
Day Total				13014		13014			13014	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 921		8:00 AM 921			8:00 AM 921	
PM Peak Volume				5:00 PM 1193		5:00 PM 1193			5:00 PM 1193	

Comments:

LOCATION: 59. Ravenswood Ave. btwn El Camino-Alma
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Menlo Park, CA

QC JOB #: 10750946
DIRECTION: WB
DATE: May 03 2012 - May 03 2012

Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				32		32			32	
1:00 AM				14		14			14	
2:00 AM				9		9			9	
3:00 AM				18		18			18	
4:00 AM				35		35			35	
5:00 AM				106		106			106	
6:00 AM				286		286			286	
7:00 AM				603		603			603	
8:00 AM				778		778			778	
9:00 AM				809		809			809	
10:00 AM				701		701			701	
11:00 AM				786		786			786	
12:00 PM				778		778			778	
1:00 PM				700		700			700	
2:00 PM				727		727			727	
3:00 PM				815		815			815	
4:00 PM				792		792			792	
5:00 PM				845		845			845	
6:00 PM				782		782			782	
7:00 PM				574		574			574	
8:00 PM				408		408			408	
9:00 PM				252		252			252	
10:00 PM				160		160			160	
11:00 PM				52		52			52	
Day Total				11062		11062			11062	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				9:00 AM 809		9:00 AM 809			9:00 AM 809	
PM Peak Volume				5:00 PM 845		5:00 PM 845			5:00 PM 845	

Comments:

LOCATION: 60. Ravenswood Ave. btwn Alma-Laurel SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750947 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				44		44			44	
1:00 AM				22		22			22	
2:00 AM				16		16			16	
3:00 AM				12		12			12	
4:00 AM				15		15			15	
5:00 AM				89		89			89	
6:00 AM				158		158			158	
7:00 AM				426		426			426	
8:00 AM				675		675			675	
9:00 AM				711		711			711	
10:00 AM				521		521			521	
11:00 AM				497		497			497	
12:00 PM				622		622			622	
1:00 PM				670		670			670	
2:00 PM				647		647			647	
3:00 PM				751		751			751	
4:00 PM				783		783			783	
5:00 PM				845		845			845	
6:00 PM				719		719			719	
7:00 PM				577		577			577	
8:00 PM				395		395			395	
9:00 PM				286		286			286	
10:00 PM				191		191			191	
11:00 PM				87		87			87	
Day Total				9759		9759			9759	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				9:00 AM 711		9:00 AM 711			9:00 AM 711	
PM Peak Volume				5:00 PM 845		5:00 PM 845			5:00 PM 845	
<i>Comments:</i>										

LOCATION: 60. Ravenswood Ave. btwn Alma-Laurel SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750947 DIRECTION: WB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				24		24			24	
1:00 AM				14		14			14	
2:00 AM				10		10			10	
3:00 AM				19		19			19	
4:00 AM				33		33			33	
5:00 AM				106		106			106	
6:00 AM				278		278			278	
7:00 AM				592		592			592	
8:00 AM				729		729			729	
9:00 AM				750		750			750	
10:00 AM				633		633			633	
11:00 AM				697		697			697	
12:00 PM				721		721			721	
1:00 PM				620		620			620	
2:00 PM				646		646			646	
3:00 PM				745		745			745	
4:00 PM				719		719			719	
5:00 PM				816		816			816	
6:00 PM				724		724			724	
7:00 PM				532		532			532	
8:00 PM				361		361			361	
9:00 PM				229		229			229	
10:00 PM				114		114			114	
11:00 PM				41		41			41	
Day Total				10153		10153			10153	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				9:00 AM 750		9:00 AM 750			9:00 AM 750	
PM Peak Volume				5:00 PM 816		5:00 PM 816			5:00 PM 816	
<i>Comments:</i>										

LOCATION: 61. Ravenswood Ave. btwn Laurel-Middlefield SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750948 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				49		49			49	
1:00 AM				33		33			33	
2:00 AM				18		18			18	
3:00 AM				9		9			9	
4:00 AM				15		15			15	
5:00 AM				54		54			54	
6:00 AM				140		140			140	
7:00 AM				436		436			436	
8:00 AM				710		710			710	
9:00 AM				709		709			709	
10:00 AM				525		525			525	
11:00 AM				494		494			494	
12:00 PM				612		612			612	
1:00 PM				698		698			698	
2:00 PM				679		679			679	
3:00 PM				769		769			769	
4:00 PM				786		786			786	
5:00 PM				905		905			905	
6:00 PM				751		751			751	
7:00 PM				588		588			588	
8:00 PM				410		410			410	
9:00 PM				277		277			277	
10:00 PM				192		192			192	
11:00 PM				93		93			93	
Day Total				9952		9952			9952	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 710		8:00 AM 710			8:00 AM 710	
PM Peak Volume				5:00 PM 905		5:00 PM 905			5:00 PM 905	
<i>Comments:</i>										

LOCATION: 61. Ravenswood Ave. btwn Laurel-Middlefield
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Menlo Park, CA

QC JOB #: 10750948
DIRECTION: WB
DATE: May 03 2012 - May 03 2012

Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				23		23			23	
1:00 AM				12		12			12	
2:00 AM				9		9			9	
3:00 AM				16		16			16	
4:00 AM				32		32			32	
5:00 AM				115		115			115	
6:00 AM				273		273			273	
7:00 AM				463		463			463	
8:00 AM				574		574			574	
9:00 AM				611		611			611	
10:00 AM				526		526			526	
11:00 AM				542		542			542	
12:00 PM				557		557			557	
1:00 PM				490		490			490	
2:00 PM				511		511			511	
3:00 PM				592		592			592	
4:00 PM				493		493			493	
5:00 PM				598		598			598	
6:00 PM				548		548			548	
7:00 PM				425		425			425	
8:00 PM				283		283			283	
9:00 PM				187		187			187	
10:00 PM				101		101			101	
11:00 PM				44		44			44	
Day Total				8025		8025			8025	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				9:00 AM 611		9:00 AM 611			9:00 AM 611	
PM Peak Volume				5:00 PM 598		5:00 PM 598			5:00 PM 598	

Comments:

LOCATION: 66. Santa Cruz Ave. btwn Sand Hill-Junipero Serra SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750953 DIRECTION: NB DATE: May 01 2012 - May 01 2012			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		01-May-12								
12:00 AM		13				13			13	
1:00 AM		10				10			10	
2:00 AM		13				13			13	
3:00 AM		20				20			20	
4:00 AM		106				106			106	
5:00 AM		535				535			535	
6:00 AM		1228				1228			1228	
7:00 AM		1222				1222			1222	
8:00 AM		1215				1215			1215	
9:00 AM		1085				1085			1085	
10:00 AM		1085				1085			1085	
11:00 AM		958				958			958	
12:00 PM		1019				1019			1019	
1:00 PM		1073				1073			1073	
2:00 PM		1109				1109			1109	
3:00 PM		1213				1213			1213	
4:00 PM		1300				1300			1300	
5:00 PM		1244				1244			1244	
6:00 PM		675				675			675	
7:00 PM		365				365			365	
8:00 PM		343				343			343	
9:00 PM		187				187			187	
10:00 PM		82				82			82	
11:00 PM		42				42			42	
Day Total		16142				16142			16142	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		6:00 AM 1228				6:00 AM 1228			6:00 AM 1228	
PM Peak Volume		4:00 PM 1300				4:00 PM 1300			4:00 PM 1300	
<i>Comments:</i>										

LOCATION: 66. Santa Cruz Ave. btwn Sand Hill-Junipero Serra SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750953 DIRECTION: SB DATE: May 01 2012 - May 01 2012			
Start Time	Mon	Tue 01-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		20				20			20	
1:00 AM		8				8			8	
2:00 AM		4				4			4	
3:00 AM		12				12			12	
4:00 AM		73				73			73	
5:00 AM		262				262			262	
6:00 AM		925				925			925	
7:00 AM		1260				1260			1260	
8:00 AM		1016				1016			1016	
9:00 AM		767				767			767	
10:00 AM		768				768			768	
11:00 AM		773				773			773	
12:00 PM		774				774			774	
1:00 PM		897				897			897	
2:00 PM		1202				1202			1202	
3:00 PM		1205				1205			1205	
4:00 PM		1211				1211			1211	
5:00 PM		1008				1008			1008	
6:00 PM		620				620			620	
7:00 PM		508				508			508	
8:00 PM		356				356			356	
9:00 PM		203				203			203	
10:00 PM		129				129			129	
11:00 PM		44				44			44	
Day Total		14045				14045			14045	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		7:00 AM 1260				7:00 AM 1260			7:00 AM 1260	
PM Peak Volume		4:00 PM 1211				4:00 PM 1211			4:00 PM 1211	
<i>Comments:</i>										

LOCATION: 67. Santa Cruz Ave. btwn Alameda de las Pulgas-Sand Hill SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750954 DIRECTION: NB DATE: May 01 2012 - May 01 2012			
Start Time	Mon	Tue 01-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		28				28			28	
1:00 AM		8				8			8	
2:00 AM		9				9			9	
3:00 AM		5				5			5	
4:00 AM		14				14			14	
5:00 AM		36				36			36	
6:00 AM		183				183			183	
7:00 AM		691				691			691	
8:00 AM		642				642			642	
9:00 AM		671				671			671	
10:00 AM		567				567			567	
11:00 AM		617				617			617	
12:00 PM		609				609			609	
1:00 PM		583				583			583	
2:00 PM		629				629			629	
3:00 PM		726				726			726	
4:00 PM		804				804			804	
5:00 PM		934				934			934	
6:00 PM		841				841			841	
7:00 PM		553				553			553	
8:00 PM		359				359			359	
9:00 PM		284				284			284	
10:00 PM		147				147			147	
11:00 PM		89				89			89	
Day Total		10029				10029			10029	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		7:00 AM 691				7:00 AM 691			7:00 AM 691	
PM Peak Volume		5:00 PM 934				5:00 PM 934			5:00 PM 934	
<i>Comments:</i>										

LOCATION: 67. Santa Cruz Ave. btwn Alameda de las Pulgas-Sand Hill SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750954 DIRECTION: SB DATE: May 01 2012 - May 01 2012			
Start Time	Mon	Tue 01-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		20				20			20	
1:00 AM		11				11			11	
2:00 AM		6				6			6	
3:00 AM		5				5			5	
4:00 AM		15				15			15	
5:00 AM		88				88			88	
6:00 AM		319				319			319	
7:00 AM		854				854			854	
8:00 AM		1060				1060			1060	
9:00 AM		819				819			819	
10:00 AM		693				693			693	
11:00 AM		670				670			670	
12:00 PM		637				637			637	
1:00 PM		649				649			649	
2:00 PM		662				662			662	
3:00 PM		914				914			914	
4:00 PM		1000				1000			1000	
5:00 PM		851				851			851	
6:00 PM		658				658			658	
7:00 PM		466				466			466	
8:00 PM		362				362			362	
9:00 PM		206				206			206	
10:00 PM		114				114			114	
11:00 PM		60				60			60	
Day Total		11139				11139			11139	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 1060				8:00 AM 1060			8:00 AM 1060	
PM Peak Volume		4:00 PM 1000				4:00 PM 1000			4:00 PM 1000	
<i>Comments:</i>										

LOCATION: 68. Santa Cruz Ave. btwn Alameda de las Pulgas- Avy/Orange SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750955 DIRECTION: EB DATE: May 01 2012 - May 01 2012			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		01-May-12								
12:00 AM		6				6			6	
1:00 AM		4				4			4	
2:00 AM		3				3			3	
3:00 AM		1				1			1	
4:00 AM		6				6			6	
5:00 AM		29				29			29	
6:00 AM		109				109			109	
7:00 AM		409				409			409	
8:00 AM		422				422			422	
9:00 AM		398				398			398	
10:00 AM		312				312			312	
11:00 AM		299				299			299	
12:00 PM		296				296			296	
1:00 PM		240				240			240	
2:00 PM		300				300			300	
3:00 PM		411				411			411	
4:00 PM		354				354			354	
5:00 PM		465				465			465	
6:00 PM		431				431			431	
7:00 PM		246				246			246	
8:00 PM		140				140			140	
9:00 PM		106				106			106	
10:00 PM		47				47			47	
11:00 PM		30				30			30	
Day Total		5064				5064			5064	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 422				8:00 AM 422			8:00 AM 422	
PM Peak Volume		5:00 PM 465				5:00 PM 465			5:00 PM 465	
<i>Comments:</i>										

LOCATION: 68. Santa Cruz Ave. btwn Alameda de las Pulgas- Avy/Orange SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750955 DIRECTION: WB DATE: May 01 2012 - May 01 2012				
Start Time	Mon	Tue 01-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		8				8			8	
1:00 AM		3				3			3	
2:00 AM		3				3			3	
3:00 AM		3				3			3	
4:00 AM		4				4			4	
5:00 AM		30				30			30	
6:00 AM		87				87			87	
7:00 AM		252				252			252	
8:00 AM		304				304			304	
9:00 AM		258				258			258	
10:00 AM		221				221			221	
11:00 AM		207				207			207	
12:00 PM		208				208			208	
1:00 PM		210				210			210	
2:00 PM		275				275			275	
3:00 PM		384				384			384	
4:00 PM		398				398			398	
5:00 PM		392				392			392	
6:00 PM		335				335			335	
7:00 PM		225				225			225	
8:00 PM		188				188			188	
9:00 PM		104				104			104	
10:00 PM		45				45			45	
11:00 PM		30				30			30	
Day Total		4174				4174			4174	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 304				8:00 AM 304			8:00 AM 304	
PM Peak Volume		4:00 PM 398				4:00 PM 398			4:00 PM 398	
<i>Comments:</i>										

LOCATION: 69. Santa Cruz Ave. btwn Avy/Orange-Olive SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750956 DIRECTION: EB DATE: May 01 2012 - May 01 2012				
Start Time	Mon	Tue 01-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		10				10			10	
1:00 AM		5				5			5	
2:00 AM		6				6			6	
3:00 AM		2				2			2	
4:00 AM		9				9			9	
5:00 AM		47				47			47	
6:00 AM		154				154			154	
7:00 AM		583				583			583	
8:00 AM		843				843			843	
9:00 AM		716				716			716	
10:00 AM		578				578			578	
11:00 AM		584				584			584	
12:00 PM		570				570			570	
1:00 PM		486				486			486	
2:00 PM		525				525			525	
3:00 PM		679				679			679	
4:00 PM		602				602			602	
5:00 PM		671				671			671	
6:00 PM		571				571			571	
7:00 PM		321				321			321	
8:00 PM		204				204			204	
9:00 PM		136				136			136	
10:00 PM		74				74			74	
11:00 PM		36				36			36	
Day Total		8412				8412			8412	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 843				8:00 AM 843			8:00 AM 843	
PM Peak Volume		3:00 PM 679				3:00 PM 679			3:00 PM 679	
<i>Comments:</i>										

LOCATION: 69. Santa Cruz Ave. btwn Avy/Orange-Olive SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750956 DIRECTION: WB DATE: May 01 2012 - May 01 2012				
Start Time	Mon	Tue 01-May-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		9				9			9	
1:00 AM		10				10			10	
2:00 AM		7				7			7	
3:00 AM		5				5			5	
4:00 AM		9				9			9	
5:00 AM		27				27			27	
6:00 AM		113				113			113	
7:00 AM		407				407			407	
8:00 AM		546				546			546	
9:00 AM		451				451			451	
10:00 AM		418				418			418	
11:00 AM		483				483			483	
12:00 PM		485				485			485	
1:00 PM		425				425			425	
2:00 PM		528				528			528	
3:00 PM		698				698			698	
4:00 PM		682				682			682	
5:00 PM		753				753			753	
6:00 PM		600				600			600	
7:00 PM		388				388			388	
8:00 PM		328				328			328	
9:00 PM		181				181			181	
10:00 PM		89				89			89	
11:00 PM		43				43			43	
Day Total		7685				7685			7685	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 546				8:00 AM 546			8:00 AM 546	
PM Peak Volume		5:00 PM 753				5:00 PM 753			5:00 PM 753	
<i>Comments:</i>										

LOCATION: 70. Santa Cruz Ave. btwn Olive-University SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750957 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				6		6			6	
1:00 AM				7		7			7	
2:00 AM				5		5			5	
3:00 AM				10		10			10	
4:00 AM				38		38			38	
5:00 AM				124		124			124	
6:00 AM				446		446			446	
7:00 AM				490		490			490	
8:00 AM				422		422			422	
9:00 AM				418		418			418	
10:00 AM				513		513			513	
11:00 AM				508		508			508	
12:00 PM				554		554			554	
1:00 PM				618		618			618	
2:00 PM				758		758			758	
3:00 PM				725		725			725	
4:00 PM				734		734			734	
5:00 PM				664		664			664	
6:00 PM				436		436			436	
7:00 PM				325		325			325	
8:00 PM				218		218			218	
9:00 PM				76		76			76	
10:00 PM				29		29			29	
11:00 PM				10		10			10	
Day Total				8134		8134			8134	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				10:00 AM 513		10:00 AM 513			10:00 AM 513	
PM Peak Volume				2:00 PM 758		2:00 PM 758			2:00 PM 758	
<i>Comments:</i>										

LOCATION: 70. Santa Cruz Ave. btwn Olive-University SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750957 DIRECTION: WB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				4		4			4	
1:00 AM				4		4			4	
2:00 AM				4		4			4	
3:00 AM				11		11			11	
4:00 AM				59		59			59	
5:00 AM				162		162			162	
6:00 AM				688		688			688	
7:00 AM				869		869			869	
8:00 AM				831		831			831	
9:00 AM				570		570			570	
10:00 AM				564		564			564	
11:00 AM				582		582			582	
12:00 PM				639		639			639	
1:00 PM				606		606			606	
2:00 PM				767		767			767	
3:00 PM				694		694			694	
4:00 PM				682		682			682	
5:00 PM				529		529			529	
6:00 PM				328		328			328	
7:00 PM				204		204			204	
8:00 PM				131		131			131	
9:00 PM				67		67			67	
10:00 PM				36		36			36	
11:00 PM				14		14			14	
Day Total				9045		9045			9045	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				7:00 AM 869		7:00 AM 869			7:00 AM 869	
PM Peak Volume				2:00 PM 767		2:00 PM 767			2:00 PM 767	
<i>Comments:</i>										

LOCATION: 71. Santa Cruz Ave. btwn University-Crane SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750958 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				4		4			4	
1:00 AM				4		4			4	
2:00 AM				4		4			4	
3:00 AM				2		2			2	
4:00 AM				6		6			6	
5:00 AM				17		17			17	
6:00 AM				50		50			50	
7:00 AM				150		150			150	
8:00 AM				180		180			180	
9:00 AM				210		210			210	
10:00 AM				232		232			232	
11:00 AM				334		334			334	
12:00 PM				282		282			282	
1:00 PM				310		310			310	
2:00 PM				344		344			344	
3:00 PM				394		394			394	
4:00 PM				358		358			358	
5:00 PM				364		364			364	
6:00 PM				302		302			302	
7:00 PM				223		223			223	
8:00 PM				146		146			146	
9:00 PM				101		101			101	
10:00 PM				45		45			45	
11:00 PM				9		9			9	
Day Total				4071		4071			4071	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 334		11:00 AM 334			11:00 AM 334	
PM Peak Volume				3:00 PM 394		3:00 PM 394			3:00 PM 394	
<i>Comments:</i>										

LOCATION: 71. Santa Cruz Ave. btwn University-Crane SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750958 DIRECTION: WB DATE: May 03 2012 - May 03 2012			
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				9		9			9	
1:00 AM				3		3			3	
2:00 AM				1		1			1	
3:00 AM				1		1			1	
4:00 AM				6		6			6	
5:00 AM				27		27			27	
6:00 AM				73		73			73	
7:00 AM				245		245			245	
8:00 AM				316		316			316	
9:00 AM				363		363			363	
10:00 AM				352		352			352	
11:00 AM				349		349			349	
12:00 PM				375		375			375	
1:00 PM				394		394			394	
2:00 PM				339		339			339	
3:00 PM				422		422			422	
4:00 PM				405		405			405	
5:00 PM				367		367			367	
6:00 PM				292		292			292	
7:00 PM				211		211			211	
8:00 PM				144		144			144	
9:00 PM				78		78			78	
10:00 PM				37		37			37	
11:00 PM				15		15			15	
Day Total				4824		4824			4824	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				9:00 AM 363		9:00 AM 363			9:00 AM 363	
PM Peak Volume				3:00 PM 422		3:00 PM 422			3:00 PM 422	
<i>Comments:</i>										

