



LSA ASSOCIATES, INC.
20 EXECUTIVE PARK, SUITE 200
IRVINE, CALIFORNIA 92614

949.553.0666 TEL
949.553.8076 FAX

BERKELEY
CARLSBAD

FRESNO
PALM SPRINGS
PT. RICHMOND

RIVERSIDE
ROCKLIN
SAN LUIS OBISPO

MEMORANDUM

DATE: October 11, 2016
TO: Mark Foster
FROM: Donson Liu, TE, LSA Associates, Inc.
SUBJECT: The Pegasus School Circulation Analysis

RECEIVED

OCT 11 2016

Dept. of Planning
& Building

LSA Associates, Inc. (LSA) is pleased to submit this circulation analysis for the proposed expansion of enrollment at The Pegasus School (School) in the City of Huntington Beach (City), County of Orange, California. By request of the City, this assessment provides an evaluation of on-site operations and parking accumulation during the peak periods of school activity (i.e., 7:15 a.m. to 9:00 a.m. [student drop-off] and 2:30 p.m. to 3:15 p.m. [student pick-up]) for existing and proposed (expanded enrollment) conditions. The physical scope of this assessment includes the two driveways providing access to the School, and the parking lots on the school campus and Shalom Drive. The average number of students per vehicle and bus ridership has also been assessed.

School-related traffic conditions were previously assessed in the *Traffic Study for Proposed Increase Enrollment at Pegasus School* (Paul E. Cook and Associates, December 2001). The 2001 study has been used as the baseline for traffic conditions at the School. One metric from this study, the total number of School-related vehicles for the 1 day that was surveyed, ultimately became the traffic threshold for traffic operations of the School to which subsequent analyses would be compared. In this technical memorandum, LSA combined both current traffic survey data with observation of the School's circulation pattern in order to present an updated and comprehensive analysis of existing and anticipated post-enrollment increase conditions.

PROJECT DESCRIPTION

The School is a coed, nonprofit, nonsectarian day school west of the Santa Ana River on a 14-acre campus in the City. The campus is bordered by Shangri La Drive to the north, Lexington Lane to the west, and Shalom Drive to the south. Access to the campus for students and visitors is provided by the southerly driveway off of Lexington Lane. The northerly driveway is a right-turn only exit onto Lexington Lane between the hours of 8:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Additional staff parking is provided in Lot A, which is accessed from Shalom Drive, and in Lot C. A site plan highlighting the parking count areas is provided as Figure 1.

The purpose of this analysis is to determine how an enrollment increase of 30 students will affect existing traffic conditions. In order to determine existing conditions, parking and driveway counts were collected by National Data and Surveying Services (NDS) on Thursday, January 14, 2016 and Tuesday, May 17, 2016. These days were chosen because they represented typical school days on which attendance and schedule were not affected by holidays, alternative bell schedules, or midday special events. All count data is provided as an attachment. Additionally, LSA observed the pick-up and drop-off processes on January 14, 2016, to better understand how the system worked. These

observations aided the evaluation of the School's 2001 Transportation Mitigation Plan (TMP), which is provided as an attachment. LSA used the counts, on-site observations, and 2001 TMP to calculate average vehicle occupancy (AVO) and bus ridership levels.

TRANSPORTATION MITIGATION PLAN

In 2001, the School submitted a 32-point TMP to the City. Some examples of the more effective components of this plan include staggering arrival and dismissal times, creating staff parking lots to avoid on-street parking, promoting the bus program, providing free extended day care, and assigning teachers to manage traffic during pick-up and drop-off times. The plan's effort to manage traffic has resulted in a positive change in traffic conditions, most clearly illustrated by the increase in AVO and bus ridership observed from 2001 to 2016.

The School currently implements a highly coordinated and heavily staffed vehicular traffic circulation plan during the morning student drop-off and afternoon student pick-up periods. The TMP focuses heavily on the drop-off and pick-up periods because these times generate the most traffic.

OPERATIONAL OBSERVATIONS

The following procedures were observed and verified by LSA through field observations made on January 14, 2016.

Morning Student Drop-Off

The morning student drop-off period occurs between 7:15 a.m. and 9:00 a.m. During this period, drop-off vehicles access Lot B via the southerly driveway, then queue around through the drop-off zone and exit via the northerly driveway. Consistent with the TMP, the School staggers start times, as shown in Table A, below. Additionally, the School places a teacher in Lot B to manage the carpool lane to direct drivers to open spaces in the drop-off zone, which helps the drop-off queue move efficiently.

Table A: The Pegasus School Bell Schedule

	Start Time	End Time
Pre-K and Kindergarten	9:00 AM	2:30 PM
Grades 1-2	8:30 AM	2:30 PM
Grades 3-5	8:30 AM	3:00 PM
Grades 6-8	8:00 AM	3:15 PM

State law requires parents and guardians of preschool students to personally check students into the classroom. Parents and guardians of preschoolers park in the lower portion of Lot B and escort students to the check-in table anytime during the drop-off period. Based on observations, the arrival times of preschool students were spread widely throughout the drop-off period due to factors (e.g., arriving with older siblings). As evidenced by the count data and observation, these drop-offs never caused Lot B to reach capacity during the drop-off period.

The School makes an effort to provide an affordable and attractive option for students to get to school with the bus program. This bus program employs teacher assistants to ride the bus and monitor the students to and from school. In the morning, 4 buses bring 129 students to the School. The bus drop-off is located along the front of the School within the parking lot, where the queue for drop-off vehicles can easily and safely maneuver around the bus. Upon exiting the parking lot, buses do contribute to longer than normal queues to exit Lot B. Queues caused by buses exiting were only formed internally and did not affect the surrounding street network.

Afternoon Student Pick-Up

The afternoon student pick-up period occurs between 2:30 p.m. and 3:15 p.m. Like the start times, pick-up times are staggered to avoid unnecessary traffic on surrounding streets (Table 1, above). The general circulation of the pick-up process for all three shifts is as follows:

- Drivers enter Lot B via the southerly driveway and queue through until they reach the front of the line and tell Teacher A the name of the student they are picking up.
- Teacher A will tell the parent which of the eight numbered pick-up spots to go to and will use the radio to tell Teacher B the name and spot number.
- Teacher B uses the megaphone to alert the student(s) to go to the numbered spot and wait for their vehicle.
- Vehicles load and exit out of the northerly driveway onto Lexington Lane.

Each shift is associated with a colored placard (i.e., yellow, blue, or green) with names on them that drivers place on their dashboard to help the pick-up queue move faster. For the second and third shifts, the School's guidelines instruct the drivers who arrive early to line up on the northbound side of Carmania Lane in order to keep Shalom Drive clear of school-related traffic. Another teacher, who stands at the corner of Carmania Lane and Shalom Drive, communicates with the teachers at the pick-up area via walkie-talkie to let the next shift queue up in the parking lot for maximum efficiency. A security guard regulates vehicles waiting along Carmania Lane and enforces rules (e.g., having vehicles park efficiently along the eastern curb of Carmania Lane without blocking driveways).

An Extended Day Care program is offered where students remain supervised between the time classes end and when the students get picked up. This allows for carpools to function with the staggered end times. The pick-up process is altered slightly with the addition of the Extended Day Care student pick-up area. Students in the Extended Day Care wait with teachers in the morning drop-off zone to be picked up. Vehicles will then continue in the queue to pick up other students in the pick-up process outlined above.

The afternoon bus program is in even higher demand than the morning program, with four buses that pick up a total of 137 students. The buses park in the lower aisle of Lot B, a location that does not conflict with the circulation of the pick-up lines. The buses depart after shifts end, which does not cause traffic to back up in the parking lot as it does in the morning.

CIRCULATION HISTORY

As this analysis seeks to provide an update on School-related traffic conditions as they relate to the baseline study performed in 2001, a brief history of circulation-related changes between 2001 and 2016 is appropriate. The 2001 study was performed when the School was seeking an enrollment increase from 500 to 565 maximum students. One metric from this study, the total number of School-related vehicles for the 1 day that was surveyed, ultimately became the threshold for traffic operations of the School to which subsequent analyses would be compared.

Drop-off and pick-up circulation changes were made as a result of this 2001 enrollment increase and related study. A study was performed in 2003 as a post-enrollment increase and circulation change update to the 2001 study.