LOCATION: 72. Santa Cruz Ave. btwn Crane-El Camino SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750959 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				6		6			6	
1:00 AM				1		1			1	
2:00 AM				2		2			2	
3:00 AM				6		6			6	
4:00 AM				19		19			19	
5:00 AM				64		64			64	
6:00 AM				214		214			214	
7:00 AM				281		281			281	
8:00 AM				379		379			379	
9:00 AM				385		385			385	
10:00 AM				393		393			393	
11:00 AM				370		370			370	
12:00 PM				438		438			438	
1:00 PM				398		398			398	
2:00 PM				435		435			435	
3:00 PM				459		459			459	
4:00 PM				389		389			389	
5:00 PM				308		308			308	
6:00 PM				242		242			242	
7:00 PM				158		158			158	
8:00 PM				93		93			93	
9:00 PM				48		48			48	
10:00 PM				17		17			17	
11:00 PM				8		8			8	
Day Total				5113		5113			5113	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				10:00 AM 393		10:00 AM 393			10:00 AM 393	
PM Peak Volume				3:00 PM 459		3:00 PM 459			3:00 PM 459	
<i>Comments:</i>										

LOCATION: 72. Santa Cruz Ave. btwn Crane-El Camino SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750959 DIRECTION: WB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
1:00 AM				3		3			3	
2:00 AM				1		1			1	
3:00 AM				7		7			7	
4:00 AM				10		10			10	
5:00 AM				48		48			48	
6:00 AM				109		109			109	
7:00 AM				141		141			141	
8:00 AM				162		162			162	
9:00 AM				199		199			199	
10:00 AM				272		272			272	
11:00 AM				225		225			225	
12:00 PM				243		243			243	
1:00 PM				234		234			234	
2:00 PM				234		234			234	
3:00 PM				249		249			249	
4:00 PM				261		261			261	
5:00 PM				198		198			198	
6:00 PM				153		153			153	
7:00 PM				93		93			93	
8:00 PM				77		77			77	
9:00 PM				36		36			36	
10:00 PM				4		4			4	
11:00 PM				0		0			0	
Day Total				2961		2961			2961	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				10:00 AM 272		10:00 AM 272			10:00 AM 272	
PM Peak Volume				4:00 PM 261		4:00 PM 261			4:00 PM 261	
<i>Comments:</i>										

LOCATION: 76. University Ave. btwn Middle-Menlo SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750963 DIRECTION: NB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				3		3			3	
1:00 AM				1		1			1	
2:00 AM				4		4			4	
3:00 AM				6		6			6	
4:00 AM				9		9			9	
5:00 AM				29		29			29	
6:00 AM				133		133			133	
7:00 AM				204		204			204	
8:00 AM				177		177			177	
9:00 AM				172		172			172	
10:00 AM				166		166			166	
11:00 AM				204		204			204	
12:00 PM				205		205			205	
1:00 PM				208		208			208	
2:00 PM				228		228			228	
3:00 PM				286		286			286	
4:00 PM				302		302			302	
5:00 PM				196		196			196	
6:00 PM				119		119			119	
7:00 PM				75		75			75	
8:00 PM				64		64			64	
9:00 PM				25		25			25	
10:00 PM				14		14			14	
11:00 PM				6		6			6	
Day Total				2836		2836			2836	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				7:00 AM 204		7:00 AM 204			7:00 AM 204	
PM Peak Volume				4:00 PM 302		4:00 PM 302			4:00 PM 302	
<i>Comments:</i>										

LOCATION: 76. University Ave. btwn Middle-Menlo SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750963 DIRECTION: SB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				4		4			4	
1:00 AM				0		0			0	
2:00 AM				1		1			1	
3:00 AM				4		4			4	
4:00 AM				10		10			10	
5:00 AM				25		25			25	
6:00 AM				137		137			137	
7:00 AM				211		211			211	
8:00 AM				187		187			187	
9:00 AM				137		137			137	
10:00 AM				180		180			180	
11:00 AM				206		206			206	
12:00 PM				214		214			214	
1:00 PM				188		188			188	
2:00 PM				234		234			234	
3:00 PM				251		251			251	
4:00 PM				287		287			287	
5:00 PM				209		209			209	
6:00 PM				151		151			151	
7:00 PM				82		82			82	
8:00 PM				65		65			65	
9:00 PM				27		27			27	
10:00 PM				15		15			15	
11:00 PM				5		5			5	
Day Total				2830		2830			2830	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				7:00 AM 211		7:00 AM 211			7:00 AM 211	
PM Peak Volume				4:00 PM 287		4:00 PM 287			4:00 PM 287	
<i>Comments:</i>										

LOCATION: 77. University Ave. btwn Menlo-Santa Cruz SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750964 DIRECTION: NB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				16		16			16	
1:00 AM				4		4			4	
2:00 AM				8		8			8	
3:00 AM				3		3			3	
4:00 AM				13		13			13	
5:00 AM				54		54			54	
6:00 AM				132		132			132	
7:00 AM				462		462			462	
8:00 AM				765		765			765	
9:00 AM				646		646			646	
10:00 AM				473		473			473	
11:00 AM				509		509			509	
12:00 PM				522		522			522	
1:00 PM				582		582			582	
2:00 PM				628		628			628	
3:00 PM				748		748			748	
4:00 PM				774		774			774	
5:00 PM				824		824			824	
6:00 PM				655		655			655	
7:00 PM				408		408			408	
8:00 PM				274		274			274	
9:00 PM				206		206			206	
10:00 PM				75		75			75	
11:00 PM				41		41			41	
Day Total				8822		8822			8822	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 765		8:00 AM 765			8:00 AM 765	
PM Peak Volume				5:00 PM 824		5:00 PM 824			5:00 PM 824	
<i>Comments:</i>										

LOCATION: 77. University Ave. btwn Menlo-Santa Cruz SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750964 DIRECTION: SB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				16		16			16	
1:00 AM				4		4			4	
2:00 AM				9		9			9	
3:00 AM				3		3			3	
4:00 AM				14		14			14	
5:00 AM				54		54			54	
6:00 AM				131		131			131	
7:00 AM				464		464			464	
8:00 AM				766		766			766	
9:00 AM				652		652			652	
10:00 AM				468		468			468	
11:00 AM				506		506			506	
12:00 PM				519		519			519	
1:00 PM				585		585			585	
2:00 PM				631		631			631	
3:00 PM				747		747			747	
4:00 PM				773		773			773	
5:00 PM				820		820			820	
6:00 PM				650		650			650	
7:00 PM				408		408			408	
8:00 PM				277		277			277	
9:00 PM				206		206			206	
10:00 PM				75		75			75	
11:00 PM				41		41			41	
Day Total				8819		8819			8819	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 766		8:00 AM 766			8:00 AM 766	
PM Peak Volume				5:00 PM 820		5:00 PM 820			5:00 PM 820	
<i>Comments:</i>										

LOCATION: 78. University Ave. btwn Santa Cruz-Oak Grove SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750965 DIRECTION: NB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				5		5			5	
1:00 AM				2		2			2	
2:00 AM				1		1			1	
3:00 AM				1		1			1	
4:00 AM				4		4			4	
5:00 AM				13		13			13	
6:00 AM				33		33			33	
7:00 AM				194		194			194	
8:00 AM				226		226			226	
9:00 AM				226		226			226	
10:00 AM				200		200			200	
11:00 AM				228		228			228	
12:00 PM				242		242			242	
1:00 PM				243		243			243	
2:00 PM				237		237			237	
3:00 PM				304		304			304	
4:00 PM				300		300			300	
5:00 PM				286		286			286	
6:00 PM				190		190			190	
7:00 PM				129		129			129	
8:00 PM				88		88			88	
9:00 PM				57		57			57	
10:00 PM				23		23			23	
11:00 PM				8		8			8	
Day Total				3240		3240			3240	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 228		11:00 AM 228			11:00 AM 228	
PM Peak Volume				3:00 PM 304		3:00 PM 304			3:00 PM 304	
<i>Comments:</i>										

LOCATION: 78. University Ave. btwn Santa Cruz-Oak Grove SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750965 DIRECTION: SB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				6		6			6	
1:00 AM				4		4			4	
2:00 AM				4		4			4	
3:00 AM				2		2			2	
4:00 AM				4		4			4	
5:00 AM				12		12			12	
6:00 AM				44		44			44	
7:00 AM				233		233			233	
8:00 AM				310		310			310	
9:00 AM				268		268			268	
10:00 AM				222		222			222	
11:00 AM				260		260			260	
12:00 PM				249		249			249	
1:00 PM				259		259			259	
2:00 PM				287		287			287	
3:00 PM				372		372			372	
4:00 PM				354		354			354	
5:00 PM				331		331			331	
6:00 PM				230		230			230	
7:00 PM				161		161			161	
8:00 PM				101		101			101	
9:00 PM				57		57			57	
10:00 PM				28		28			28	
11:00 PM				14		14			14	
Day Total				3812		3812			3812	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 310		8:00 AM 310			8:00 AM 310	
PM Peak Volume				3:00 PM 372		3:00 PM 372			3:00 PM 372	
<i>Comments:</i>										

LOCATION: 79. University Ave. btwn Oak Grove-Valparaiso SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750966 DIRECTION: NB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				3		3			3	
1:00 AM				3		3			3	
2:00 AM				0		0			0	
3:00 AM				1		1			1	
4:00 AM				1		1			1	
5:00 AM				7		7			7	
6:00 AM				18		18			18	
7:00 AM				147		147			147	
8:00 AM				156		156			156	
9:00 AM				122		122			122	
10:00 AM				152		152			152	
11:00 AM				159		159			159	
12:00 PM				200		200			200	
1:00 PM				198		198			198	
2:00 PM				219		219			219	
3:00 PM				251		251			251	
4:00 PM				264		264			264	
5:00 PM				288		288			288	
6:00 PM				205		205			205	
7:00 PM				116		116			116	
8:00 PM				85		85			85	
9:00 PM				60		60			60	
10:00 PM				30		30			30	
11:00 PM				6		6			6	
Day Total				2691		2691			2691	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 159		11:00 AM 159			11:00 AM 159	
PM Peak Volume				5:00 PM 288		5:00 PM 288			5:00 PM 288	
<i>Comments:</i>										

LOCATION: 79. University Ave. btwn Oak Grove-Valparaiso SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750966 DIRECTION: SB DATE: May 03 2012 - May 03 2012			
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
1:00 AM				0		0			0	
2:00 AM				1		1			1	
3:00 AM				2		2			2	
4:00 AM				3		3			3	
5:00 AM				7		7			7	
6:00 AM				19		19			19	
7:00 AM				166		166			166	
8:00 AM				262		262			262	
9:00 AM				243		243			243	
10:00 AM				184		184			184	
11:00 AM				176		176			176	
12:00 PM				184		184			184	
1:00 PM				182		182			182	
2:00 PM				198		198			198	
3:00 PM				239		239			239	
4:00 PM				237		237			237	
5:00 PM				230		230			230	
6:00 PM				145		145			145	
7:00 PM				113		113			113	
8:00 PM				45		45			45	
9:00 PM				25		25			25	
10:00 PM				18		18			18	
11:00 PM				4		4			4	
Day Total				2685		2685			2685	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 262		8:00 AM 262			8:00 AM 262	
PM Peak Volume				3:00 PM 239		3:00 PM 239			3:00 PM 239	
<i>Comments:</i>										

LOCATION: 86. Valparaiso Ave. btwn University-El Camino SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750969 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				15		15			15	
1:00 AM				6		6			6	
2:00 AM				2		2			2	
3:00 AM				3		3			3	
4:00 AM				11		11			11	
5:00 AM				50		50			50	
6:00 AM				128		128			128	
7:00 AM				409		409			409	
8:00 AM				543		543			543	
9:00 AM				491		491			491	
10:00 AM				436		436			436	
11:00 AM				408		408			408	
12:00 PM				375		375			375	
1:00 PM				428		428			428	
2:00 PM				515		515			515	
3:00 PM				626		626			626	
4:00 PM				540		540			540	
5:00 PM				576		576			576	
6:00 PM				430		430			430	
7:00 PM				317		317			317	
8:00 PM				171		171			171	
9:00 PM				119		119			119	
10:00 PM				90		90			90	
11:00 PM				38		38			38	
Day Total				6727		6727			6727	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 543		8:00 AM 543			8:00 AM 543	
PM Peak Volume				3:00 PM 626		3:00 PM 626			3:00 PM 626	
<i>Comments:</i>										

LOCATION: 86. Valparaiso Ave. btwn University-El Camino SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750969 DIRECTION: WB DATE: May 03 2012 - May 03 2012			
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				17		17			17	
1:00 AM				5		5			5	
2:00 AM				4		4			4	
3:00 AM				5		5			5	
4:00 AM				6		6			6	
5:00 AM				35		35			35	
6:00 AM				144		144			144	
7:00 AM				467		467			467	
8:00 AM				577		577			577	
9:00 AM				347		347			347	
10:00 AM				339		339			339	
11:00 AM				363		363			363	
12:00 PM				380		380			380	
1:00 PM				390		390			390	
2:00 PM				491		491			491	
3:00 PM				535		535			535	
4:00 PM				540		540			540	
5:00 PM				542		542			542	
6:00 PM				455		455			455	
7:00 PM				330		330			330	
8:00 PM				241		241			241	
9:00 PM				182		182			182	
10:00 PM				79		79			79	
11:00 PM				37		37			37	
Day Total				6511		6511			6511	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 577		8:00 AM 577			8:00 AM 577	
PM Peak Volume				5:00 PM 542		5:00 PM 542			5:00 PM 542	
<i>Comments:</i>										

LOCATION: 87. Willow Rd. btwn Alma-Laurel SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750970 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				3		3			3	
1:00 AM				2		2			2	
2:00 AM				0		0			0	
3:00 AM				0		0			0	
4:00 AM				2		2			2	
5:00 AM				5		5			5	
6:00 AM				20		20			20	
7:00 AM				91		91			91	
8:00 AM				150		150			150	
9:00 AM				102		102			102	
10:00 AM				63		63			63	
11:00 AM				87		87			87	
12:00 PM				108		108			108	
1:00 PM				111		111			111	
2:00 PM				138		138			138	
3:00 PM				145		145			145	
4:00 PM				157		157			157	
5:00 PM				192		192			192	
6:00 PM				95		95			95	
7:00 PM				69		69			69	
8:00 PM				77		77			77	
9:00 PM				35		35			35	
10:00 PM				18		18			18	
11:00 PM				9		9			9	
Day Total				1679		1679			1679	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 150		8:00 AM 150			8:00 AM 150	
PM Peak Volume				5:00 PM 192		5:00 PM 192			5:00 PM 192	
<i>Comments:</i>										

LOCATION: 87. Willow Rd. btwn Alma-Laurel SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750970 DIRECTION: WB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				3		3			3	
1:00 AM				2		2			2	
2:00 AM				1		1			1	
3:00 AM				1		1			1	
4:00 AM				7		7			7	
5:00 AM				6		6			6	
6:00 AM				15		15			15	
7:00 AM				22		22			22	
8:00 AM				22		22			22	
9:00 AM				37		37			37	
10:00 AM				57		57			57	
11:00 AM				56		56			56	
12:00 PM				62		62			62	
1:00 PM				60		60			60	
2:00 PM				59		59			59	
3:00 PM				69		69			69	
4:00 PM				60		60			60	
5:00 PM				62		62			62	
6:00 PM				54		54			54	
7:00 PM				51		51			51	
8:00 PM				24		24			24	
9:00 PM				17		17			17	
10:00 PM				8		8			8	
11:00 PM				4		4			4	
Day Total				759		759			759	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				10:00 AM 57		10:00 AM 57			10:00 AM 57	
PM Peak Volume				3:00 PM 69		3:00 PM 69			3:00 PM 69	
<i>Comments:</i>										

LOCATION: 88. Willow Rd. btwn Laurel-Middlefield SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750971 DIRECTION: EB DATE: May 03 2012 - May 03 2012			
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				5		5			5	
1:00 AM				8		8			8	
2:00 AM				6		6			6	
3:00 AM				1		1			1	
4:00 AM				3		3			3	
5:00 AM				14		14			14	
6:00 AM				52		52			52	
7:00 AM				181		181			181	
8:00 AM				295		295			295	
9:00 AM				193		193			193	
10:00 AM				151		151			151	
11:00 AM				179		179			179	
12:00 PM				183		183			183	
1:00 PM				200		200			200	
2:00 PM				239		239			239	
3:00 PM				275		275			275	
4:00 PM				301		301			301	
5:00 PM				342		342			342	
6:00 PM				232		232			232	
7:00 PM				155		155			155	
8:00 PM				107		107			107	
9:00 PM				57		57			57	
10:00 PM				31		31			31	
11:00 PM				15		15			15	
Day Total				3225		3225			3225	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 295		8:00 AM 295			8:00 AM 295	
PM Peak Volume				5:00 PM 342		5:00 PM 342			5:00 PM 342	
<i>Comments:</i>										

LOCATION: 88. Willow Rd. btwn Laurel-Middlefield SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA							QC JOB #: 10750971 DIRECTION: WB DATE: May 03 2012 - May 03 2012			
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				9		9			9	
1:00 AM				4		4			4	
2:00 AM				2		2			2	
3:00 AM				2		2			2	
4:00 AM				7		7			7	
5:00 AM				18		18			18	
6:00 AM				40		40			40	
7:00 AM				90		90			90	
8:00 AM				120		120			120	
9:00 AM				114		114			114	
10:00 AM				130		130			130	
11:00 AM				129		129			129	
12:00 PM				137		137			137	
1:00 PM				125		125			125	
2:00 PM				128		128			128	
3:00 PM				147		147			147	
4:00 PM				177		177			177	
5:00 PM				172		172			172	
6:00 PM				147		147			147	
7:00 PM				120		120			120	
8:00 PM				65		65			65	
9:00 PM				48		48			48	
10:00 PM				15		15			15	
11:00 PM				10		10			10	
Day Total				1956		1956			1956	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				10:00 AM 130		10:00 AM 130			10:00 AM 130	
PM Peak Volume				4:00 PM 177		4:00 PM 177			4:00 PM 177	
<i>Comments:</i>										

QUALITY COUNTS REPORT

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Type: Volume Data
 Location: 89. Willow Rd. btwn Middlefield-Gilbert
 Specific Loc: 100 ft from
 City/State: Menlo Park CA
 QCJobNo: 10750972
 Direction: WB
 Comments:

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Start Time	Mon	Tue	Wed	Thu	Fri	Average W Sat	Sun	Average Week Hourly Traffic	
				3-May-12					
12:00 AM				58		58		58	
1:00 AM				35		35		35	
2:00 AM				11		11		11	
3:00 AM				24		24		24	
4:00 AM				70		70		70	
5:00 AM				245		245		245	
6:00 AM				733		733		733	
7:00 AM				873		873		873	
8:00 AM				864		864		864	
9:00 AM				964		964		964	
10:00 AM				912		912		912	
11:00 AM				809		809		809	
12:00 PM				832		832		832	
1:00 PM				801		801		801	
2:00 PM				819		819		819	
3:00 PM				757		757		757	
4:00 PM				738		738		738	
5:00 PM				871		871		871	
6:00 PM				833		833		833	
7:00 PM				670		670		670	
8:00 PM				373		373		373	
9:00 PM				284		284		284	
10:00 PM				236		236		236	
11:00 PM				115		115		115	
Day Total				12927		12927		12927	
ADT				12927		12927		12927	
%Weekday Average				100.00%					
%Week Average				100.00%		100.00%			
AM Peak				9:00 AM		9:00 AM		9:00 AM	
Volume				964		964		964	
PM Peak				5:00 PM		5:00 PM		5:00 PM	
Volume				871		871		871	

LOCATION: 89. Willow Rd. btwn Middlefield-Gilbert SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750972 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				104		104			104	
1:00 AM				57		57			57	
2:00 AM				42		42			42	
3:00 AM				22		22			22	
4:00 AM				23		23			23	
5:00 AM				68		68			68	
6:00 AM				215		215			215	
7:00 AM				600		600			600	
8:00 AM				879		879			879	
9:00 AM				729		729			729	
10:00 AM				654		654			654	
11:00 AM				747		747			747	
12:00 PM				812		812			812	
1:00 PM				852		852			852	
2:00 PM				929		929			929	
3:00 PM				1004		1004			1004	
4:00 PM				810		810			810	
5:00 PM				1028		1028			1028	
6:00 PM				955		955			955	
7:00 PM				917		917			917	
8:00 PM				666		666			666	
9:00 PM				550		550			550	
10:00 PM				383		383			383	
11:00 PM				240		240			240	
Day Total				13286		13286			13286	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 879		8:00 AM 879			8:00 AM 879	
PM Peak Volume				5:00 PM 1028		5:00 PM 1028			5:00 PM 1028	
<i>Comments:</i>										

LOCATION: 120. Willow Rd. btwn Gilbert-Coleman SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750991 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				96		96			96	
1:00 AM				61		61			61	
2:00 AM				38		38			38	
3:00 AM				22		22			22	
4:00 AM				26		26			26	
5:00 AM				81		81			81	
6:00 AM				259		259			259	
7:00 AM				682		682			682	
8:00 AM				954		954			954	
9:00 AM				778		778			778	
10:00 AM				696		696			696	
11:00 AM				762		762			762	
12:00 PM				832		832			832	
1:00 PM				858		858			858	
2:00 PM				945		945			945	
3:00 PM				978		978			978	
4:00 PM				918		918			918	
5:00 PM				1110		1110			1110	
6:00 PM				967		967			967	
7:00 PM				904		904			904	
8:00 PM				651		651			651	
9:00 PM				551		551			551	
10:00 PM				385		385			385	
11:00 PM				249		249			249	
Day Total				13803		13803			13803	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 954		8:00 AM 954			8:00 AM 954	
PM Peak Volume				5:00 PM 1110		5:00 PM 1110			5:00 PM 1110	
<i>Comments:</i>										

LOCATION: 120. Willow Rd. btwn Gilbert-Coleman SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750991 DIRECTION: WB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				56		56			56	
1:00 AM				36		36			36	
2:00 AM				11		11			11	
3:00 AM				21		21			21	
4:00 AM				72		72			72	
5:00 AM				248		248			248	
6:00 AM				737		737			737	
7:00 AM				804		804			804	
8:00 AM				767		767			767	
9:00 AM				923		923			923	
10:00 AM				868		868			868	
11:00 AM				814		814			814	
12:00 PM				806		806			806	
1:00 PM				779		779			779	
2:00 PM				779		779			779	
3:00 PM				703		703			703	
4:00 PM				691		691			691	
5:00 PM				866		866			866	
6:00 PM				842		842			842	
7:00 PM				670		670			670	
8:00 PM				379		379			379	
9:00 PM				302		302			302	
10:00 PM				229		229			229	
11:00 PM				130		130			130	
Day Total				12533		12533			12533	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				9:00 AM 923		9:00 AM 923			9:00 AM 923	
PM Peak Volume				5:00 PM 866		5:00 PM 866			5:00 PM 866	
<i>Comments:</i>										

LOCATION: 121. Willow Rd. btwn Coleman-Durham SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750992 DIRECTION: EB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				100		100			100	
1:00 AM				60		60			60	
2:00 AM				37		37			37	
3:00 AM				24		24			24	
4:00 AM				30		30			30	
5:00 AM				88		88			88	
6:00 AM				305		305			305	
7:00 AM				783		783			783	
8:00 AM				1071		1071			1071	
9:00 AM				888		888			888	
10:00 AM				751		751			751	
11:00 AM				823		823			823	
12:00 PM				877		877			877	
1:00 PM				922		922			922	
2:00 PM				993		993			993	
3:00 PM				1041		1041			1041	
4:00 PM				1006		1006			1006	
5:00 PM				1165		1165			1165	
6:00 PM				1021		1021			1021	
7:00 PM				949		949			949	
8:00 PM				686		686			686	
9:00 PM				542		542			542	
10:00 PM				390		390			390	
11:00 PM				261		261			261	
Day Total				14813		14813			14813	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 1071		8:00 AM 1071			8:00 AM 1071	
PM Peak Volume				5:00 PM 1165		5:00 PM 1165			5:00 PM 1165	
<i>Comments:</i>										

LOCATION: 121. Willow Rd. btwn Coleman-Durham SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750992 DIRECTION: WB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				70		70			70	
1:00 AM				35		35			35	
2:00 AM				13		13			13	
3:00 AM				23		23			23	
4:00 AM				74		74			74	
5:00 AM				265		265			265	
6:00 AM				793		793			793	
7:00 AM				882		882			882	
8:00 AM				770		770			770	
9:00 AM				976		976			976	
10:00 AM				884		884			884	
11:00 AM				841		841			841	
12:00 PM				836		836			836	
1:00 PM				805		805			805	
2:00 PM				822		822			822	
3:00 PM				723		723			723	
4:00 PM				690		690			690	
5:00 PM				941		941			941	
6:00 PM				902		902			902	
7:00 PM				682		682			682	
8:00 PM				425		425			425	
9:00 PM				369		369			369	
10:00 PM				266		266			266	
11:00 PM				138		138			138	
Day Total				13225		13225			13225	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				9:00 AM 976		9:00 AM 976			9:00 AM 976	
PM Peak Volume				5:00 PM 941		5:00 PM 941			5:00 PM 941	
<i>Comments:</i>										

LOCATION: 122. Willow Rd. btwn Durham-Bay
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Menlo Park, CA

QC JOB #: 10750993
DIRECTION: EB
DATE: May 03 2012 - May 03 2012

Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				132		132			132	
1:00 AM				60		60			60	
2:00 AM				41		41			41	
3:00 AM				27		27			27	
4:00 AM				43		43			43	
5:00 AM				124		124			124	
6:00 AM				379		379			379	
7:00 AM				937		937			937	
8:00 AM				1229		1229			1229	
9:00 AM				1000		1000			1000	
10:00 AM				879		879			879	
11:00 AM				963		963			963	
12:00 PM				1006		1006			1006	
1:00 PM				1049		1049			1049	
2:00 PM				1196		1196			1196	
3:00 PM				1285		1285			1285	
4:00 PM				1314		1314			1314	
5:00 PM				1375		1375			1375	
6:00 PM				1200		1200			1200	
7:00 PM				1017		1017			1017	
8:00 PM				756		756			756	
9:00 PM				587		587			587	
10:00 PM				411		411			411	
11:00 PM				309		309			309	
Day Total				17319		17319			17319	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:00 AM 1229		8:00 AM 1229			8:00 AM 1229	
PM Peak Volume				5:00 PM 1375		5:00 PM 1375			5:00 PM 1375	

Comments:

LOCATION: 122. Willow Rd. btwn Durham-Bay SPECIFIC LOCATION: 100 ft from CITY/STATE: Menlo Park, CA						QC JOB #: 10750993 DIRECTION: WB DATE: May 03 2012 - May 03 2012				
Start Time	Mon	Tue	Wed	Thu 03-May-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				86		86			86	
1:00 AM				38		38			38	
2:00 AM				18		18			18	
3:00 AM				25		25			25	
4:00 AM				85		85			85	
5:00 AM				335		335			335	
6:00 AM				900		900			900	
7:00 AM				1003		1003			1003	
8:00 AM				860		860			860	
9:00 AM				1040		1040			1040	
10:00 AM				970		970			970	
11:00 AM				895		895			895	
12:00 PM				927		927			927	
1:00 PM				872		872			872	
2:00 PM				950		950			950	
3:00 PM				891		891			891	
4:00 PM				787		787			787	
5:00 PM				1038		1038			1038	
6:00 PM				978		978			978	
7:00 PM				760		760			760	
8:00 PM				474		474			474	
9:00 PM				407		407			407	
10:00 PM				306		306			306	
11:00 PM				184		184			184	
Day Total				14829		14829			14829	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				9:00 AM 1040		9:00 AM 1040			9:00 AM 1040	
PM Peak Volume				5:00 PM 1038		5:00 PM 1038			5:00 PM 1038	
<i>Comments:</i>										

Appendix C – Intersection Level of Service Worksheets: Existing Conditions

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Scenario Report

Scenario: Existing_2012_AM
Command: Existing_2012_AM
Volume: Existing_AM
Geometry: AM
Impact Fee: Default Impact Fee
Trip Generation: Existing_AM
Trip Distribution: Near-Term
Paths: Default Path
Routes: Default Route
Configuration: Existing_AM

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)
Intersection #1 Addison Wesley & Sand Hill Rd.
Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 10 Average Delay (sec/veh): 11.4
Optimal Cycle: 58 Level of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 6 6 6 6 6 6 4 10 10 10 10 4
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 5.0 5.0 4.0 5.0 5.0 4.0
Lanes: 1 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 1 1 0
Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM
Base Vol: 23 5 34 7 1 5 130 1961 219 105 853 45
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 5 34 7 1 5 130 1961 219 105 853 45
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: 23 5 34 7 1 5 130 1961 219 105 853 45
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 24 5 35 7 1 5 134 2022 226 108 879 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 5 35 7 1 5 134 2022 226 108 879 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 24 5 35 7 1 5 134 2022 226 108 879 46
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 0.94 0.83 0.93 0.86 0.86 0.91 0.91 0.74 0.91 0.91 0.90
Lanes: 1.64 0.36 1.00 1.00 0.17 0.83 1.00 2.00 1.00 1.00 1.90 0.10
Final Sat.: 2940 639 1583 1769 272 1358 1734 3467 1399 1734 3270 172
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.00 0.00 0.00 0.08 0.58 0.16 0.06 0.27 0.27
Crit Moves: ****
Green Time: 6.0 6.0 6.0 6.0 6.0 6.0 17.4 68.0 68.0 10.0 60.6 60.6
Volume/Cap: 0.13 0.13 0.37 0.07 0.06 0.06 0.44 0.86 0.24 0.62 0.44 0.44
Delay/Veh: 44.8 44.8 47.6 44.6 44.6 44.6 38.0 7.5 2.2 50.1 10.8 10.8
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: 44.8 44.8 47.6 44.6 44.6 44.6 38.0 7.5 2.2 50.1 10.8 10.8
LOS by Move: D D D D D D D A A D B B
HCM2k95thQ: 1 1 3 1 0 0 8 29 2 7 14 14
Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Saga Ln. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 0 Average Delay (sec/veh): 8.4
Optimal Cycle: 48 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 performance metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 12 different lanes.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Branner Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 10 Average Delay (sec/veh): 4.5
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 performance metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 12 different lanes.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Sharon Park Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 10 Average Delay (sec/veh): 21.9
Optimal Cycle: 56 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Alpine/Santa Cruz & Junipero Serra

Cycle (sec): 150 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 10 Average Delay (sec/veh): 52.4
Optimal Cycle: 137 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Santa Cruz Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 10 Average Delay (sec/veh): 45.0
Optimal Cycle: 71 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Oak Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 3 Average Delay (sec/veh): 10.6
Optimal Cycle: 25 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 University Dr. (S) & Santa Cruz Ave. [NB on University approach

Cycle (sec): 70 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 4 Average Delay (sec/veh): 12.2
Optimal Cycle: 25 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Laurel St. & Oak Grove Ave.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 4 Average Delay (sec/veh): 14.8
Optimal Cycle: 29 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Laurel St. & Ravenswood Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 4 Average Delay (sec/veh): 16.3
Optimal Cycle: 40 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values and adjustments.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 4 Average Delay (sec/veh): 23.9
Optimal Cycle: 34 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values and adjustments.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 4 Average Delay (sec/veh): 27.4
Optimal Cycle: 24 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 11 movement categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 11 movement categories.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 11 movement categories.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 8 Average Delay (sec/veh): 47.6
Optimal Cycle: 63 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 11 movement categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 11 movement categories.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 11 movement categories.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 7 Average Delay (sec/veh): 12.9
Optimal Cycle: 41 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 7 Average Delay (sec/veh): 17.1
Optimal Cycle: 57 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 7 Average Delay (sec/veh): 12.1
Optimal Cycle: 39 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 traffic volume categories.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 10 traffic volume categories.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 4 Average Delay (sec/veh): 17.6
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 traffic volume categories.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 10 traffic volume categories.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 140 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 16 Average Delay (sec/veh): 33.6
Optimal Cycle: 96 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:25AM - 8:25AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 14 Average Delay (sec/veh): 25.3
Optimal Cycle: 82 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:25AM - 8:25AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sand Hill Circle & Sand Hill Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 11 Average Delay (sec/veh): 25.8
Optimal Cycle: 35 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 El Camino Real & Encinal Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 4 Average Delay (sec/veh): 15.8
Optimal Cycle: 28 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 El Camino Real & Valparaiso/Glenwood

Cycle (sec): 145 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 4 Average Delay (sec/veh): 32.3
Optimal Cycle: 40 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 El Camino Real & Oak Grove Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 4 Average Delay (sec/veh): 30.3
Optimal Cycle: 32 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:00AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 El Camino Real & Santa Cruz Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 4 Average Delay (sec/veh): 12.6
Optimal Cycle: 26 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave/Menlo Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 4 Average Delay (sec/veh): 39.4
Optimal Cycle: 40 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 10 Average Delay (sec/veh): 11.9
Optimal Cycle: 40 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 10 Average Delay (sec/veh): 29.3
Optimal Cycle: 63 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 10 Average Delay (sec/veh): 11.4
Optimal Cycle: 44 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 11 Average Delay (sec/veh): 20.0
Optimal Cycle: 53 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 14 Average Delay (sec/veh): 50.2
Optimal Cycle: 157 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 7:15AM - 8:15AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 11 Average Delay (sec/veh): 15.3
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 7:00AM - 8:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 11 Average Delay (sec/veh): 13.7
Optimal Cycle: 43 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 22 May 2012 << 7:45AM - 8:45AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 11 Average Delay (sec/veh): 24.2
Optimal Cycle: 43 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 7:05AM - 8:05AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 12 Average Delay (sec/veh): 22.1
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:25AM - 8:25AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 10 Average Delay (sec/veh): 22.0
Optimal Cycle: 70 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:20AM - 8:20AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 11 Average Delay (sec/veh): 5.5
Optimal Cycle: 40 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 9 Average Delay (sec/veh): 19.4
Optimal Cycle: 63 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 9 Average Delay (sec/veh): 8.0
Optimal Cycle: 51 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Bayfront Exp. & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 12 Average Delay (sec/veh): 34.1
Optimal Cycle: 141 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Valparaiso Avenue at Univesity Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 4 Average Delay (sec/veh): 13.0
Optimal Cycle: 28 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach and movement.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 7 Average Delay (sec/veh): 23.9
Optimal Cycle: 93 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach and movement.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 7 Average Delay (sec/veh): 15.8
Optimal Cycle: 46 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 48. Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 0 Average Delay (sec/veh): 21.3
Optimal Cycle: 47 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 49. Sand Hil & Pasteur (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 8 Average Delay (sec/veh): 22.9
Optimal Cycle: 47 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different traffic movements and 12 rows for various volume metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for movements and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #373 47. Middlefield Road & Lytton Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 11 Average Delay (sec/veh): 35.2
Optimal Cycle: 62 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different traffic movements and 12 rows for various volume metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for movements and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #440 52. Sig: Santa Cruz/Alameda Delas Pulgas

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 6 Average Delay (sec/veh): 11.9
Optimal Cycle: 26 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #476 10. Middlefield at Oak Grove (Town of Atherton)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 6 Average Delay (sec/veh): 13.7
Optimal Cycle: 36 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #494 46. University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 11 Average Delay (sec/veh): 25.6
Optimal Cycle: 44 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #502 8. Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 10 Average Delay (sec/veh): 25.7
Optimal Cycle: 59 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Includes Date: 15 May 2012 << 7:45AM - 8:45AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #513 9. Encinal Avenue at Middlefield Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 0 Average Delay (sec/veh): 19.8
Optimal Cycle: 83 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #677 I-280 NB Off Ramp and Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 9 Average Delay (sec/veh): 22.1
Optimal Cycle: 65 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:30AM - 8:30AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #690 51. Santa Cruz Avenue at Elder Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 8 Average Delay (sec/veh): 13.2
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #707 50. Campus Drive and Junipero Serra Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 11 Average Delay (sec/veh): 17.7
Optimal Cycle: 38 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Scenario Report

Scenario: Existing_2012_PM
Command: Existing_2012_PM
Volume: Existing_PM
Geometry: PM
Impact Fee: Default Impact Fee
Trip Generation: Existing_PM
Trip Distribution: Near-Term
Paths: Default Path
Routes: Default Route
Configuration: Existing_PM

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)
Intersection #1 Addison Wesley & Sand Hill Rd.
Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 10 Average Delay (sec/veh): 17.5
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: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 6 6 6 6 6 6 4 10 10 10 10 4
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 5.0 5.0 4.0 5.0 5.0 4.0
Lanes: 1 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 1 1 0
Volume Module: >> Count Date: 9 May 2012 << 4:40PM - 5:40PM
Base Vol: 140 2 78 47 2 105 5 785 91 69 1812 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: 140 2 78 47 2 105 5 785 91 69 1812 10
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: 140 2 78 47 2 105 5 785 91 69 1812 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 146 2 81 49 2 109 5 818 95 72 1888 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 146 2 81 49 2 109 5 818 95 72 1888 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 146 2 81 49 2 109 5 818 95 72 1888 10
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.93 0.83 0.93 0.84 0.84 0.91 0.91 0.75 0.91 0.91 0.91
Lanes: 1.97 0.03 1.00 1.00 0.02 0.98 1.00 2.00 1.00 1.00 1.99 0.01
Final Sat.: 3499 50 1583 1769 30 1559 1734 3467 1418 1734 3445 19
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.05 0.03 0.07 0.07 0.00 0.24 0.07 0.04 0.55 0.55
Crit Moves: **** **** **** ****
Green Time: 7.0 7.0 7.0 9.0 9.0 9.0 4.0 52.0 52.0 22.1 70.1 70.1
Volume/Cap: 0.60 0.60 0.74 0.31 0.78 0.78 0.08 0.45 0.13 0.19 0.78 0.78
Delay/Veh: 49.1 49.1 68.2 43.7 68.4 68.4 46.7 11.3 9.1 31.9 11.6 11.6
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: 49.1 49.1 68.2 43.7 68.4 68.4 46.7 11.3 9.1 31.9 11.6 11.6
LOS by Move: D D E D E E D B A C B B
HCM2k95thQ: 6 6 8 3 10 10 0 12 2 3 35 35
Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Saga Ln. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 0 Average Delay (sec/veh): 11.8
Optimal Cycle: 49 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Branner Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 10 Average Delay (sec/veh): 5.4
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:30PM - 5:30PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Sharon Park Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 10 Average Delay (sec/veh): 25.2
Optimal Cycle: 80 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:20PM - 5:20PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values and adjustments.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Alpine/Santa Cruz & Junipero Serra

Cycle (sec): 150 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 10 Average Delay (sec/veh): 48.3
Optimal Cycle: 68 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values and adjustments.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Santa Cruz Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 10 Average Delay (sec/veh): 45.3
Optimal Cycle: 55 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count, Date: 9 May 2012, << 4:45PM - 5:45PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Oak Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 3 Average Delay (sec/veh): 6.2
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count, Date: 9 May 2012, << 4:20PM - 5:20PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 University Dr. (S) & Santa Cruz Ave. [NB on University approach]

Cycle (sec): 70 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 4 Average Delay (sec/veh): 15.6
Optimal Cycle: 24 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 traffic categories.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 10 traffic categories.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Laurel St. & Oak Grove Ave.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 4 Average Delay (sec/veh): 11.6
Optimal Cycle: 21 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 traffic categories.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 10 traffic categories.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029 Existing Conditions PM Peak Hour

Level of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Laurel St. & Ravenswood Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 4 Average Delay (sec/veh): 12.7
Optimal Cycle: 30 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029 Existing Conditions PM Peak Hour

Level of Service Computation Report 2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 4 Average Delay (sec/veh): 35.5
Optimal Cycle: 47 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 4 Average Delay (sec/veh): 26.3
Optimal Cycle: 26 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 8 Average Delay (sec/veh): 62.2
Optimal Cycle: 165 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 7 Average Delay (sec/veh): 9.4
Optimal Cycle: 53 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count, Date: 8 May 2012, << 4:50PM - 5:25PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 7 Average Delay (sec/veh): 9.5
Optimal Cycle: 57 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count, Date: 8 May 2012, << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 7 Average Delay (sec/veh): 11.8
Optimal Cycle: 39 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 Jun 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 4 Average Delay (sec/veh): 13.1
Optimal Cycle: 25 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 16 Average Delay (sec/veh): 39.5
Optimal Cycle: 94 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 14 Average Delay (sec/veh): 40.1
Optimal Cycle: 120 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sand Hill Circle & Sand Hill Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 11 Average Delay (sec/veh): 32.5
Optimal Cycle: 147 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 4 columns: Volume Module, Count, Date, and 12 columns for different approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for each of the 4 approaches.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 El Camino Real & Encinal Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 4 Average Delay (sec/veh): 18.9
Optimal Cycle: 39 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 4 columns: Volume Module, Count, Date, and 12 columns for different approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for each of the 4 approaches.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 El Camino Real & Valparaiso/Glenwood

Cycle (sec): 145 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 4 Average Delay (sec/veh): 34.1
Optimal Cycle: 46 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 El Camino Real & Oak Grove Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 4 Average Delay (sec/veh): 32.6
Optimal Cycle: 38 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 El Camino Real & Santa Cruz Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 4 Average Delay (sec/veh): 18.3
Optimal Cycle: 27 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Grid of traffic volume data for various approaches and movements.