Since the time both the 2001 and 2003 studies were performed, the School has implemented further TMP programs and physical changes to the campus affecting arrivals and neighborhood parking, streamlined pick-up and drop-off operations, and increased parent and staff involvement (i.e., parent-classroom volunteers, and additional staff). These circulation changes (and the period during which they were implemented) include, but were not limited to:

- Disallowing on-street parking on Lexington Lane, Lurline Drive, and Shalom Drive for the purposes of student drop-off and pick-up (post-2003). This change was made to relieve the impact of School-related vehicles parking on neighboring streets. It should be noted that the single-event criteria was created while guardians were parking in the neighborhood. Therefore, the single-event survey did not actually count all the vehicles destined to the school. The following changes were implemented to offset the discontinued use of these streets for School-related purposes.
- Implementing the current drop-off and pick-up circulation plan to load and unload all students on campus via Lot B (post-2003). This change was made in concert with the above change of disallowing on-street parking on neighboring streets and, as a consequence, concentrated all School-related drop-off and pick-up vehicular traffic through the two driveways. This was not acknowledged in the single-event survey.
- Staggered arrival and dismissal times to relieve peak traffic periods (post-2001). This change in itself did not reduce the total number of vehicles entering and exiting the School per day. Instead, this staggering of arrival and dismissal times effectively reduces peak vehicular congestion by spreading out the number of School-related vehicles over several periods in the morning and afternoon, rather than concentrating vehicles dropping off and picking up students into two very congested periods of the day.
- The construction of fencing around the school was implemented (2010) as a security and safety measure to restrict School access to School employees, students, and visitors only. Prior to the installation of the fencing, students and their guardians were able to access the school from all directions without physical barriers. This allowed for School drop-offs and pick-ups to occur via neighboring streets such as Lexington Lane, Shalom Drive, and Carmania Lane without having to enter the campus. This effectively reduced the number of vehicles at the school driveways by dispersing School-related vehicular traffic onto these neighboring streets. Therefore, the total number of vehicles was not reflected in the single-event survey.

- The increase in parent volunteers provided additional adult supervision and assistance to the classroom experience. However, this increase in staff assistance means that additional School-related vehicles utilize the driveways.

The streamlined operations brought all vehicles on site, thereby increasing the total number of vehicles traveling through the driveways while not actually increasing the total number of students on campus or vehicles in the area. The culmination of these changes has improved overall School-related traffic circulation in the neighborhood by concentrating the vast majority of vehicle trips at the driveways on Lexington Lane. Due to the development of the School's circulation operations, the number of vehicles at the driveways may have been increased, but the total number of School-related vehicles traveling to and from the School and the neighboring streets has not increased. This estimation is calculated based on knowledge of AVO and bus ridership levels in 2001 and 2016. The daily traffic data from each of the traffic studies performed since 2001 have been described below.

In the 2001 study, vehicular traffic was counted at the entrance and exit of Lots A and B, and entering and exiting Shalom Drive. This traffic study, conducted on Friday, December 14, 2001, counted 654 vehicles associated with the School from 7:00 a.m. to 6:00 p.m. This daily traffic count of 654 vehicles represents the School at a time with a maximum enrollment of 500 students, with vehicles parked in the neighborhood and no effort to concentrate arrivals at the driveways on Lexington Lane. However, this value (654 vehicles) serves as the baseline threshold to which subsequent School-related traffic studies have been compared. It should be noted that this number does not include on-street parking even though such spaces were counted because the location and boundaries of the on-street parking counts were not disclosed. Therefore, this number only represents driveway numbers as it does not take into account School-related vehicles parked along Lexington Lane or any of the other neighboring streets.

By the time data was collected for the 2003 study, the School had implemented an updated bus program as a part of the TMP created with the 2001 Conditional Use Permit. This traffic study, conducted on Friday, April 4, 2003, counted 638 vehicles from 6:00 a.m. to 5:00 p.m. at the entrance and exit of Lots A and B. This 2003 study was taken as a measurement of the effectiveness of the 2001 TMP measures that were adopted as part of the enrollment increase from 500 to 565 students and did not take into account on-street parking for student drop-offs.

The data collection effort for this study counted 741 vehicles associated with the School from 7:00 a.m. to 6:00 p.m. on Thursday, January 14, 2016, at the entrance and exit of Lots A and B. This count was taken well after the majority of the 2001 TMP measures had been adopted and therefore more closely represents the total number of School-related vehicles coming to and leaving from the School (as compared to the 2001 and 2003 studies) due to the development of the existing vehicle circulation pattern that forces vehicles onto campus.

It should be reiterated that the above numbers obtained from the 2001 and 2003 data collection efforts do not take into account on-street parking due to the variation in circulation and policies over the years. Although the total number of vehicles counted at the driveways in 2016 is higher than what was counted in 2001 and 2003, the circulation system operates more efficiently by reducing disturbances such as student drop-offs and pick-ups on the neighboring streets. Additionally, this circulation system provides higher levels of safety for students arriving at and departing from school by minimizing the student-vehicle conflict points present on neighboring streets. For these reasons, a comparison based solely on daily traffic counts cannot fully describe the changes in School-related

traffic conditions over the years. As described later in this analysis, it has been calculated based on known facts (AVO and bus ridership) that the School currently experiences fewer total vehicle trips compared to 2001 conditions.