Saturation Flow Module: Grid of saturation flow data for various approaches and movements.

Capacity Analysis Module: Grid of capacity analysis data including Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave/Menlo Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 4 Average Delay (sec/veh): 41.7
Optimal Cycle: 56 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Grid of traffic volume data for various approaches and movements.

Saturation Flow Module: Grid of saturation flow data for various approaches and movements.

Capacity Analysis Module: Grid of capacity analysis data including Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 10 Average Delay (sec/veh): 16.7
Optimal Cycle: 65 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories. Includes Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 volume categories.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 10 Average Delay (sec/veh): 45.0
Optimal Cycle: 131 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories. Includes Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 volume categories.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 10 Average Delay (sec/veh): 15.2
Optimal Cycle: 42 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 11 Average Delay (sec/veh): 19.5
Optimal Cycle: 58 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 14 Average Delay (sec/veh): 40.7
Optimal Cycle: 102 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 11 Average Delay (sec/veh): 37.9
Optimal Cycle: 200 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 11 Average Delay (sec/veh): 12.6
Optimal Cycle: 51 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 11 Average Delay (sec/veh): 22.7
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 12 Average Delay (sec/veh): 42.0
Optimal Cycle: 118 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West) and 3 rows: Movement (L, T, R), Control (Protected, Split Phase), and Rights (Ovl, Include).

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics (Base Vol, Growth Adj, etc.).

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 1.222
Loss Time (sec): 10 Average Delay (sec/veh): 124.6
Optimal Cycle: 200 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West) and 3 rows: Movement (L, T, R), Control (Protected, Split Phase), and Rights (Ovl, Include).

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics (Base Vol, Growth Adj, etc.).

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 11 Average Delay (sec/veh): 9.5
Optimal Cycle: 49 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic metrics. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 9 Average Delay (sec/veh): 16.3
Optimal Cycle: 53 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic metrics. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 9 Average Delay (sec/veh): 21.4
Optimal Cycle: 68 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Bayfront Exp. & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.037
Loss Time (sec): 12 Average Delay (sec/veh): 67.7
Optimal Cycle: 200 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Valparaiso Avenue at Univesity Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 4 Average Delay (sec/veh): 15.6
Optimal Cycle: 26 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 4:05PM - 5:05PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 7 Average Delay (sec/veh): 21.0
Optimal Cycle: 63 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 7 Average Delay (sec/veh): 16.3
Optimal Cycle: 73 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 48. Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 0 Average Delay (sec/veh): 24.2
Optimal Cycle: 62 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 49. Sand Hil & Pasteur (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 8 Average Delay (sec/veh): 26.9
Optimal Cycle: 55 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #373 47. Middlefield Road & Lytton Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 11 Average Delay (sec/veh): 36.8
Optimal Cycle: 61 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #440 52. Sig: Santa Cruz/Alameda Delas Pulgas
Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 6 Average Delay (sec/veh): 12.2
Optimal Cycle: 26 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #476 10. Middlefield at Oak Grove (Town of Atherton)
Cycle (sec): 65 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 6 Average Delay (sec/veh): 10.5
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #494 46. University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 11 Average Delay (sec/veh): 32.7
Optimal Cycle: 72 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #502 8. Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 10 Average Delay (sec/veh): 26.7
Optimal Cycle: 65 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #513 9. Encinal Avenue at Middlefield Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 Average Delay (sec/veh): 9.8
Optimal Cycle: 50 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<. Table with 12 columns for volume counts and 12 columns for adjustment factors.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #677 I-280 NB Off Ramp and Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 9 Average Delay (sec/veh): 21.2
Optimal Cycle: 28 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 columns for adjustment factors.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #690 51. Santa Cruz Avenue at Elder Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 8 Average Delay (sec/veh): 6.0
Optimal Cycle: 30 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<. Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
Existing Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #707 50. Campus Drive and Junipero Serra Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 11 Average Delay (sec/veh): 33.7
Optimal Cycle: 65 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

Appendix D – Intersection Level of Service Worksheets: Near-Term Conditions

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2014 Near Term Conditions
 AM Peak Hour

Scenario Report
 Scenario: Near Term_2014_AM

Command: Near Term_2014_AM
 Volume: Existing_AM
 Geometry: AM
 Impact Fee: Default Impact Fee
 Trip Generation: 2014_AM
 Trip Distribution: Near-Term
 Paths: Default Path
 Routes: Default Route
 Configuration: 2014_AM

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2014 Near Term Conditions
 AM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Addison Wesley & Sand Hill Rd.

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
 Loss Time (sec): 10 Average Delay (sec/veh): 12.8
 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	4	10	10	10	10	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lanes:	1	1	0 0 1	1	0	0 1 0	1	0	2 0 1	1	0	1 1 0

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM

Base Vol:	23	5	34	7	1	5	130	1961	219	105	853	45
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:	23	5	35	7	1	5	133	2000	223	107	870	46
Added Vol:	0	0	0	0	0	0	0	69	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	5	35	7	1	5	133	2069	223	107	893	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	24	5	36	7	1	5	137	2133	230	110	921	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	5	36	7	1	5	137	2133	230	110	921	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	5	36	7	1	5	137	2133	230	110	921	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.83	0.93	0.86	0.86	0.91	0.91	0.74	0.91	0.91	0.90
Lanes:	1.64	0.36	1.00	1.00	0.17	0.83	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	2940	639	1583	1769	272	1358	1734	3467	1399	1734	3274	168

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.02	0.00	0.00	0.00	0.08	0.62	0.16	0.06	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	6.0	6.0	6.0	6.0	6.0	6.0	17.1	68.0	68.0	10.0	60.9	60.9
Volume/Cap:	0.14	0.14	0.38	0.07	0.06	0.06	0.46	0.90	0.24	0.64	0.46	0.46
Delay/Veh:	44.8	44.8	47.7	44.6	44.6	44.6	38.5	9.9	2.2	50.9	10.8	10.8
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:	44.8	44.8	47.7	44.6	44.6	44.6	38.5	9.9	2.2	50.9	10.8	10.8
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B
HCM2k95thQ:	1	1	3	1	0	0	8	38	2	7	16	16

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Saga Ln. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 0 Average Delay (sec/veh): 8.6
Optimal Cycle: 51 Level Of Service: A

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West BOUND.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Branner Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 10 Average Delay (sec/veh): 4.5
Optimal Cycle: 43 Level Of Service: A

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West BOUND.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Sharon Park Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 10 Average Delay (sec/veh): 22.4
Optimal Cycle: 60 Level Of Service: C

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West BOUND.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Alpine/Santa Cruz & Junipero Serra

Cycle (sec): 150 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 10 Average Delay (sec/veh): 55.7
Optimal Cycle: 164 Level Of Service: E

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West BOUND.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Santa Cruz Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 10 Average Delay (sec/veh): 45.7
Optimal Cycle: 77 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Oak Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 3 Average Delay (sec/veh): 10.9
Optimal Cycle: 26 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:35AM - 8:35AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 University Dr. (S) & Santa Cruz Ave. [NB on University approach]

Cycle (sec): 70 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 4 Average Delay (sec/veh): 13.1
Optimal Cycle: 28 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Laurel St. & Oak Grove Ave.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 4 Average Delay (sec/veh): 15.2
Optimal Cycle: 30 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Laurel St. & Ravenswood Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 4 Average Delay (sec/veh): 18.3
Optimal Cycle: 52 Level of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic signal details for each approach.

Volume Module: >> Count Date: 8 May 2012 << 7:50AM - 8:50AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 4 Average Delay (sec/veh): 25.7
Optimal Cycle: 40 Level of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic signal details for each approach.

Volume Module: >> Count Date: 8 May 2012 << 7:55AM - 8:55AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 4 Average Delay (sec/veh): 27.4
Optimal Cycle: 25 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:50AM - 8:50AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 8 Average Delay (sec/veh): 66.3
Optimal Cycle: 200 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 7 Average Delay (sec/veh): 19.3
Optimal Cycle: 89 Level of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Intersection #18 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 7 Average Delay (sec/veh): 33.3
Optimal Cycle: 200 Level of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #19 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 7 Average Delay (sec/veh): 12.0
Optimal Cycle: 44 Level of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count, Date: 8 May 2012, << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #20 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 4 Average Delay (sec/veh): 27.6
Optimal Cycle: 99 Level of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count, Date: 8 May 2012, << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #21 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 140 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 16 Average Delay (sec/veh): 32.9
Optimal Cycle: 106 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:25AM - 8:25AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #22 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 14 Average Delay (sec/veh): 27.8
Optimal Cycle: 89 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:25AM - 8:25AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #23 Sand Hill Circle & Sand Hill Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 11 Average Delay (sec/veh): 25.6
Optimal Cycle: 36 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow rates and saturation levels.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #24 El Camino Real & Encinal Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 4 Average Delay (sec/veh): 15.8
Optimal Cycle: 28 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow rates and saturation levels.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #25 El Camino Real & Valparaiso/Glenwood

Cycle (sec): 145 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 4 Average Delay (sec/veh): 34.8
Optimal Cycle: 47 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow and adjustment factors.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #26 El Camino Real & Oak Grove Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 4 Average Delay (sec/veh): 30.0
Optimal Cycle: 36 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:00AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow and adjustment factors.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #27 El Camino Real & Santa Cruz Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 4 Average Delay (sec/veh): 13.3
Optimal Cycle: 26 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic volume and delay data.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Table with 12 columns for volume and delay metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity, delay, and LOS metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #28 El Camino Real & Ravenswood Ave/Menlo Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 4 Average Delay (sec/veh): 42.9
Optimal Cycle: 48 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic volume and delay data.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Table with 12 columns for volume and delay metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity, delay, and LOS metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 10 Average Delay (sec/veh): 11.9
Optimal Cycle: 41 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 10 Average Delay (sec/veh): 29.6
Optimal Cycle: 66 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 10 Average Delay (sec/veh): 11.4
Optimal Cycle: 45 Level of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #32 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 11 Average Delay (sec/veh): 27.0
Optimal Cycle: 100 Level of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #33 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.378
Loss Time (sec): 14 Average Delay (sec/veh): 144.8
Optimal Cycle: 200 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:15AM - 8:15AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and Adjustment, and 12 rows for Lanes and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves, and 12 rows for Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #34 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 11 Average Delay (sec/veh): 13.5
Optimal Cycle: 81 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:00AM - 8:00AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and Adjustment, and 12 rows for Lanes and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves, and 12 rows for Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #35 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 11 Average Delay (sec/veh): 14.4
Optimal Cycle: 97 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #36 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 11 Average Delay (sec/veh): 24.0
Optimal Cycle: 111 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #37 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.190
Loss Time (sec): 12 Average Delay (sec/veh): 111.3
Optimal Cycle: 200 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #38 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 10 Average Delay (sec/veh): 32.4
Optimal Cycle: 187 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #39 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 11 Average Delay (sec/veh): 5.4
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #40 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 9 Average Delay (sec/veh): 26.0
Optimal Cycle: 70 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #41 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 9 Average Delay (sec/veh): 10.1
Optimal Cycle: 57 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #42 Bayfront Exp. & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 12 Average Delay (sec/veh): 38.7
Optimal Cycle: 174 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:35AM - 8:35AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #43 Valparaiso Avenue at Univesity Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 4 Average Delay (sec/veh): 13.2
Optimal Cycle: 30 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic flow data for each approach.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #44 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.021
Loss Time (sec): 7 Average Delay (sec/veh): 40.2
Optimal Cycle: 200 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic flow data for each approach.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 7 Average Delay (sec/veh): 44.1
Optimal Cycle: 200 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 48. Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 0 Average Delay (sec/veh): 21.2
Optimal Cycle: 48 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 49. Sand Hil & Pasteur (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 8 Average Delay (sec/veh): 23.2
Optimal Cycle: 51 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #373 47. Middlefield Road & Lytton Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 11 Average Delay (sec/veh): 39.4
Optimal Cycle: 77 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #440 52. Sig: Santa Cruz/Alameda Delas Pulgas

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 6 Average Delay (sec/veh): 11.6
Optimal Cycle: 27 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #476 10. Middlefield at Oak Grove (Town of Atherton)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 6 Average Delay (sec/veh): 14.7
Optimal Cycle: 42 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #494 46. University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 11 Average Delay (sec/veh): 37.1
Optimal Cycle: 88 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #502 8. Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.062
Loss Time (sec): 10 Average Delay (sec/veh): 59.0
Optimal Cycle: 200 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Includes Date: 15 May 2012 << 7:45AM - 8:45AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #513 9. Encinal Avenue at Middlefield Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 0 Average Delay (sec/veh): 20.2
Optimal Cycle: 106 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<
Base Vol: 145 517 0 0 640 198 157 0 120 0 0 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

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 1.00 0.97 0.97 0.92 1.00 0.92 1.00 1.00 1.00

Capacity Analysis Module:
Vol/Sat: 0.09 0.31 0.00 0.00 0.52 0.52 0.18 0.00 0.18 0.00 0.00 0.00
Crit Moves: ****
Green Time: 10.9 77.7 0.0 0.0 66.8 66.8 22.3 0.0 22.3 0.0 0.0 0.0

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
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Intersection #677 I-280 NB Off Ramp and Sand Hill Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 9 Average Delay (sec/veh): 24.0
Optimal Cycle: 74 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:30AM - 8:30AM
Base Vol: 0 72 527 54 0 0 131 1716 73 0 0 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

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.87 0.87 0.96 0.96 1.00 0.85 0.94 0.87 1.00 1.00 1.00

Capacity Analysis Module:
Vol/Sat: 0.00 0.19 0.19 0.03 0.03 0.00 0.08 0.53 0.53 0.00 0.00 0.00
Crit Moves: ****
Green Time: 0.0 22.9 22.9 4.1 4.1 0.0 64.0 64.0 64.0 0.0 0.0 0.0

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #690 51. Santa Cruz Avenue at Elder Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 8 Average Delay (sec/veh): 16.3
Optimal Cycle: 34 Level Of Service: B

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West BOUND.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
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Intersection #707 50. Campus Drive and Junipero Serra Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 11 Average Delay (sec/veh): 17.2
Optimal Cycle: 39 Level Of Service: B

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West BOUND.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Scenario Report
 Scenario: Near Term_2014_PM

Command: Near Term_2014_PM
 Volume: Existing_PM
 Geometry: PM
 Impact Fee: Default Impact Fee
 Trip Generation: 2014_PM
 Trip Distribution: Near-Term
 Paths: Default Path
 Routes: Default Route
 Configuration: 2014_PM

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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Addison Wesley & Sand Hill Rd.

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
 Loss Time (sec): 10 Average Delay (sec/veh): 18.2
 Optimal Cycle: 67 Level of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	4	10	10	10	10	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lanes:	1	1	0 0 1	1	0	0 1 0	1	0	2 0 1	1	0	1 1 0

Volume Module: >> Count Date: 9 May 2012 << 4:40PM - 5:40PM

Base Vol:	140	2	78	47	2	105	5	785	91	69	1812	10
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:	143	2	80	48	2	107	5	801	93	70	1848	10
Added Vol:	0	0	0	0	0	0	0	42	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	2	80	48	2	107	5	843	93	70	1926	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	149	2	83	50	2	112	5	878	97	73	2007	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	2	83	50	2	112	5	878	97	73	2007	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
FinalVolume:	149	2	83	50	2	112	5	878	97	73	2007	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.84	0.84	0.91	0.91	0.75	0.91	0.91	0.91
Lanes:	1.97	0.03	1.00	1.00	0.02	0.98	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3499	50	1583	1769	30	1559	1734	3467	1418	1734	3445	18

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.05	0.03	0.07	0.07	0.00	0.25	0.07	0.04	0.58	0.58
Crit Moves:	****			****			****			****		
Green Time:	6.7	6.7	6.7	8.7	8.7	8.7	4.0	53.5	53.5	21.1	70.6	70.6
Volume/Cap:	0.63	0.63	0.78	0.33	0.83	0.83	0.08	0.47	0.13	0.20	0.83	0.83
Delay/Veh:	50.8	50.8	75.4	44.2	76.6	76.6	46.7	10.5	8.3	32.8	12.8	12.8
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:	50.8	50.8	75.4	44.2	76.6	76.6	46.7	10.5	8.3	32.8	12.8	12.8
LOS by Move:	D	D	E	D	E	E	D	B	A	C	B	B
HCM2k95thQ:	7	7	9	4	11	11	0	12	2	4	39	39

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #2 Saga Ln. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 Average Delay (sec/veh): 12.1
Optimal Cycle: 52 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #3 Branner Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 10 Average Delay (sec/veh): 5.5
Optimal Cycle: 45 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 4:30PM - 5:30PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #4 Sharon Park Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 10 Average Delay (sec/veh): 26.4
Optimal Cycle: 89 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Alpine/Santa Cruz & Junipero Serra

Cycle (sec): 150 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 10 Average Delay (sec/veh): 49.2
Optimal Cycle: 74 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Santa Cruz Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 10 Average Delay (sec/veh): 46.0
Optimal Cycle: 59 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Rows include Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #7 Oak Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 3 Average Delay (sec/veh): 6.4
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 4:20PM - 5:20PM. Rows include Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 University Dr. (S) & Santa Cruz Ave. [NB on University approach]

Cycle (sec): 70 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 4 Average Delay (sec/veh): 15.7
Optimal Cycle: 26 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories (Base Vol, Growth Adj, Initial Bse, etc.).

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Laurel St. & Oak Grove Ave.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 4 Average Delay (sec/veh): 11.7
Optimal Cycle: 22 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories (Base Vol, Growth Adj, Initial Bse, etc.).

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Laurel St. & Ravenswood Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 4 Average Delay (sec/veh): 14.0
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 4 Average Delay (sec/veh): 38.8
Optimal Cycle: 70 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 4 Average Delay (sec/veh): 26.3
Optimal Cycle: 29 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.096
Loss Time (sec): 8 Average Delay (sec/veh): 90.0
Optimal Cycle: 200 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 7 Average Delay (sec/veh): 12.2
Optimal Cycle: 69 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 7 Average Delay (sec/veh): 13.5
Optimal Cycle: 77 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 7 Average Delay (sec/veh): 15.3
Optimal Cycle: 76 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 Jun 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 4 Average Delay (sec/veh): 17.6
Optimal Cycle: 38 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 16 Average Delay (sec/veh): 46.4
Optimal Cycle: 152 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.098
Loss Time (sec): 14 Average Delay (sec/veh): 69.8
Optimal Cycle: 200 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sand Hill Circle & Sand Hill Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 11 Average Delay (sec/veh): 41.4
Optimal Cycle: 200 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:40PM - 5:40PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach and movement.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 El Camino Real & Encinal Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 4 Average Delay (sec/veh): 19.1
Optimal Cycle: 44 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach and movement.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 El Camino Real & Valparaiso/Glenwood
Cycle (sec): 145 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 4 Average Delay (sec/veh): 34.9
Optimal Cycle: 53 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach and movement.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 El Camino Real & Oak Grove Ave.
Cycle (sec): 145 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 4 Average Delay (sec/veh): 33.0
Optimal Cycle: 54 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach and movement.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 El Camino Real & Santa Cruz Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 4 Average Delay (sec/veh): 19.8
Optimal Cycle: 35 Level of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Table with 11 columns for volume counts and 11 rows for various traffic metrics.

Saturation Flow Module: Table with 11 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 11 columns for capacity analysis and 11 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave/Menlo Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 4 Average Delay (sec/veh): 49.6
Optimal Cycle: 105 Level of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Table with 11 columns for volume counts and 11 rows for various traffic metrics.

Saturation Flow Module: Table with 11 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 11 columns for capacity analysis and 11 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 10 Average Delay (sec/veh): 17.2
Optimal Cycle: 73 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 12 lanes.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 10 Average Delay (sec/veh): 48.9
Optimal Cycle: 184 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 12 lanes.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 10 Average Delay (sec/veh): 15.3
Optimal Cycle: 45 Level of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #32 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 11 Average Delay (sec/veh): 22.7
Optimal Cycle: 68 Level of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #33 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.562
Loss Time (sec): 14 Average Delay (sec/veh): 192.7
Optimal Cycle: 200 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #34 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 11 Average Delay (sec/veh): 17.4
Optimal Cycle: 106 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 11 Average Delay (sec/veh): 18.5
Optimal Cycle: 124 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 11 Average Delay (sec/veh): 29.4
Optimal Cycle: 151 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.273
Loss Time (sec): 12 Average Delay (sec/veh): 136.6
Optimal Cycle: 200 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 1.366
Loss Time (sec): 10 Average Delay (sec/veh): 172.1
Optimal Cycle: 200 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 11 Average Delay (sec/veh): 9.5
Optimal Cycle: 51 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 9 Average Delay (sec/veh): 44.4
Optimal Cycle: 200 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 9 Average Delay (sec/veh): 43.2
Optimal Cycle: 192 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Bayfront Exp. & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.086
Loss Time (sec): 12 Average Delay (sec/veh): 81.1
Optimal Cycle: 200 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Valparaiso Avenue at Univesity Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 4 Average Delay (sec/veh): 15.8
Optimal Cycle: 27 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic volume and delay data.

Volume Module: >> Count Date: 8 May 2012 << 4:05PM - 5:05PM. Table showing traffic volume, PHF, and other metrics for each approach.

Saturation Flow Module: Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module: Table showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, and other capacity-related metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 7 Average Delay (sec/veh): 26.1
Optimal Cycle: 89 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic volume and delay data.

Volume Module: >> Count Date: 8 May 2012 << 4:50PM - 5:50PM. Table showing traffic volume, PHF, and other metrics for each approach.

Saturation Flow Module: Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module: Table showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, and other capacity-related metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 US 101 NB Ramps & Marsh Rd.
Cycle (sec): 80 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 7 Average Delay (sec/veh): 21.4
Optimal Cycle: 121 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 48. Sand Hill Rd & El Camino Real (Palo Alto)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 0 Average Delay (sec/veh): 25.3
Optimal Cycle: 71 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 49. Sand Hil & Pasteur (Palo Alto)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 Average Delay (sec/veh): 28.1
Optimal Cycle: 60 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #373 47. Middlefield Road & Lytton Avenue
Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 11 Average Delay (sec/veh): 39.8
Optimal Cycle: 76 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #440 52. Sig: Santa Cruz/Alameda Delas Pulgas

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 6 Average Delay (sec/veh): 12.4
Optimal Cycle: 27 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #476 10. Middlefield at Oak Grove (Town of Atherton)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 6 Average Delay (sec/veh): 11.4
Optimal Cycle: 40 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #494 46. University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 11 Average Delay (sec/veh): 39.9
Optimal Cycle: 104 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #502 8. Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 10 Average Delay (sec/veh): 41.8
Optimal Cycle: 161 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #513 9. Encinal Avenue at Middlefield Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 0 Average Delay (sec/veh): 10.0
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #677 I-280 NB Off Ramp and Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 9 Average Delay (sec/veh): 21.9
Optimal Cycle: 29 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #690 51. Santa Cruz Avenue at Elder Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 8 Average Delay (sec/veh): 5.9
Optimal Cycle: 32 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<. Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #707 50. Campus Drive and Junipero Serra Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 11 Average Delay (sec/veh): 34.3
Optimal Cycle: 68 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

Appendix E – Intersection Level of Service Worksheets: Near-Term plus Housing Element Conditions

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 2014 Near Term Plus Project Conditions
 AM Peak Hour

Scenario Report
 Scenario: 2014_Plus HE Proj_AM
 Command: Near Term_2014_Plus HE Proj_AM
 Volume: 2014_Plus HE Proj_AM
 Geometry: AM
 Impact Fee: Default Impact Fee
 Trip Generation: 2014_Plus HE Proj_AM
 Trip Distribution: Near-Term
 Paths: Default Path
 Routes: Default Route
 Configuration: 2014_Plus HE Proj_AM

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 2014 Near Term Plus Project Conditions
 AM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Addison Wesley & Sand Hill Rd.

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
 Loss Time (sec): 10 Average Delay (sec/veh): 13.1
 Optimal Cycle: 66 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Include
 Min. Green: 6 6 6 6 6 6 4 10 10 10 10 4
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 5.0 5.0 4.0 5.0 5.0 4.0
 Lanes: 1 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 1 1 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM
 Base Vol: 23 5 34 7 1 5 130 1961 219 105 853 45
 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: 23 5 35 7 1 5 133 2000 223 107 870 46
 Added Vol: 0 0 0 0 0 0 0 0 90 0 0 53 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 23 5 35 7 1 5 133 2090 223 107 923 46
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 24 5 36 7 1 5 137 2155 230 110 952 47
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 24 5 36 7 1 5 137 2155 230 110 952 47
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 24 5 36 7 1 5 137 2155 230 110 952 47
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.94 0.94 0.83 0.93 0.86 0.86 0.91 0.91 0.74 0.91 0.91 0.90
 Lanes: 1.64 0.36 1.00 1.00 0.17 0.83 1.00 2.00 1.00 1.00 1.91 0.09
 Final Sat.: 2940 639 1583 1769 272 1358 1734 3467 1399 1734 3279 163
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.02 0.00 0.00 0.00 0.08 0.62 0.16 0.06 0.29 0.29
 Crit Moves: **** **** **** ****
 Green Time: 6.0 6.0 6.0 6.0 6.0 6.0 16.7 68.0 68.0 10.0 61.3 61.3
 Volume/Cap: 0.14 0.14 0.38 0.07 0.06 0.06 0.47 0.91 0.24 0.64 0.47 0.47
 Delay/Veh: 44.8 44.8 47.7 44.6 44.6 44.6 38.9 10.6 2.2 50.9 10.7 10.7
 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: 44.8 44.8 47.7 44.6 44.6 44.6 38.9 10.6 2.2 50.9 10.7 10.7
 LOS by Move: D D D D D D D B A D B B
 HCM2k95thQ: 1 1 3 1 0 0 8 40 2 7 16 16

 Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Plus Project Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Saga Ln. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 0 Average Delay (sec/veh): 8.6
Optimal Cycle: 51 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow rates and saturation levels for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #3 Branner Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 10 Average Delay (sec/veh): 4.5
Optimal Cycle: 44 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow rates and saturation levels for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #4 Sharon Park Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 10 Average Delay (sec/veh): 23.1
Optimal Cycle: 63 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #5 Alpine/Santa Cruz & Junipero Serra

Cycle (sec): 150 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 10 Average Delay (sec/veh): 56.3
Optimal Cycle: 170 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #6 Santa Cruz Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 10 Average Delay (sec/veh): 45.9
Optimal Cycle: 79 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #7 Oak Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 3 Average Delay (sec/veh): 11.3
Optimal Cycle: 27 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:35AM - 8:35AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #11 University Dr. (S) & Santa Cruz Ave. [NB on University approach]

Cycle (sec): 70 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 4 Average Delay (sec/veh): 13.3
Optimal Cycle: 29 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #12 Laurel St. & Oak Grove Ave.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 4 Average Delay (sec/veh): 15.5
Optimal Cycle: 31 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #13 Laurel St. & Ravenswood Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 4 Average Delay (sec/veh): 18.9
Optimal Cycle: 56 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach and movement.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #14 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 4 Average Delay (sec/veh): 27.2
Optimal Cycle: 45 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach and movement.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #15 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 4 Average Delay (sec/veh): 27.2
Optimal Cycle: 26 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #16 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 8 Average Delay (sec/veh): 73.8
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #17 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 7 Average Delay (sec/veh): 21.0
Optimal Cycle: 103 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow data for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis results.

Note: Queue reported is the number of cars per lane.

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Intersection #18 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 7 Average Delay (sec/veh): 36.3
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow data for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis results.

Note: Queue reported is the number of cars per lane.

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Intersection #19 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 7 Average Delay (sec/veh): 12.5
Optimal Cycle: 48 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count, Date: 8 May 2012, << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #20 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 4 Average Delay (sec/veh): 28.7
Optimal Cycle: 111 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count, Date: 8 May 2012, << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #21 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 140 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 16 Average Delay (sec/veh): 41.4
Optimal Cycle: 155 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:25AM - 8:25AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #22 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 14 Average Delay (sec/veh): 30.5
Optimal Cycle: 96 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:25AM - 8:25AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #23 Sand Hill Circle & Sand Hill Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 11 Average Delay (sec/veh): 26.5
Optimal Cycle: 38 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Intersection #24 El Camino Real & Encinal Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 4 Average Delay (sec/veh): 15.8
Optimal Cycle: 28 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Intersection #25 El Camino Real & Valparaiso/Glenwood

Cycle (sec): 145 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 4 Average Delay (sec/veh): 35.2
Optimal Cycle: 48 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow and adjustment factors.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #26 El Camino Real & Oak Grove Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 4 Average Delay (sec/veh): 30.2
Optimal Cycle: 36 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:00AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow and adjustment factors.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #27 El Camino Real & Santa Cruz Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 4 Average Delay (sec/veh): 13.2
Optimal Cycle: 26 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #28 El Camino Real & Ravenswood Ave/Menlo Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 4 Average Delay (sec/veh): 44.0
Optimal Cycle: 49 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 10 Average Delay (sec/veh): 11.9
Optimal Cycle: 41 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories (Base Vol, Growth Adj, Initial Bse, etc.).

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 10 Average Delay (sec/veh): 29.9
Optimal Cycle: 67 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories (Base Vol, Growth Adj, Initial Bse, etc.).

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 10 Average Delay (sec/veh): 11.4
Optimal Cycle: 46 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for adjustment, lanes, and final saturation.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for critical moves, green time, and delay.

Note: Queue reported is the number of cars per lane.

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Intersection #32 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 11 Average Delay (sec/veh): 27.7
Optimal Cycle: 106 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:40AM - 8:40AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for adjustment, lanes, and final saturation.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for critical moves, green time, and delay.

Note: Queue reported is the number of cars per lane.

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Intersection #33 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.473
Loss Time (sec): 14 Average Delay (sec/veh): 162.0
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:15AM - 8:15AM. Table with 10 columns for volume counts and 10 columns for PHF, PCE, MLF, and Final Volume.

Saturation Flow Module: Table with 10 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 10 columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #34 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 11 Average Delay (sec/veh): 13.6
Optimal Cycle: 84 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:00AM - 8:00AM. Table with 10 columns for volume counts and 10 columns for PHF, PCE, MLF, and Final Volume.

Saturation Flow Module: Table with 10 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 10 columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #35 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 11 Average Delay (sec/veh): 14.7
Optimal Cycle: 101 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #36 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 11 Average Delay (sec/veh): 34.4
Optimal Cycle: 167 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #37 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.190
Loss Time (sec): 12 Average Delay (sec/veh): 111.3
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:25AM - 8:25AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis values and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #38 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 10 Average Delay (sec/veh): 32.5
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:20AM - 8:20AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis values and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #39 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 11 Average Delay (sec/veh): 5.4
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #40 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 9 Average Delay (sec/veh): 26.1
Optimal Cycle: 70 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #41 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 9 Average Delay (sec/veh): 10.1
Optimal Cycle: 57 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #42 Bayfront Exp. & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.124
Loss Time (sec): 12 Average Delay (sec/veh): 86.8
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #43 Valparaiso Avenue at Univesity Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 4 Average Delay (sec/veh): 13.3
Optimal Cycle: 30 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #44 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.043
Loss Time (sec): 7 Average Delay (sec/veh): 44.5
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #45 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.116
Loss Time (sec): 7 Average Delay (sec/veh): 57.5
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #46 48. Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 0 Average Delay (sec/veh): 21.1
Optimal Cycle: 49 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #52 49. Sand Hil & Pasteur (Palo Alto)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 8 Average Delay (sec/veh): 23.2
Optimal Cycle: 51 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for volume and 12 columns for various adjustment factors (Base Vol, Growth Adj, etc.).

Saturation Flow Module table with 12 columns for Sat/Lane and 12 columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #373 47. Middlefield Road & Lytton Avenue
Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 11 Average Delay (sec/veh): 40.7
Optimal Cycle: 84 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for volume and 12 columns for various adjustment factors (Base Vol, Growth Adj, etc.).

Saturation Flow Module table with 12 columns for Sat/Lane and 12 columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #440 52. Sig: Santa Cruz/Alameda Delas Pulgas

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 6 Average Delay (sec/veh): 11.8
Optimal Cycle: 28 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #476 10. Middlefield at Oak Grove (Town of Atherton)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 6 Average Delay (sec/veh): 15.1
Optimal Cycle: 45 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #494 46. University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 11 Average Delay (sec/veh): 37.1
Optimal Cycle: 88 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different movements and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for movements and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #502 8. Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.097
Loss Time (sec): 10 Average Delay (sec/veh): 65.2
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different movements and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for movements and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #513 9. Encinal Avenue at Middlefield Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 0 Average Delay (sec/veh): 20.7
Optimal Cycle: 115 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<
Base Vol: 145 517 0 0 640 198 157 0 120 0 0 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

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 1.00 0.97 0.97 0.92 1.00 0.92 1.00 1.00 1.00

Capacity Analysis Module:
Vol/Sat: 0.09 0.31 0.00 0.00 0.54 0.54 0.18 0.00 0.18 0.00 0.00 0.00
Crit Moves: ****
Green Time: 10.6 78.0 0.0 0.0 67.3 67.3 22.0 0.0 22.0 0.0 0.0 0.0

Note: Queue reported is the number of cars per lane.

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Intersection #677 I-280 NB Off Ramp and Sand Hill Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 9 Average Delay (sec/veh): 26.3
Optimal Cycle: 80 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:30AM - 8:30AM
Base Vol: 0 72 527 54 0 0 131 1716 73 0 0 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

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.87 0.87 0.96 0.96 1.00 0.85 0.94 0.87 1.00 1.00 1.00

Capacity Analysis Module:
Vol/Sat: 0.00 0.19 0.19 0.05 0.05 0.00 0.08 0.53 0.53 0.00 0.00 0.00
Crit Moves: ****
Green Time: 0.0 22.5 22.5 6.0 6.0 0.0 62.5 62.5 62.5 0.0 0.0 0.0

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #690 51. Santa Cruz Avenue at Elder Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 8 Average Delay (sec/veh): 16.3
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different traffic movements and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for traffic movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for traffic movements and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #707 50. Campus Drive and Junipero Serra Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 11 Average Delay (sec/veh): 17.6
Optimal Cycle: 39 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different traffic movements and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for traffic movements and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for traffic movements and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

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Scenario Report
 Scenario: 2014_Plus HE Proj_PM
 Command: Near Term_2014_Plus HE Proj_PM
 Volume: 2014_Plus HE Proj_PM
 Geometry: PM
 Impact Fee: Default Impact Fee
 Trip Generation: 2014_Plus HE Proj_PM
 Trip Distribution: Near-Term
 Paths: Default Path
 Routes: Default Route
 Configuration: 2014_Plus HE Proj_PM

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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Addison Wesley & Sand Hill Rd.

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
 Loss Time (sec): 10 Average Delay (sec/veh): 18.3
 Optimal Cycle: 69 Level of Service: 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: 6 6 6 6 6 6 4 10 10 10 10 4
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 5.0 5.0 4.0 5.0 5.0 4.0
 Lanes: 1 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 1 1 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 9 May 2012 << 4:40PM - 5:40PM
 Base Vol: 140 2 78 47 2 105 5 785 91 69 1812 10
 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: 143 2 80 48 2 107 5 801 93 70 1848 10
 Added Vol: 0 0 0 0 0 0 0 0 76 0 0 107 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 143 2 80 48 2 107 5 877 93 70 1955 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 149 2 83 50 2 112 5 913 97 73 2037 11
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 149 2 83 50 2 112 5 913 97 73 2037 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
 FinalVolume: 149 2 83 50 2 112 5 913 97 73 2037 11
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.93 0.83 0.93 0.84 0.84 0.91 0.91 0.75 0.91 0.91 0.91
 Lanes: 1.97 0.03 1.00 1.00 0.02 0.98 1.00 2.00 1.00 1.00 1.99 0.01
 Final Sat.: 3499 50 1583 1769 30 1559 1734 3467 1418 1734 3446 18
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.04 0.04 0.05 0.03 0.07 0.07 0.00 0.26 0.07 0.04 0.59 0.59
 Crit Moves: **** **** **** ****
 Green Time: 6.7 6.7 6.7 8.6 8.6 8.6 4.0 54.2 54.2 20.6 70.8 70.8
 Volume/Cap: 0.64 0.64 0.79 0.33 0.84 0.84 0.08 0.49 0.13 0.21 0.84 0.84
 Delay/Veh: 51.3 51.3 77.4 44.3 78.9 78.9 46.7 10.1 7.9 33.2 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: 51.3 51.3 77.4 44.3 78.9 78.9 46.7 10.1 7.9 33.2 13.1 13.1
 LOS by Move: D D E D E E D B A C B B
 HCM2k95thQ: 7 7 9 4 11 11 0 13 2 4 40 40

 Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Saga Ln. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 0 Average Delay (sec/veh): 12.0
Optimal Cycle: 54 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Branner Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 10 Average Delay (sec/veh): 5.5
Optimal Cycle: 46 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:30PM - 5:30PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #4 Sharon Park Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
 Loss Time (sec): 10 Average Delay (sec/veh): 27.3
 Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	4	10	10	10	10	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	6.0	5.0	5.0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	>>	Count	Date:	9 May 2012	<<	4:20PM - 5:20PM
Base Vol:	25	5	18	205	1	223
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	26	5	18	209	1	227
Added Vol:	6	2	9	3	4	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	32	7	27	212	5	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	32	7	28	219	5	235
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	32	7	28	219	5	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	7	28	219	5	235

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.67	0.67	0.83	0.93	0.93	0.93	0.93	0.91	0.91	
Lanes:	0.48	0.11	0.41	0.98	0.02	1.00	1.00	1.97	0.03	1.00	1.69	0.31	
Final Sat.:	589	133	511	1246	29	1583	1769	3479	51	1769	2914	540	

Capacity Analysis Module:	Vol/Sat:	0.06	0.06	0.06	0.18	0.18	0.15	0.10	0.26	0.26	0.02	0.52	0.52
Crit Moves:					****	****	****	****	****	****	****	****	****
Green Time:	19.9	19.9	19.9	19.9	19.9	19.9	11.0	50.7	50.7	19.3	59.0	59.0	
Volume/Cap:	0.28	0.28	0.28	0.88	0.88	0.74	0.88	0.52	0.52	0.08	0.88	0.88	
Delay/Veh:	34.5	34.5	34.5	66.6	66.6	46.8	77.6	12.7	12.7	33.1	22.3	22.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	34.5	34.5	34.5	66.6	66.6	46.8	77.6	12.7	12.7	33.1	22.3	22.3	
LOS by Move:	C	C	C	E	E	D	E	B	B	C	C	C	
HCM2k95thQ:	4	4	4	18	18	16	11	14	14	1	42	41	

Note: Queue reported is the number of cars per lane.