TRAFFIC CONDITIONS

Maximum queue lengths at the adjacent intersections of Lexington Lane/Lurline Drive and Lexington Lane/Shalom Drive were observed by LSA staff during the drop-off and pick-up periods. Due to the staggered start times, queuing throughout the drop-off period is minimal. Eastbound queues along Lurline Drive were observed to reach up to approximately nine vehicles in length. Northbound queues along Lexington south of Lurline Drive were observed to reach approximately three vehicles in length. These queues were brief as vehicular traffic into the School was observed to advance at a pace where inbound vehicles at the southerly driveway rarely stopped completely. Queues in the afternoon pick-up period were nonexistent due to the controlled grouping of waiting vehicles along Carmania Lane. The controlled groups of vehicles for each pick-up shift along Carmania Lane sometimes reached the length of Carmania Lane, down to Adams Avenue. However, this is by design, as all the waiting vehicles are instructed to park alongside the eastern curb of Carmania Lane with their engines turned off in order to minimize any obstructions to the neighborhood that they may cause. These conditions are expected to be unchanged, with no greater effects, with 30 more students.

According to the parking counts taken on January 14, 2016, Lot A reached capacity at 8:30 a.m., and neither Lot B nor C reached capacity during survey hours. Because the on-campus lots never reach capacity at the same time, it is clear there are enough parking spaces to accommodate the current school functions and anticipate any additional demand from up to 30 more students. On-street parking counts on Shalom Drive were taken to confirm that vehicles associated with the School were not parking there during pick-up and drop-off hours. The counts show that cars were parking on Shalom Drive during school hours. However, based on observations made on the same day, very few to none of these vehicles were related to the School.

As mentioned previously, the School has exceeded its mobility goals set in 2001. This is particularly evident when comparing the AVO and bus ridership numbers. AVO was calculated using attendance data, bus ridership, driveway counts, and staff parking lot counts. Conservatively, the AVO is 1.30 students per vehicle during drop-off and 2.04 students per vehicle during pick-up, with an average rate of 1.67 students per vehicle. This calculated AVO rate for this particular day (Tuesday, May 17) represents a typical day with all four regularly scheduled buses in operation. The existing carpool rates are much higher and contribute to the decrease of vehicles in the surrounding neighborhood when compared to the goal AVO of 1.5 students per vehicle offered in the 2001 TMP.

On May 17, 2016, the School reported 129 scheduled student riders in the morning bus program and 137 scheduled student riders in the afternoon (133 average riders). Since 2001, the number of students enrolled in the bus program has risen from 55 riders to 174 registered riders. Due to this increase, the School has added two buses to its fleet, surpassing the TMP measure to add one bus. The School's efforts to promote the bus program are exemplified by its financial and safety provisions and evidenced by the considerable increase in bus ridership.

By increasing AVO to 1.67 students per vehicle and building an average daily bus ridership of 133 students, the School experiences approximately 259 passenger vehicles dropping off and picking

up from a maximum enrollment of 565 students (565 maximum enrollment less 133 bus-riding students, at 1.67 students per passenger vehicle). Comparatively, the School would currently experience approximately 340 passenger vehicles supporting the 565 students (565 maximum enrollment less 55 bus riding students, at 1.5 students per passenger vehicle) under 2001 TMP mobility goals. This represents approximately a 81-passenger-vehicle improvement between 2001 and 2016.

ADDITIONAL IMPROVEMENTS

It is recognized that there is room for more effective enforcement of several traffic-relieving features of the TMP. In this effort to further improve School-related traffic, several recommendations have been made to further the goals of the TMP:

- Continued direct enforcement of the prohibition of outbound left turns from the northerly driveway.
- Further promotion of the carpool program through targeted social media beyond what is currently being used, such as professional group messaging applications such as Slack, etc., This will further increase AVOs by consolidating the number of students into fewer passenger cars.
- Improved promotion and incentivization of the existing busing program, such as the promotion of carpooling to and from bus stops through social media and the setup of meet-and-greets between families and students who would utilize the same bus. The latter can be promoted as a social event that can increase social interactions between students and their families and establish neighborhood safety nets by connecting parents. This will reduce the number of School-related passenger cars by placing students on buses.
- Further incentivization of the Extended Day Care program to reduce the number of passenger cars that must wait in the existing pick-up circulation operations, especially along Carmania Lane. This can be promoted through advertising the benefits of additional student access to teachers who may be able to answer homework questions.
- Applicant shall maintain a bus program that makes bus transportation available for approximately 20 to 25 percent of enrolled students (i.e., the current percentage of students participating in the bus program is 23%); provided, however, if the bus program becomes infeasible due to an underutilization thereof or any other reason outside the control of Applicant, the Applicant may request a reduction in the number of bus seats required under this Condition No. ____ from the City Community Development Director, who shall have authority to approve such request in his or her sole discretion.

CONCLUSIONS

The School has excelled in promoting carpools and busing to the level where the enrollment of 30 additional students, even if none of them take the bus, is estimated to result in lower levels of traffic than the levels calculated for 2001. As described previously, the School has a calculated reduction of approximately 81 passenger vehicles between 2001 and January 2016. The proposed enrollment increase of 30 students could add up to 30 additional passenger vehicles during drop-off and pick-up periods. This potential increase of 30 passenger vehicles would bring the total passenger vehicle count to 289 vehicles, 51 less than the estimated 340 passenger vehicles that would be present

if 2001 TMP mobility goals were present today. However, observed AVO, a result of aggressive TMP compliance, would suggest no more than 20 additional passenger vehicles.

Although daily traffic volumes have been used as a metric of the School's traffic impact, this metric does not fully illustrate existing traffic conditions as they compare to those observed in 2001 and 2003 due to operational and safety changes.

Since traffic conditions have reflected improvement since 2001, the School has begun to reevaluate its TMP. In an effort to keep ahead of any growth in traffic, the School's revised TMP (attached) includes updating communication methods with neighbors in the creation of an online forum and adding the new security guard to the plan. As seen in this revised TMP, efforts beyond the 2001 TMP have been made and further emphasis has been put on expanding carpools, the continued growth of the bus program, educating parents on the School's traffic-related policies, and maintaining the efficiency of pick-up and drop-off procedures.

Based on LSA's observation and knowledge of the School's current and past operations, information provided by the School, and empirical data collected by NDS, the increase in maximum enrollment of 30 additional students is anticipated to maintain better traffic conditions than 2001 levels.

Attachments: Figure 1: Site Plan
A: NDS Count Data
B: Transportation Mitigation Plan (2001)
C: Revised Transportation Mitigation Plan (2016)