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 Intersection #5 Alpine/Santa Cruz & Junipero Serra

Cycle (sec): 150 Critical Vol./Cap.(X): 0.789
 Loss Time (sec): 10 Average Delay (sec/veh): 49.5
 Optimal Cycle: 76 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	10	10	10	10	0	0	0	0	10	0	10
Y+R:	0.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	4.0
Lanes:	0	0	2	0	1	1	1	1	0	0	0	0

Volume Module:	>>	Count	Date:	9 May 2012	<<	4:45PM - 5:45PM
Base Vol:	0	606	105	371	796	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	618	107	378	812	0
Added Vol:	0	3	1	18	6	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	621	108	396	818	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	640	111	409	843	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	640	111	409	843	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	640	111	409	843	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.84	0.96	0.92	1.00	1.00	1.00	1.00	0.93	1.00	0.83	
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
Final Sat.:	0	3538	1588	1828	3481	0	0	0	0	1769	0	1583	

Capacity Analysis Module:	Vol/Sat:	0.00	0.18	0.07	0.22	0.24	0.00	0.00	0.00	0.00	0.29	0.00	0.31
Crit Moves:					****	****	****	****	****	****	****	****	****
Green Time:	0.0	34.4	34.4	46.1	46.1	0.0	0.0	0.0	0.0	59.5	0.0	59.5	
Volume/Cap:	0.00	0.79	0.31	0.73	0.79	0.00	0.00	0.00	0.00	0.74	0.00	0.79	
Delay/Veh:	0.0	59.6	48.4	47.0	49.3	0.0	0.0	0.0	0.0	42.7	0.0	46.4	
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	59.6	48.4	47.0	49.3	0.0	0.0	0.0	0.0	42.7	0.0	46.4	
LOS by Move:	A	E	D	D	D	A	A	A	A	D	A	D	
HCM2k95thQ:	0	28	8	29	31	0	0	0	0	33	0	33	

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #6 Santa Cruz Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 10 Average Delay (sec/veh): 46.5
Optimal Cycle: 63 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #7 Oak Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 3 Average Delay (sec/veh): 6.9
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 4:20PM - 5:20PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #11 University Dr. (S) & Santa Cruz Ave. [NB on University approach]

Cycle (sec): 70 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 4 Average Delay (sec/veh): 15.9
Optimal Cycle: 26 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #12 Laurel St. & Oak Grove Ave.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 4 Average Delay (sec/veh): 11.8
Optimal Cycle: 22 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #13 Laurel St. & Ravenswood Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 4 Average Delay (sec/veh): 14.5
Optimal Cycle: 38 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #14 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 4 Average Delay (sec/veh): 41.5
Optimal Cycle: 84 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #15 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 4 Average Delay (sec/veh): 25.9
Optimal Cycle: 30 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #16 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.160
Loss Time (sec): 8 Average Delay (sec/veh): 105.8
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #17 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 7 Average Delay (sec/veh): 15.5
Optimal Cycle: 89 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #18 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 7 Average Delay (sec/veh): 16.4
Optimal Cycle: 92 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #19 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 7 Average Delay (sec/veh): 16.7
Optimal Cycle: 89 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 Jun 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow and adjustment factors.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #20 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 4 Average Delay (sec/veh): 17.9
Optimal Cycle: 42 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow and adjustment factors.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #21 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.045
Loss Time (sec): 16 Average Delay (sec/veh): 68.3
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes details on lane configurations and traffic control.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Table showing traffic volume, growth, and initial base for each approach.

Saturation Flow Module: Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module: Table showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #22 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.119
Loss Time (sec): 14 Average Delay (sec/veh): 74.6
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes details on lane configurations and traffic control.

Volume Module: >> Count Date: 9 May 2012 << 4:35PM - 5:35PM. Table showing traffic volume, growth, and initial base for each approach.

Saturation Flow Module: Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module: Table showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #23 Sand Hill Circle & Sand Hill Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 11 Average Delay (sec/veh): 45.1
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #24 El Camino Real & Encinal Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 4 Average Delay (sec/veh): 19.0
Optimal Cycle: 44 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #25 El Camino Real & Valparaiso/Glenwood
Cycle (sec): 145 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 4 Average Delay (sec/veh): 35.4
Optimal Cycle: 54 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #26 El Camino Real & Oak Grove Ave.
Cycle (sec): 145 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 4 Average Delay (sec/veh): 33.2
Optimal Cycle: 55 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #27 El Camino Real & Santa Cruz Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 4 Average Delay (sec/veh): 20.0
Optimal Cycle: 36 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Table with 11 columns for volume counts and 11 rows for various traffic metrics.

Saturation Flow Module: Table with 11 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 11 columns for capacity analysis and 11 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #28 El Camino Real & Ravenswood Ave/Menlo Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 4 Average Delay (sec/veh): 53.1
Optimal Cycle: 145 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Table with 11 columns for volume counts and 11 rows for various traffic metrics.

Saturation Flow Module: Table with 11 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 11 columns for capacity analysis and 11 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 10 Average Delay (sec/veh): 17.2
Optimal Cycle: 74 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 10 Average Delay (sec/veh): 49.5
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 10 Average Delay (sec/veh): 15.3
Optimal Cycle: 45 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #32 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 11 Average Delay (sec/veh): 23.4
Optimal Cycle: 73 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #33 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.646
Loss Time (sec): 14 Average Delay (sec/veh): 211.7
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #34 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 11 Average Delay (sec/veh): 18.2
Optimal Cycle: 116 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #35 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 11 Average Delay (sec/veh): 19.5
Optimal Cycle: 139 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #36 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.029
Loss Time (sec): 11 Average Delay (sec/veh): 45.9
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #37 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.275
Loss Time (sec): 12 Average Delay (sec/veh): 137.2
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #38 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 1.367
Loss Time (sec): 10 Average Delay (sec/veh): 172.4
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #39 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 11 Average Delay (sec/veh): 9.5
Optimal Cycle: 51 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #40 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.002
Loss Time (sec): 9 Average Delay (sec/veh): 44.5
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #41 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 9 Average Delay (sec/veh): 43.3
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #42 Bayfront Exp. & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.163
Loss Time (sec): 12 Average Delay (sec/veh): 105.3
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #43 Valparaiso Avenue at Univesity Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 4 Average Delay (sec/veh): 15.9
Optimal Cycle: 27 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:05PM - 5:05PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis values and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 7 Average Delay (sec/veh): 27.8
Optimal Cycle: 100 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:50PM - 5:50PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis values and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 7 Average Delay (sec/veh): 30.0
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 48. Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 0 Average Delay (sec/veh): 25.3
Optimal Cycle: 72 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 49. Sand Hil & Pasteur (Palo Alto)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 8 Average Delay (sec/veh): 28.1
Optimal Cycle: 61 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #373 47. Middlefield Road & Lytton Avenue
Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 11 Average Delay (sec/veh): 41.6
Optimal Cycle: 83 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #440 52. Sig: Santa Cruz/Alameda Delas Pulgas

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 6 Average Delay (sec/veh): 12.6
Optimal Cycle: 28 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #476 10. Middlefield at Oak Grove (Town of Atherton)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 6 Average Delay (sec/veh): 11.6
Optimal Cycle: 41 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #494 46. University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
 Loss Time (sec): 11 Average Delay (sec/veh): 39.9
 Optimal Cycle: 104 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:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	1	0

Volume Module:

Base Vol:	48	1076	40	96	495	39	91	207	111	141	233	441
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:	49	1098	41	98	505	40	93	211	113	144	238	450
Added Vol:	0	0	0	0	0	309	139	19	0	0	150	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1098	41	98	505	349	232	230	113	144	388	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	50	1120	42	100	515	356	237	235	116	147	396	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1120	42	100	515	356	237	235	116	147	396	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1120	42	100	515	356	237	235	116	147	396	459

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.89	0.89	0.95	1.00	0.85	0.99	0.99	0.85
Lanes:	1.00	1.93	0.07	1.00	1.18	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3463	129	1805	2005	1385	1805	1900	1615	1875	1875	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.32	0.32	0.06	0.26	0.26	0.13	0.12	0.07	0.08	0.21	0.28
Crit Moves:	****			****			****			****		
Green Time:	6.9	36.2	36.2	6.2	35.5	35.5	14.7	28.5	28.5	18.0	31.9	31.9
Volume/Cap:	0.40	0.89	0.89	0.89	0.72	0.72	0.89	0.43	0.25	0.43	0.66	0.89
Delay/Veh:	46.7	38.1	38.1	99.3	30.2	30.2	71.0	29.7	27.8	36.7	31.5	50.0
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:	46.7	38.1	38.1	99.3	30.2	30.2	71.0	29.7	27.8	36.7	31.5	50.0
LOS by Move:	D	D	D	F	C	C	E	C	C	D	C	D
HCM2k95thQ:	4	36	36	11	24	24	16	11	5	8	19	26

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #502 8. Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.005
 Loss Time (sec): 10 Average Delay (sec/veh): 47.6
 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:	Ovl			Include			Include			Ovl		
Min. Green:	0	6	6	5	6	0	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module: >> Count Date: 15 May 2012 << 4:50PM - 5:50PM

Base Vol:	0	422	571	372	291	0	0	0	0	429	0	423
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	430	582	379	297	0	0	0	0	438	0	432
Added Vol:	0	111	66	128	16	0	0	0	0	124	0	382
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	541	648	507	313	0	0	0	0	562	0	814
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	564	675	529	326	0	0	0	0	585	0	847
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	564	675	529	326	0	0	0	0	585	0	847
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	564	675	529	326	0	0	0	0	585	0	847

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.76	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
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	1440	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.47	0.29	0.17	0.00	0.00	0.00	0.00	0.32	0.00	0.52
Crit Moves:	****			****			****			****		
Green Time:	0.0	32.5	68.0	32.0	64.5	0.0	0.0	0.0	0.0	35.5	0.0	67.5
Volume/Cap:	0.00	1.01	0.76	1.01	0.29	0.00	0.00	0.00	0.00	1.01	0.00	0.85
Delay/Veh:	0.0	78.0	19.0	79.5	11.5	0.0	0.0	0.0	0.0	75.9	0.0	24.6
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	78.0	19.0	79.5	11.5	0.0	0.0	0.0	0.0	75.9	0.0	24.6
LOS by Move:	A	E	B	E	B	A	A	A	A	E	A	C
HCM2k95thQ:	0	38	29	40	10	0	0	0	0	39	0	40

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #513 9. Encinal Avenue at Middlefield Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 0 Average Delay (sec/veh): 10.2
Optimal Cycle: 63 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<. Table with 12 columns for volume counts and 12 columns for adjustment factors.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and LOS by Move.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Plus Project Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #677 I-280 NB Off Ramp and Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 9 Average Delay (sec/veh): 22.7
Optimal Cycle: 30 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 columns for adjustment factors.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and LOS by Move.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2014 Near Term Plus Project Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #690 51. Santa Cruz Avenue at Elder Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 8 Average Delay (sec/veh): 5.9
Optimal Cycle: 33 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<. Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #707 50. Campus Drive and Junipero Serra Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 11 Average Delay (sec/veh): 34.3
Optimal Cycle: 68 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

Appendix F – Intersection Level of Service Worksheets: Cumulative Conditions

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2035 Long Term Conditions
 AM Peak Hour

Scenario Report

Scenario: Long Term_2035_AM
 Command: Long Term_2035_AM
 Volume: Long Term_2035_AM
 Geometry: AM
 Impact Fee: Default Impact Fee
 Trip Generation: 2035_AM
 Trip Distribution: Near-Term
 Paths: Default Path
 Routes: Default Route
 Configuration: 2035_AM

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2035 Long Term Conditions
 AM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Addison Wesley & Sand Hill Rd.

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.984
 Loss Time (sec): 10 Average Delay (sec/veh): 57.2
 Optimal Cycle: 175 Level Of Service: E

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Include
 Min. Green: 6 6 6 6 6 6 4 10 10 10 10 4
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 5.0 5.0 4.0 5.0 5.0 4.0
 Lanes: 1 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 1 1 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM
 Base Vol: 23 5 34 7 1 5 130 1961 219 105 853 45
 Growth Adj: 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26
 Initial Bse: 29 6 43 9 1 6 163 2465 275 132 1072 57
 Added Vol: 0 0 0 0 0 0 0 0 197 0 0 85 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 29 6 43 9 1 6 163 2662 275 132 1157 57
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 30 6 44 9 1 6 168 2745 284 136 1193 58
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 6 44 9 1 6 168 2745 284 136 1193 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
 FinalVolume: 30 6 44 9 1 6 168 2745 284 136 1193 58
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.94 0.94 0.83 0.93 0.86 0.86 0.91 0.91 0.74 0.91 0.91 0.90
 Lanes: 1.64 0.36 1.00 1.00 0.17 0.83 1.00 2.00 1.00 1.00 1.91 0.09
 Final Sat.: 2940 639 1583 1769 272 1358 1734 3467 1399 1734 3282 160
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.03 0.01 0.00 0.00 0.10 0.79 0.20 0.08 0.36 0.36
 Crit Moves: **** **** **** ****
 Green/Cycle: 0.06 0.06 0.06 0.06 0.06 0.06 0.16 0.68 0.68 0.10 0.62 0.62
 Volume/Cap: 0.17 0.17 0.46 0.09 0.08 0.08 0.59 1.16 0.30 0.79 0.59 0.59
 Delay/Veh: 45.0 45.0 49.0 44.8 44.7 44.7 41.9 84.3 2.3 64.6 12.1 12.1
 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: 45.0 45.0 49.0 44.8 44.7 44.7 41.9 84.3 2.3 64.6 12.1 12.1
 LOS by Move: D D D D D D D F A E B B
 HCM2k95thQ: 1 1 4 1 1 1 11 108 3 9 22 22

 Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Saga Ln. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 0 Average Delay (sec/veh): 11.1
Optimal Cycle: 99 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Table with 12 columns for volume and 12 columns for counts.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 columns for Adjustment.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Intersection #3 Branner Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 10 Average Delay (sec/veh): 5.4
Optimal Cycle: 66 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Table with 12 columns for volume and 12 columns for counts.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 columns for Adjustment.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Sharon Park Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 10 Average Delay (sec/veh): 43.9
Optimal Cycle: 143 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Alpine/Santa Cruz & Junipero Serra

Cycle (sec): 150 Critical Vol./Cap.(X): 1.172
Loss Time (sec): 10 Average Delay (sec/veh): 108.1
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Santa Cruz Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 10 Average Delay (sec/veh): 61.6
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Intersection #7 Oak Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 3 Average Delay (sec/veh): 14.3
Optimal Cycle: 47 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:35AM - 8:35AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 University Dr. (S) & Santa Cruz Ave. [NB on University approach]

Cycle (sec): 70 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 4 Average Delay (sec/veh): 18.2
Optimal Cycle: 48 Level of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #12 Laurel St. & Oak Grove Ave.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 4 Average Delay (sec/veh): 24.1
Optimal Cycle: 59 Level of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Laurel St. & Ravenswood Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 1.101
Loss Time (sec): 4 Average Delay (sec/veh): 52.9
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #14 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 4 Average Delay (sec/veh): 50.1
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #15 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 4 Average Delay (sec/veh): 29.9
Optimal Cycle: 39 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Intersection #16 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.308
Loss Time (sec): 8 Average Delay (sec/veh): 144.3
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Intersection #17 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.103
Loss Time (sec): 7 Average Delay (sec/veh): 51.6
Optimal Cycle: 180 Level of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #18 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.239
Loss Time (sec): 7 Average Delay (sec/veh): 93.5
Optimal Cycle: 180 Level of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #19 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 7 Average Delay (sec/veh): 26.9
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Table with 12 columns for volume counts and 12 columns for PHF, PCE, MLF, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #20 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.123
Loss Time (sec): 4 Average Delay (sec/veh): 63.7
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Table with 12 columns for volume counts and 12 columns for PHF, PCE, MLF, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #21 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 140 Critical Vol./Cap.(X): 1.117
Loss Time (sec): 16 Average Delay (sec/veh): 76.3
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:25AM - 8:25AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #22 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.093
Loss Time (sec): 14 Average Delay (sec/veh): 74.5
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:25AM - 8:25AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #23 Sand Hill Circle & Sand Hill Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 11 Average Delay (sec/veh): 27.2
Optimal Cycle: 45 Level of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #24 El Camino Real & Encinal Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 4 Average Delay (sec/veh): 18.7
Optimal Cycle: 33 Level of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #25 El Camino Real & Valparaiso/Glenwood

Cycle (sec): 145 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 4 Average Delay (sec/veh): 48.8
Optimal Cycle: 180 Level of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Intersection #26 El Camino Real & Oak Grove Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 4 Average Delay (sec/veh): 38.3
Optimal Cycle: 78 Level of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:00AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Intersection #27 El Camino Real & Santa Cruz Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 4 Average Delay (sec/veh): 16.5
Optimal Cycle: 44 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Intersection #28 El Camino Real & Ravenswood Ave/Menlo Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.086
Loss Time (sec): 4 Average Delay (sec/veh): 82.2
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 10 Average Delay (sec/veh): 14.0
Optimal Cycle: 67 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.031
Loss Time (sec): 10 Average Delay (sec/veh): 52.9
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 10 Average Delay (sec/veh): 16.0
Optimal Cycle: 71 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
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Intersection #32 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 11 Average Delay (sec/veh): 63.0
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
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Intersection #33 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.701
Loss Time (sec): 14 Average Delay (sec/veh): 235.3
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:15AM - 8:15AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #34 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 11 Average Delay (sec/veh): 18.3
Optimal Cycle: 122 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:00AM - 8:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #35 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 11 Average Delay (sec/veh): 22.3
Optimal Cycle: 168 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #36 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.994
Loss Time (sec): 11 Average Delay (sec/veh): 37.6
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #37 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.347
Loss Time (sec): 12 Average Delay (sec/veh): 156.8
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Count, Date, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #38 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 1.161
Loss Time (sec): 10 Average Delay (sec/veh): 82.8
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Count, Date, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #39 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.672
 Loss Time (sec): 11 Average Delay (sec/veh): 6.7
 Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	5	0	5	5	5	0	0	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	1

Volume Module:	>>	Count	Date:	8 May 2012	<<	7:20AM - 8:20AM
Base Vol:	0	0	0	15	0	26
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	0	0	0	19	0	33
Added Vol:	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	21	0	34
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	21	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	21	0	34

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.93	0.93	
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.93	0.07	
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	3403	117	

Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.04	0.27	0.00	0.00	0.54	0.54
Crit Moves:					****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.06	0.06	0.81	0.00	0.00	0.75	0.75	
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.37	0.63	0.33	0.00	0.00	0.71	0.71	
Delay/Veh:	0.0	0.0	0.0	39.0	0.0	40.9	50.8	2.1	0.0	0.0	6.5	6.5	
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	39.0	0.0	40.9	50.8	2.1	0.0	0.0	6.5	6.5	
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A	
HCM2k95thQ:	0	0	0	1	0	3	4	7	0	0	26	26	

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #40 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.971
 Loss Time (sec): 9 Average Delay (sec/veh): 37.4
 Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	0	0	5	5	5	0	5	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	3	1	1	0	0	0	0

Volume Module:	>>	Count	Date:	8 May 2012	<<	7:30AM - 8:30AM
Base Vol:	209	2675	0	0	937	142
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	263	3363	0	0	1178	179
Added Vol:	230	92	0	0	628	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	493	3455	0	0	1806	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	513	3599	0	0	1881	186
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	513	3599	0	0	1881	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	513	3599	0	0	1881	186

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.83	0.93	1.00	0.83	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:	1769	5083	0	0	5083	1583	1769	0	1583	0	0	0	

Capacity Analysis Module:	Vol/Sat:	0.29	0.71	0.00	0.00	0.37	0.12	0.20	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****			****			****					
Green/Cycle:	0.32	0.73	0.00	0.00	0.41	0.41	0.20	0.00	0.20	0.00	0.00	0.00	
Volume/Cap:	0.91	0.97	0.00	0.00	0.91	0.29	0.97	0.00	0.78	0.00	0.00	0.00	
Delay/Veh:	60.3	25.4	0.0	0.0	42.2	26.0	91.3	0.0	61.2	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	60.3	25.4	0.0	0.0	42.2	26.0	91.3	0.0	61.2	0.0	0.0	0.0	
LOS by Move:	E	C	A	A	D	C	F	A	E	A	A	A	
HCM2k95thQ:	38	84	0	0	45	9	31	0	21	0	0	0	

Note: Queue reported is the number of cars per lane.

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Intersection #41 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 9 Average Delay (sec/veh): 13.8
Optimal Cycle: 107 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #42 Bayfront Exp. & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.180
Loss Time (sec): 12 Average Delay (sec/veh): 94.6
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:35AM - 8:35AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #43 Valparaiso Avenue at Univesity Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 4 Average Delay (sec/veh): 19.4
Optimal Cycle: 58 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Intersection #44 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.230
Loss Time (sec): 7 Average Delay (sec/veh): 104.8
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Intersection #45 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.233
Loss Time (sec): 7 Average Delay (sec/veh): 95.8
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #46 48. Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 0 Average Delay (sec/veh): 23.5
Optimal Cycle: 81 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #52 49. Sand Hil & Pasteur (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 8 Average Delay (sec/veh): 34.5
Optimal Cycle: 123 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and 12 rows of metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns for Sat/Lane and Adjustment, and 12 rows for Lanes and Final Sat.

Capacity Analysis Module:

Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #373 47. Middlefield Road & Lytton Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 11 Average Delay (sec/veh): 64.1
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and 12 rows of metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns for Sat/Lane and Adjustment, and 12 rows for Lanes and Final Sat.

Capacity Analysis Module:

Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #440 52. Sig: Santa Cruz/Alameda Delas Pulgas

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 6 Average Delay (sec/veh): 13.5
Optimal Cycle: 36 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #476 10. Middlefield at Oak Grove (Town of Atherton)

Cycle (sec): 65 Critical Vol./Cap.(X): 1.079
Loss Time (sec): 6 Average Delay (sec/veh): 32.9
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2035 Long Term Conditions
 AM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #494 46. University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 1.042
 Loss Time (sec): 11 Average Delay (sec/veh): 60.0
 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	1	0

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	98	476	61	95	1029	22	48	202	79	95	204	124
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	123	598	77	119	1294	28	60	254	99	119	256	156
Added Vol:	0	0	0	0	0	87	406	186	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	598	77	119	1294	115	466	440	99	119	281	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	131	637	82	127	1376	122	496	468	106	127	299	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	637	82	127	1376	122	496	468	106	127	299	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	637	82	127	1376	122	496	468	106	127	299	166

Saturation Flow Module:

Sat/Lane:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	1.00	0.85	0.99	0.99	0.85
Lanes:	1.00	1.77	0.23	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3146	403	1805	3276	290	1805	1900	1615	1872	1872	1615

Capacity Analysis Module:

Vol/Sat:	North Bound			South Bound			East Bound			West Bound		
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.35	0.35	0.12	0.40	0.40	0.26	0.33	0.33	0.09	0.15	0.15
Volume/Cap:	1.04	0.58	0.58	0.58	1.04	1.04	1.04	0.75	0.20	0.75	1.04	0.67
Delay/Veh:	138.5	27.1	27.1	45.2	65.4	65.4	89.5	35.2	24.4	50.1	98.2	46.8
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:	138.5	27.1	27.1	45.2	65.4	65.4	89.5	35.2	24.4	50.1	98.2	46.8
LOS by Move:	F	C	C	D	E	E	F	D	C	D	F	D
HCM2k95thQ:	15	18	18	9	54	54	35	23	5	8	23	10

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #502 8. Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.305
 Loss Time (sec): 10 Average Delay (sec/veh): 116.4
 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			Include			Include			Ovl		
Min. Green:	0	6	6	5	6	0	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module: >> Count Date: 15 May 2012 << 7:45AM - 8:45AM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	267	427	382	464	0	0	0	0	520	0	242
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	0	336	537	480	583	0	0	0	0	654	0	304
Added Vol:	0	8	158	506	60	0	0	0	0	111	0	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	344	695	986	643	0	0	0	0	765	0	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	354	716	1017	663	0	0	0	0	788	0	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	354	716	1017	663	0	0	0	0	788	0	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	354	716	1017	663	0	0	0	0	788	0	367

Saturation Flow Module:

Sat/Lane:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	0.80	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
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	1525	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	North Bound			South Bound			East Bound			West Bound		
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.14	0.48	0.43	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.77
Volume/Cap:	0.00	1.31	0.98	1.31	0.61	0.00	0.00	0.00	0.00	1.31	0.00	0.30
Delay/Veh:	0.0	209	57.4	177.9	16.3	0.0	0.0	0.0	0.0	185.7	0.0	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:	0.0	209	57.4	177.9	16.3	0.0	0.0	0.0	0.0	185.7	0.0	4.0
LOS by Move:	A	F	E	F	B	A	A	A	A	F	A	A
HCM2k95thQ:	0	37	45	98	26	0	0	0	0	75	0	7

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #513 9. Encinal Avenue at Middlefield Road
Cycle (sec): 100 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 0 Average Delay (sec/veh): 45.9
Optimal Cycle: 180 Level of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<
Base Vol: 145 517 0 0 640 198 157 0 120 0 0 0
Growth Adj: 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 1.00 0.97 0.97 0.92 1.00 0.92 1.00 1.00 1.00

Capacity Analysis Module:
Vol/Sat: 0.11 0.38 0.00 0.00 0.69 0.69 0.22 0.00 0.22 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.10 0.78 0.00 0.00 0.68 0.68 0.22 0.00 0.22 0.00 0.00 0.00

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #677 I-280 NB Off Ramp and Sand Hill Road
Cycle (sec): 100 Critical Vol./Cap.(X): 1.070
Loss Time (sec): 9 Average Delay (sec/veh): 68.1
Optimal Cycle: 180 Level of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:30AM - 8:30AM
Base Vol: 0 72 527 54 0 0 131 1716 73 0 0 0
Growth Adj: 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.87 0.87 0.97 0.97 1.00 0.85 0.94 0.87 1.00 1.00 1.00

Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.25 0.06 0.06 0.00 0.10 0.66 0.66 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.24 0.24 0.06 0.06 0.00 0.62 0.62 0.62 0.00 0.00 0.00

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #690 51. Santa Cruz Avenue at Elder Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 8 Average Delay (sec/veh): 19.0
Optimal Cycle: 46 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #707 50. Campus Drive and Junipero Serra Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 11 Average Delay (sec/veh): 19.9
Optimal Cycle: 49 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2035 Long Term Conditions
 PM Peak Hour

Scenario Report

Scenario: Long Term_2035_PM
 Command: Long Term_2035_PM
 Volume: Long Term_2035_PM
 Geometry: PM
 Impact Fee: Default Impact Fee
 Trip Generation: 2035_PM
 Trip Distribution: Near-Term
 Paths: Default Path
 Routes: Default Route
 Configuration: 2035_PM

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2035 Long Term Conditions
 PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Addison Wesley & Sand Hill Rd.

 Cycle (sec): 100 Critical Vol./Cap.(X): 1.012
 Loss Time (sec): 10 Average Delay (sec/veh): 42.5
 Optimal Cycle: 180 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Include
 Min. Green: 6 6 6 6 6 6 4 10 10 10 10 4
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 5.0 5.0 4.0 5.0 5.0 4.0
 Lanes: 1 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 1 1 0

 Volume Module: >> Count Date: 9 May 2012 << 4:40PM - 5:40PM
 Base Vol: 140 2 78 47 2 105 5 785 91 69 1812 10
 Growth Adj: 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26
 Initial Bse: 176 3 98 59 3 132 6 987 114 87 2278 13
 Added Vol: 0 0 0 0 0 0 0 0 199 0 0 216 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 176 3 98 59 3 132 6 1186 114 87 2494 13
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 183 3 102 62 3 138 7 1235 119 90 2598 13
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 183 3 102 62 3 138 7 1235 119 90 2598 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
 FinalVolume: 183 3 102 62 3 138 7 1235 119 90 2598 13

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.93 0.83 0.93 0.84 0.84 0.91 0.91 0.75 0.91 0.91 0.91
 Lanes: 1.97 0.03 1.00 1.00 0.02 0.98 1.00 2.00 1.00 1.00 1.99 0.01
 Final Sat.: 3499 50 1583 1769 30 1559 1734 3467 1418 1734 3446 17

 Capacity Analysis Module:
 Vol/Sat: 0.05 0.05 0.06 0.03 0.09 0.09 0.00 0.36 0.08 0.05 0.75 0.75
 Crit Moves: **** **** **** ****
 Green/Cycle: 0.06 0.06 0.06 0.08 0.08 0.08 0.04 0.59 0.59 0.17 0.72 0.72
 Volume/Cap: 0.86 0.86 1.05 0.42 1.05 1.05 0.09 0.60 0.14 0.31 1.05 1.05
 Delay/Veh: 73.3 73.3 153.8 45.4 139 139.1 46.8 8.4 5.6 37.4 48.7 48.7
 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: 73.3 73.3 153.8 45.4 139 139.1 46.8 8.4 5.6 37.4 48.7 48.7
 LOS by Move: E E F D F F D A A D D D
 HCM2k95thQ: 10 10 13 5 16 16 1 17 2 5 79 79

 Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Saga Ln. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 0 Average Delay (sec/veh): 15.5
Optimal Cycle: 120 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Branner Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 10 Average Delay (sec/veh): 7.9
Optimal Cycle: 73 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:30PM - 5:30PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Sharon Park Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.110
Loss Time (sec): 10 Average Delay (sec/veh): 64.3
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. for 12 different flow directions.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Alpine/Santa Cruz & Junipero Serra

Cycle (sec): 150 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 10 Average Delay (sec/veh): 69.1
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. for 12 different flow directions.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Santa Cruz Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 10 Average Delay (sec/veh): 58.0
Optimal Cycle: 179 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Oak Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 3 Average Delay (sec/veh): 10.2
Optimal Cycle: 39 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:20PM - 5:20PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 University Dr. (S) & Santa Cruz Ave. [NB on University approach

Cycle (sec): 70 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 4 Average Delay (sec/veh): 20.0
Optimal Cycle: 42 Level of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Laurel St. & Oak Grove Ave.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 4 Average Delay (sec/veh): 14.3
Optimal Cycle: 33 Level of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Laurel St. & Ravenswood Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 4 Average Delay (sec/veh): 41.3
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic signal details for each approach.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 1.047
Loss Time (sec): 4 Average Delay (sec/veh): 69.4
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic signal details for each approach.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 4 Average Delay (sec/veh): 29.0
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 11 lanes. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 11 lanes.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 11 lanes.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.465
Loss Time (sec): 8 Average Delay (sec/veh): 187.8
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 11 lanes. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 11 lanes.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 11 lanes.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.152
Loss Time (sec): 7 Average Delay (sec/veh): 63.9
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume metrics (Base Vol, Growth Adj, Initial Bse, etc.).

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 7 Average Delay (sec/veh): 80.9
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume metrics (Base Vol, Growth Adj, Initial Bse, etc.).

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.144
Loss Time (sec): 7 Average Delay (sec/veh): 55.1
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 Jun 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.966
Loss Time (sec): 4 Average Delay (sec/veh): 31.8
Optimal Cycle: 141 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.268
Loss Time (sec): 16 Average Delay (sec/veh): 128.1
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.354
Loss Time (sec): 14 Average Delay (sec/veh): 138.9
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sand Hill Circle & Sand Hill Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 11 Average Delay (sec/veh): 142.7
Optimal Cycle: 180 Level of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 4 columns: Volume Module, Count, Date, and 12 columns of performance metrics (Base Vol, Growth Adj, etc.).

Table with 4 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with 4 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 El Camino Real & Encinal Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 4 Average Delay (sec/veh): 31.8
Optimal Cycle: 180 Level of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 4 columns: Volume Module, Count, Date, and 12 columns of performance metrics (Base Vol, Growth Adj, etc.).

Table with 4 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with 4 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 El Camino Real & Valparaiso/Glenwood

Cycle (sec): 145 Critical Vol./Cap.(X): 1.028
Loss Time (sec): 4 Average Delay (sec/veh): 57.3
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 El Camino Real & Oak Grove Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 4 Average Delay (sec/veh): 52.1
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 El Camino Real & Santa Cruz Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 4 Average Delay (sec/veh): 31.5
Optimal Cycle: 139 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave/Menlo Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.316
Loss Time (sec): 4 Average Delay (sec/veh): 123.4
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 10 Average Delay (sec/veh): 47.6
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.331
Loss Time (sec): 10 Average Delay (sec/veh): 134.8
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
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Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 10 Average Delay (sec/veh): 22.1
Optimal Cycle: 90 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes lane counts and signal timing.

Volume Module: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Grid of traffic volume data for various approaches and movements.

Saturation Flow Module: Grid of saturation flow data for each lane and approach.

Capacity Analysis Module: Grid of capacity analysis data including Green/Cycle, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
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Intersection #32 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 11 Average Delay (sec/veh): 48.0
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes lane counts and signal timing.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Grid of traffic volume data for various approaches and movements.

Saturation Flow Module: Grid of saturation flow data for each lane and approach.

Capacity Analysis Module: Grid of capacity analysis data including Green/Cycle, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #33 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.879
Loss Time (sec): 14 Average Delay (sec/veh): 292.4
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.006
Loss Time (sec): 11 Average Delay (sec/veh): 34.3
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.045
Loss Time (sec): 11 Average Delay (sec/veh): 37.6
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 11 Average Delay (sec/veh): 57.8
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.555
Loss Time (sec): 12 Average Delay (sec/veh): 235.2
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 1.699
Loss Time (sec): 10 Average Delay (sec/veh): 293.1
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 11 Average Delay (sec/veh): 12.3
Optimal Cycle: 76 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 traffic volume categories.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 10 traffic volume categories.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.233
Loss Time (sec): 9 Average Delay (sec/veh): 103.9
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 traffic volume categories.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 10 traffic volume categories.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.187
Loss Time (sec): 9 Average Delay (sec/veh): 102.6
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. for 12 traffic flow categories.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 12 traffic flow categories.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Bayfront Exp. & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.337
Loss Time (sec): 12 Average Delay (sec/veh): 178.9
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow categories. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. for 12 traffic flow categories.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for 12 traffic flow categories.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Valparaiso Avenue at Univesity Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 4 Average Delay (sec/veh): 21.2
Optimal Cycle: 51 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic volume and delay data.

Volume Module: >> Count Date: 8 May 2012 << 4:05PM - 5:05PM. Table with 12 columns for volume and delay data.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 7 Average Delay (sec/veh): 70.8
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic volume and delay data.

Volume Module: >> Count Date: 8 May 2012 << 4:50PM - 5:50PM. Table with 12 columns for volume and delay data.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.175
Loss Time (sec): 7 Average Delay (sec/veh): 74.6
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 48. Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 0 Average Delay (sec/veh): 34.0
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 49. Sand Hil & Pasteur (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.986
Loss Time (sec): 8 Average Delay (sec/veh): 46.3
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #373 47. Middlefield Road & Lytton Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 11 Average Delay (sec/veh): 63.6
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #440 52. Sig: Santa Cruz/Alameda Delas Pulgas

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 6 Average Delay (sec/veh): 14.7
Optimal Cycle: 41 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #476 10. Middlefield at Oak Grove (Town of Atherton)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 6 Average Delay (sec/veh): 16.9
Optimal Cycle: 69 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #494 46. University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 11 Average Delay (sec/veh): 69.0
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #502 8. Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.201
Loss Time (sec): 10 Average Delay (sec/veh): 87.5
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #513 9. Encinal Avenue at Middlefield Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 0 Average Delay (sec/veh): 15.2
Optimal Cycle: 106 Level Of Service: B

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West BOUND.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #677 I-280 NB Off Ramp and Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 9 Average Delay (sec/veh): 26.1
Optimal Cycle: 39 Level Of Service: C

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West BOUND.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #690 51. Santa Cruz Avenue at Elder Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 8 Average Delay (sec/veh): 7.2
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<. Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #707 50. Campus Drive and Junipero Serra Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 11 Average Delay (sec/veh): 50.3
Optimal Cycle: 136 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Appendix G – Intersection Level of Service Worksheets: Cumulative plus Housing Element Conditions

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2035 Long Term Plus Project Conditions
 AM Peak Hour

Scenario Report
 Scenario: 2035_Plus HE Proj_AM
 Command: Long Term_2035_Plus HE Proj_AM
 Volume: 2035_Plus HE Proj_AM
 Geometry: AM
 Impact Fee: Default Impact Fee
 Trip Generation: 2035_Plus HE Proj_AM
 Trip Distribution: Near-Term
 Paths: Default Path
 Routes: Default Route
 Configuration: 2035_Plus HE Proj_AM

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2035 Long Term Plus Project Conditions
 AM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Addison Wesley & Sand Hill Rd.

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.991
 Loss Time (sec): 10 Average Delay (sec/veh): 59.4
 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 Protected Protected
 Rights: Include Include Include Include
 Min. Green: 6 6 6 6 6 6 4 10 10 10 10 4
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 5.0 5.0 4.0 5.0 5.0 4.0
 Lanes: 1 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 1 1 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM
 Base Vol: 23 5 34 7 1 5 130 1961 219 105 853 45
 Growth Adj: 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26
 Initial Bse: 29 6 43 9 1 6 163 2465 275 132 1072 57
 Added Vol: 0 0 0 0 0 0 0 0 219 0 0 116 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 29 6 43 9 1 6 163 2684 275 132 1188 57
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 30 6 44 9 1 6 168 2767 284 136 1225 58
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 6 44 9 1 6 168 2767 284 136 1225 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
 FinalVolume: 30 6 44 9 1 6 168 2767 284 136 1225 58
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.94 0.94 0.83 0.93 0.86 0.86 0.91 0.91 0.74 0.91 0.91 0.90
 Lanes: 1.64 0.36 1.00 1.00 0.17 0.83 1.00 2.00 1.00 1.00 1.91 0.09
 Final Sat.: 2940 639 1583 1769 272 1358 1734 3467 1399 1734 3286 156
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.03 0.01 0.00 0.00 0.10 0.80 0.20 0.08 0.37 0.37
 Crit Moves: **** **** **** ****
 Green Time: 6.0 6.0 6.0 6.0 6.0 6.0 16.1 68.0 68.0 10.0 61.9 61.9
 Volume/Cap: 0.17 0.17 0.46 0.09 0.08 0.08 0.60 1.17 0.30 0.79 0.60 0.60
 Delay/Veh: 45.0 45.0 49.0 44.8 44.7 44.7 42.6 88.4 2.3 64.6 12.1 12.1
 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: 45.0 45.0 49.0 44.8 44.7 44.7 42.6 88.4 2.3 64.6 12.1 12.1
 LOS by Move: D D D D D D D F A E B B
 HCM2k95thQ: 1 1 4 1 1 1 11 110 3 9 22 22

 Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Saga Ln. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 0 Average Delay (sec/veh): 11.3
Optimal Cycle: 103 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Branner Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 10 Average Delay (sec/veh): 5.4
Optimal Cycle: 67 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, etc.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Sharon Park Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 10 Average Delay (sec/veh): 47.4
Optimal Cycle: 161 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Alpine/Santa Cruz & Junipero Serra

Cycle (sec): 150 Critical Vol./Cap.(X): 1.176
Loss Time (sec): 10 Average Delay (sec/veh): 109.2
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Santa Cruz Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 10 Average Delay (sec/veh): 62.7
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Oak Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 3 Average Delay (sec/veh): 14.9
Optimal Cycle: 50 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:35AM - 8:35AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 University Dr. (S) & Santa Cruz Ave. [NB on University approach

Cycle (sec): 70 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 4 Average Delay (sec/veh): 18.6
Optimal Cycle: 50 Level of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Laurel St. & Oak Grove Ave.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 4 Average Delay (sec/veh): 25.3
Optimal Cycle: 62 Level of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Laurel St. & Ravenswood Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 1.115
Loss Time (sec): 4 Average Delay (sec/veh): 55.7
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 1.018
Loss Time (sec): 4 Average Delay (sec/veh): 57.0
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 4 Average Delay (sec/veh): 29.9
Optimal Cycle: 41 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.350
Loss Time (sec): 8 Average Delay (sec/veh): 156.0
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.130
Loss Time (sec): 7 Average Delay (sec/veh): 58.5
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow and adjustment factors.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.260
Loss Time (sec): 7 Average Delay (sec/veh): 103.7
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow and adjustment factors.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 7 Average Delay (sec/veh): 32.5
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 4 Average Delay (sec/veh): 66.2
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #21 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 140 Critical Vol./Cap.(X): 1.154
Loss Time (sec): 16 Average Delay (sec/veh): 86.9
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:25AM - 8:25AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Intersection #22 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.117
Loss Time (sec): 14 Average Delay (sec/veh): 80.8
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:25AM - 8:25AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sand Hill Circle & Sand Hill Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 11 Average Delay (sec/veh): 28.1
Optimal Cycle: 47 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #24 El Camino Real & Encinal Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 4 Average Delay (sec/veh): 18.7
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 El Camino Real & Valparaiso/Glenwood
Cycle (sec): 145 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 4 Average Delay (sec/veh): 49.8
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 8:00AM - 9:00AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 4 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 El Camino Real & Oak Grove Ave.
Cycle (sec): 145 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 4 Average Delay (sec/veh): 39.2
Optimal Cycle: 74 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:00AM - 8:50AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 4 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Intersection #27 El Camino Real & Santa Cruz Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 4 Average Delay (sec/veh): 16.5
Optimal Cycle: 44 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Grid of traffic volume data for various approaches and movements.

Saturation Flow Module: Grid of saturation flow data for various approaches and movements.

Capacity Analysis Module: Grid of capacity analysis data including Vol/Sat, Crit Moves, Green Time, and Delay/Veh.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Intersection #28 El Camino Real & Ravenswood Ave/Menlo Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.092
Loss Time (sec): 4 Average Delay (sec/veh): 84.6
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Grid of traffic volume data for various approaches and movements.

Saturation Flow Module: Grid of saturation flow data for various approaches and movements.

Capacity Analysis Module: Grid of capacity analysis data including Vol/Sat, Crit Moves, Green Time, and Delay/Veh.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 10 Average Delay (sec/veh): 14.0
Optimal Cycle: 67 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 10 Average Delay (sec/veh): 53.9
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:50AM - 8:50AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 10 Average Delay (sec/veh): 16.1
Optimal Cycle: 72 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.104
Loss Time (sec): 11 Average Delay (sec/veh): 68.1
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:40AM - 8:40AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.796
Loss Time (sec): 14 Average Delay (sec/veh): 255.1
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 7:15AM - 8:15AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each lane.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #34 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 11 Average Delay (sec/veh): 18.6
Optimal Cycle: 128 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 7:00AM - 8:00AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each lane.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 11 Average Delay (sec/veh): 23.5
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.065
Loss Time (sec): 11 Average Delay (sec/veh): 55.7
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow metrics. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #37 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.347
Loss Time (sec): 12 Average Delay (sec/veh): 156.7
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:25AM - 8:25AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #38 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 1.162
Loss Time (sec): 10 Average Delay (sec/veh): 83.3
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:20AM - 8:20AM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 11 Average Delay (sec/veh): 6.7
Optimal Cycle: 52 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories (Base Vol, Growth Adj, etc.).

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 volume categories.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 9 Average Delay (sec/veh): 37.4
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories (Base Vol, Growth Adj, etc.).

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 volume categories.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 9 Average Delay (sec/veh): 13.8
Optimal Cycle: 107 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Bayfront Exp. & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.346
Loss Time (sec): 12 Average Delay (sec/veh): 159.2
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:35AM - 8:35AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each lane.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Valparaiso Avenue at Univesity Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 4 Average Delay (sec/veh): 19.7
Optimal Cycle: 59 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories (Base Vol, Growth Adj, etc.).

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 12 different lanes.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.253
Loss Time (sec): 7 Average Delay (sec/veh): 111.7
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories (Base Vol, Growth Adj, etc.).

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 12 different lanes.

Table with 12 columns: Capacity Analysis Module metrics including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #45 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.287
Loss Time (sec): 7 Average Delay (sec/veh): 112.5
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 7:30AM - 8:30AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #46 48. Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 0 Average Delay (sec/veh): 23.6
Optimal Cycle: 82 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:55AM - 8:55AM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Intersection #52 49. Sand Hil & Pasteur (Palo Alto)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 8 Average Delay (sec/veh): 34.7
Optimal Cycle: 125 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for volume and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #373 47. Middlefield Road & Lytton Avenue
Cycle (sec): 100 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 11 Average Delay (sec/veh): 69.9
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for volume and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #440 52. Sig: Santa Cruz/Alameda Delas Pulgas
Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 6 Average Delay (sec/veh): 13.8
Optimal Cycle: 37 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Intersection #476 10. Middlefield at Oak Grove (Town of Atherton)
Cycle (sec): 65 Critical Vol./Cap.(X): 1.106
Loss Time (sec): 6 Average Delay (sec/veh): 33.8
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for different approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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 Intersection #494 46. University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 1.042
 Loss Time (sec): 11 Average Delay (sec/veh): 60.0
 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	1	0

Volume Module:

Base Vol:	98	476	61	95	1029	22	48	202	79	95	204	124
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	123	598	77	119	1294	28	60	254	99	119	256	156
Added Vol:	0	0	0	0	0	87	406	186	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	598	77	119	1294	115	466	440	99	119	281	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	131	637	82	127	1376	122	496	468	106	127	299	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	637	82	127	1376	122	496	468	106	127	299	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	637	82	127	1376	122	496	468	106	127	299	166

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	1.00	0.85	0.99	0.99	0.85
Lanes:	1.00	1.77	0.23	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3146	403	1805	3276	290	1805	1900	1615	1872	1872	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.20	0.20	0.07	0.42	0.42	0.27	0.25	0.07	0.07	0.16	0.10
Crit Moves:	****			****			****			****		
Green Time:	7.0	35.1	35.1	12.2	40.3	40.3	26.4	32.7	32.7	9.0	15.4	15.4
Volume/Cap:	1.04	0.58	0.58	0.58	1.04	1.04	1.04	0.75	0.20	0.75	1.04	0.67
Delay/Veh:	138.5	27.1	27.1	45.2	65.4	65.4	89.5	35.2	24.4	50.1	98.2	46.8
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:	138.5	27.1	27.1	45.2	65.4	65.4	89.5	35.2	24.4	50.1	98.2	46.8
LOS by Move:	F	C	C	D	E	E	F	D	C	D	F	D
HCM2k95thQ:	15	18	18	9	54	54	35	23	5	8	23	10

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2035 Long Term Plus Project Conditions
 AM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #502 8. Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.340
 Loss Time (sec): 10 Average Delay (sec/veh): 124.3
 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			Include			Include			Ovl		
Min. Green:	0	6	6	5	6	0	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module: >> Count Date: 15 May 2012 << 7:45AM - 8:45AM

Base Vol:	0	267	427	382	464	0	0	0	0	520	0	242
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	0	336	537	480	583	0	0	0	0	654	0	304
Added Vol:	0	18	170	516	63	0	0	0	0	147	0	93
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	354	707	996	646	0	0	0	0	801	0	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	365	729	1027	666	0	0	0	0	826	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	729	1027	666	0	0	0	0	826	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	365	729	1027	666	0	0	0	0	826	0	410

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.80	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
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	1525	1805	1900	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.48	0.57	0.35	0.00	0.00	0.00	0.00	0.46	0.00	0.25
Crit Moves:	****			****						****		
Green Time:	0.0	15.8	53.3	46.7	62.5	0.0	0.0	0.0	0.0	37.5	0.0	84.2
Volume/Cap:	0.00	1.34	0.99	1.34	0.62	0.00	0.00	0.00	0.00	1.34	0.00	0.33
Delay/Veh:	0.0	223	57.5	193.4	16.9	0.0	0.0	0.0	0.0	200.0	0.0	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	223	57.5	193.4	16.9	0.0	0.0	0.0	0.0	200.0	0.0	4.2
LOS by Move:	A	F	E	F	B	A	A	A	A	F	A	A
HCM2k95thQ:	0	40	46	102	27	0	0	0	0	81	0	8

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #513 9. Encinal Avenue at Middlefield Road
Cycle (sec): 100 Critical Vol./Cap.(X): 1.033
Loss Time (sec): 0 Average Delay (sec/veh): 48.8
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<
Base Vol: 145 517 0 0 640 198 157 0 120 0 0 0
Growth Adj: 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 1.00 0.97 0.97 0.92 1.00 0.92 1.00 1.00 1.00

Capacity Analysis Module:
Vol/Sat: 0.11 0.39 0.00 0.00 0.70 0.70 0.22 0.00 0.22 0.00 0.00 0.00
Crit Moves: ****
Green Time: 10.2 78.3 0.0 0.0 68.1 68.1 21.7 0.0 21.7 0.0 0.0 0.0

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Plus Project Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #677 I-280 NB Off Ramp and Sand Hill Road
Cycle (sec): 100 Critical Vol./Cap.(X): 1.092
Loss Time (sec): 9 Average Delay (sec/veh): 76.6
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 7:30AM - 8:30AM
Base Vol: 0 72 527 54 0 0 131 1716 73 0 0 0
Growth Adj: 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.87 0.87 0.97 0.97 1.00 0.85 0.94 0.87 1.00 1.00 1.00

Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.25 0.08 0.08 0.00 0.10 0.66 0.66 0.00 0.00 0.00
Crit Moves: ****
Green Time: 0.0 23.3 23.3 7.0 7.0 0.0 60.7 60.7 60.7 0.0 0.0 0.0

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Plus Project Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #690 51. Santa Cruz Avenue at Elder Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 8 Average Delay (sec/veh): 19.1
Optimal Cycle: 47 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Plus Project Conditions
AM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #707 50. Campus Drive and Junipero Serra Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 11 Average Delay (sec/veh): 20.2
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2035 Long Term Plus Project Conditions
 PM Peak Hour

Scenario Report
 Scenario: 2035_Plus HE Proj_PM
 Command: Long Term_2035_Plus HE Proj_PM
 Volume: 2035_Plus HE Proj_PM
 Geometry: PM
 Impact Fee: Default Impact Fee
 Trip Generation: 2035_Plus HE Proj_PM
 Trip Distribution: Near-Term
 Paths: Default Path
 Routes: Default Route
 Configuration: 2035_Plus HE Proj_PM

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
 2035 Long Term Plus Project Conditions
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Addison Wesley & Sand Hill Rd.

 Cycle (sec): 100 Critical Vol./Cap.(X): 1.022
 Loss Time (sec): 10 Average Delay (sec/veh): 44.6
 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: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Include
 Min. Green: 6 6 6 6 6 6 4 10 10 10 10 4
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 5.0 5.0 4.0 5.0 5.0 4.0
 Lanes: 1 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 1 1 0
 -----|-----|-----|-----|
 Volume Module: >> Count Date: 9 May 2012 << 4:40PM - 5:40PM
 Base Vol: 140 2 78 47 2 105 5 785 91 69 1812 10
 Growth Adj: 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26
 Initial Bse: 176 3 98 59 3 132 6 987 114 87 2278 13
 Added Vol: 0 0 0 0 0 0 0 0 232 0 0 246 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 176 3 98 59 3 132 6 1219 114 87 2524 13
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 183 3 102 62 3 138 7 1270 119 90 2629 13
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 183 3 102 62 3 138 7 1270 119 90 2629 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
 FinalVolume: 183 3 102 62 3 138 7 1270 119 90 2629 13
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.93 0.83 0.93 0.84 0.84 0.91 0.91 0.75 0.91 0.91 0.91
 Lanes: 1.97 0.03 1.00 1.00 0.02 0.98 1.00 2.00 1.00 1.00 1.99 0.01
 Final Sat.: 3499 50 1583 1769 30 1559 1734 3467 1418 1734 3446 17
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.05 0.05 0.06 0.03 0.09 0.09 0.00 0.37 0.08 0.05 0.76 0.76
 Crit Moves: **** **** **** ****
 Green Time: 6.1 6.1 6.1 8.3 8.3 8.3 4.0 59.4 59.4 16.2 71.7 71.7
 Volume/Cap: 0.86 0.86 1.06 0.42 1.06 1.06 0.09 0.62 0.14 0.32 1.06 1.06
 Delay/Veh: 75.0 75.0 157.5 45.5 143 142.7 46.8 8.2 5.4 37.7 52.4 52.4
 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: 75.0 75.0 157.5 45.5 143 142.7 46.8 8.2 5.4 37.7 52.4 52.4
 LOS by Move: E E F D F F D A A D D D
 HCM2k95thQ: 10 10 13 5 16 16 1 17 2 5 82 82

 Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Plus Project Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Saga Ln. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 0 Average Delay (sec/veh): 15.7
Optimal Cycle: 127 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Plus Project Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Branner Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 10 Average Delay (sec/veh): 8.1
Optimal Cycle: 75 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:30PM - 5:30PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Sharon Park Dr. & Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.133
Loss Time (sec): 10 Average Delay (sec/veh): 69.2
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic flow data for lanes and movements.

Volume Module: >> Count Date: 9 May 2012 << 4:20PM - 5:20PM. Table showing traffic volume, growth, and initial base for various movements.

Saturation Flow Module: Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module: Table showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Plus Project Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Alpine/Santa Cruz & Junipero Serra

Cycle (sec): 150 Critical Vol./Cap.(X): 0.988
Loss Time (sec): 10 Average Delay (sec/veh): 70.4
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights. Includes traffic flow data for lanes and movements.

Volume Module: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Table showing traffic volume, growth, and initial base for various movements.

Saturation Flow Module: Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module: Table showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Plus Project Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Santa Cruz Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.977
Loss Time (sec): 10 Average Delay (sec/veh): 60.4
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. Includes rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Plus Project Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Oak Ave. & Sand Hill Rd.

Cycle (sec): 150 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 3 Average Delay (sec/veh): 10.8
Optimal Cycle: 40 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 volume categories. Includes rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. Includes rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Plus Project Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 University Dr. (S) & Santa Cruz Ave. [NB on University approach

Cycle (sec): 70 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 4 Average Delay (sec/veh): 20.5
Optimal Cycle: 44 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Laurel St. & Oak Grove Ave.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 4 Average Delay (sec/veh): 14.7
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Laurel St. & Ravenswood Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 1.077
Loss Time (sec): 4 Average Delay (sec/veh): 47.3
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
2035 Long Term Plus Project Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Middlefield Rd. & Ravenswood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 1.075
Loss Time (sec): 4 Average Delay (sec/veh): 78.3
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Middlefield Rd. & Ringwood Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 4 Average Delay (sec/veh): 29.0
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and Adjustment, and 12 rows for various traffic metrics.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves, and 12 rows for various traffic metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Middlefield Rd. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.530
Loss Time (sec): 8 Average Delay (sec/veh): 207.2
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and Adjustment, and 12 rows for various traffic metrics.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves, and 12 rows for various traffic metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Gilbert Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.208
Loss Time (sec): 7 Average Delay (sec/veh): 81.0
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:50PM - 5:25PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow and adjustment factors.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Coleman Ave. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.193
Loss Time (sec): 7 Average Delay (sec/veh): 97.4
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow and adjustment factors.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

TJKM -- Menlo Park Housing Element EA and CE Update -- P002-029
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Durham St. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.177
Loss Time (sec): 7 Average Delay (sec/veh): 61.6
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 Jun 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow data for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
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Intersection #20 Bay Rd. & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 4 Average Delay (sec/veh): 35.8
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow data for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Bohannon/ Florence & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.285
Loss Time (sec): 16 Average Delay (sec/veh): 132.9
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #22 Scott Dr/Rolison at Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.374
Loss Time (sec): 14 Average Delay (sec/veh): 144.0
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 4:35PM - 5:35PM. Rows include Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #23 Sand Hill Circle & Sand Hill Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.268
Loss Time (sec): 11 Average Delay (sec/veh): 148.4
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:40PM - 5:40PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #24 El Camino Real & Encinal Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.977
Loss Time (sec): 4 Average Delay (sec/veh): 32.0
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #25 El Camino Real & Valparaiso/Glenwood
Cycle (sec): 145 Critical Vol./Cap.(X): 1.035
Loss Time (sec): 4 Average Delay (sec/veh): 58.9
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach and movement.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #26 El Camino Real & Oak Grove Ave.
Cycle (sec): 145 Critical Vol./Cap.(X): 1.002
Loss Time (sec): 4 Average Delay (sec/veh): 52.6
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for each approach and movement.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 El Camino Real & Santa Cruz Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 4 Average Delay (sec/veh): 32.2
Optimal Cycle: 151 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis values and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #28 El Camino Real & Ravenswood Ave/Menlo Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.348
Loss Time (sec): 4 Average Delay (sec/veh): 130.1
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis values and 12 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.093
Loss Time (sec): 10 Average Delay (sec/veh): 48.1
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.335
Loss Time (sec): 10 Average Delay (sec/veh): 136.5
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:45PM - 5:45PM. Table with 12 columns for volume counts and 12 rows for various traffic metrics.

Saturation Flow Module: Table with 12 columns for Sat/Lane and 12 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and 12 rows for Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 10 Average Delay (sec/veh): 22.1
Optimal Cycle: 91 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #32 Bay Rd. & Willow Rd.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.046
Loss Time (sec): 11 Average Delay (sec/veh): 54.4
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #33 Newbridge St. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.964
Loss Time (sec): 14 Average Delay (sec/veh): 315.4
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #34 O'Brien Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.025
Loss Time (sec): 11 Average Delay (sec/veh): 39.6
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #35 Ivy Dr. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.064
Loss Time (sec): 11 Average Delay (sec/veh): 41.8
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #36 Hamilton Ave. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.190
Loss Time (sec): 11 Average Delay (sec/veh): 83.1
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, etc.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #37 Bayfront Exp. & Willow Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.557
Loss Time (sec): 12 Average Delay (sec/veh): 235.9
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 4 columns: Volume Module, Count, Date, and Time. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 4 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 4 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #38 Bayfront Exp. & University Ave.

Cycle (sec): 160 Critical Vol./Cap.(X): 1.701
Loss Time (sec): 10 Average Delay (sec/veh): 293.2
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 4 columns: Volume Module, Count, Date, and Time. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 4 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 4 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #39 O'Brien Dr. & University Ave.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 11 Average Delay (sec/veh): 12.3
Optimal Cycle: 76 Level Of Service: B

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #40 Bayfront Exp. & Chilco St.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.233
Loss Time (sec): 9 Average Delay (sec/veh): 104.0
Optimal Cycle: 180 Level Of Service: F

Table with columns: Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

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Intersection #41 Bayfront Exp. & Chrysler Dr.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.188
Loss Time (sec): 9 Average Delay (sec/veh): 102.7
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 4 columns: Volume Module, Count, Date, and Time. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #42 Bayfront Exp. & Marsh Rd.

Cycle (sec): 130 Critical Vol./Cap.(X): 1.414
Loss Time (sec): 12 Average Delay (sec/veh): 197.3
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 4 columns: Volume Module, Count, Date, and Time. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #43 Valparaiso Avenue at Univesity Drive

Cycle (sec): 85 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 4 Average Delay (sec/veh): 21.5
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:05PM - 5:05PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #44 US 101 SB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.128
Loss Time (sec): 7 Average Delay (sec/veh): 78.4
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show flow metrics for each approach.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity and delay metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #45 US 101 NB Ramps & Marsh Rd.

Cycle (sec): 80 Critical Vol./Cap.(X): 1.208
Loss Time (sec): 7 Average Delay (sec/veh): 89.1
Optimal Cycle: 180 Level of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 8 May 2012 << 4:55PM - 5:55PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values and adjustments.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #46 48. Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 0 Average Delay (sec/veh): 34.3
Optimal Cycle: 180 Level of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 4:50PM - 5:50PM. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values and adjustments.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

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Intersection #52 49. Sand Hil & Pasteur (Palo Alto)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.988
Loss Time (sec): 8 Average Delay (sec/veh): 46.7
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for volume and 12 columns for saturation flow. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns for Sat/Lane and 12 columns for Adjustment. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and 12 columns for Crit Moves. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #373 47. Middlefield Road & Lytton Avenue
Cycle (sec): 100 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 11 Average Delay (sec/veh): 70.3
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns for volume and 12 columns for saturation flow. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns for Sat/Lane and 12 columns for Adjustment. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat and 12 columns for Crit Moves. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #440 52. Sig: Santa Cruz/Alameda Delas Pulgas
Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 6 Average Delay (sec/veh): 15.0
Optimal Cycle: 43 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #476 10. Middlefield at Oak Grove (Town of Atherton)
Cycle (sec): 65 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 6 Average Delay (sec/veh): 17.6
Optimal Cycle: 74 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #494 46. University & Bay

Cycle (sec): 100 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 11 Average Delay (sec/veh): 69.0
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for each approach.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #502 8. Middlefield at Marsh (Town of Atherton)

Cycle (sec): 110 Critical Vol./Cap.(X): 1.244
Loss Time (sec): 10 Average Delay (sec/veh): 99.5
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for each approach.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

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Intersection #513 9. Encinal Avenue at Middlefield Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 0 Average Delay (sec/veh): 15.8
Optimal Cycle: 114 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<
Base Vol: 52 822 0 0 594 128 157 0 37 0 0 0
Growth Adj: 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 1.00 0.97 0.97 0.94 1.00 0.94 1.00 1.00 1.00

Capacity Analysis Module:
Vol/Sat: 0.04 0.64 0.00 0.00 0.58 0.58 0.16 0.00 0.16 0.00 0.00 0.00
Crit Moves: **** **** ****
Green Time: 4.8 79.6 0.0 0.0 74.8 74.8 20.4 0.0 20.4 0.0 0.0 0.0

Note: Queue reported is the number of cars per lane.

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Intersection #677 I-280 NB Off Ramp and Sand Hill Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 9 Average Delay (sec/veh): 26.8
Optimal Cycle: 41 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 9 May 2012 << 5:00PM - 6:00PM
Base Vol: 0 22 238 114 0 0 27 615 69 0 0 0
Growth Adj: 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26 1.26

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.86 0.86 0.97 0.97 1.00 0.85 0.94 0.87 1.00 1.00 1.00

Capacity Analysis Module:
Vol/Sat: 0.00 0.13 0.13 0.13 0.13 0.00 0.02 0.28 0.28 0.00 0.00 0.00
Crit Moves: **** **** ****
Green Time: 0.0 22.4 22.4 22.3 22.3 0.0 46.3 46.3 46.3 0.0 0.0 0.0

Note: Queue reported is the number of cars per lane.

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Intersection #690 51. Santa Cruz Avenue at Elder Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 8 Average Delay (sec/veh): 7.2
Optimal Cycle: 44 Level Of Service: A

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 25 Oct 2012 <<. Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

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Intersection #707 50. Campus Drive and Junipero Serra Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 11 Average Delay (sec/veh): 50.3
Optimal Cycle: 136 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green Time, etc.

Note: Queue reported is the number of cars per lane.