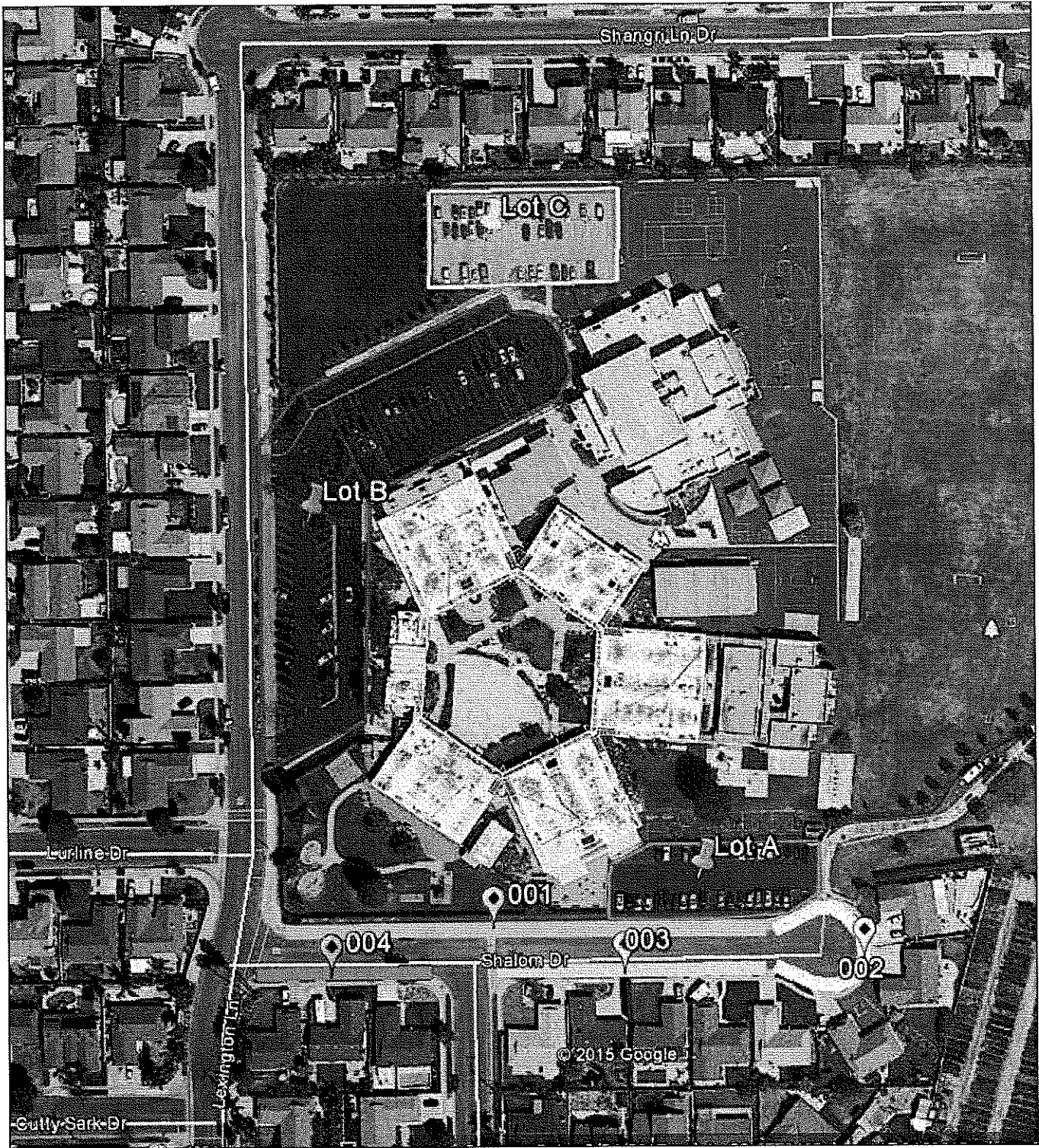


FIGURE I

LSA



The Pegasus School
Site Plan

ATTACHMENT A
NDS COUNT DATA

Prepared by NDS/ATD

VOLUME

Lexington Ln Bet. Adams Ave & Cutty Sark Dr

Day: Thursday
Date: 1/14/2016

City: Huntington Beach
Project #: CA16_1005_001

DAILY TOTALS						NB	SB	EB	WB	Total	
						289	210	0	0	499	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	1			1	12:00	3	3			6
00:15	0	0			0	12:15	1	3			4
00:30	2	0			2	12:30	5	3			8
00:45	1	3	0	1	5	12:45	2	11	5	14	22
01:00	0	0			0	13:00	2	0			2
01:15	0	1			1	13:15	6	5			11
01:30	0	0			0	13:30	2	2			4
01:45	1	1	1	2	5	13:45	5	15	1	8	29
02:00	0	1			1	14:00	3	2			5
02:15	1	0			1	14:15	6	5			11
02:30	0	0			0	14:30	5	3			8
02:45	0	1	0	1	2	14:45	8	22	8	18	48
03:00	0	0			0	15:00	6	6			12
03:15	0	0			0	15:15	8	1			9
03:30	0	0			0	15:30	2	3			5
03:45	0	0			0	15:45	5	21	4	14	40
04:00	0	0			0	16:00	5	4			9
04:15	2	1			3	16:15	3	4			7
04:30	0	0			0	16:30	4	3			7
04:45	1	3	0	1	5	16:45	4	16	5	16	35
05:00	0	0			0	17:00	8	2			10
05:15	2	0			2	17:15	4	6			10
05:30	1	2			3	17:30	11	4			15
05:45	1	4	0	2	7	17:45	3	26	3	15	47
06:00	1	1			2	18:00	6	5			11
06:15	2	0			2	18:15	2	2			4
06:30	2	5			7	18:30	5	4			9
06:45	3	8	4	10	25	18:45	2	15	3	14	34
07:00	6	1			7	19:00	5	3			8
07:15	1	2			3	19:15	5	3			8
07:30	3	4			7	19:30	1	2			3
07:45	27	37	4	11	79	19:45	0	11	0	8	19
08:00	9	2			11	20:00	3	1			4
08:15	21	0			21	20:15	3	2			5
08:30	5	5			10	20:30	3	4			7
08:45	6	41	0	7	54	20:45	0	9	4	11	20
09:00	1	5			6	21:00	2	4			6
09:15	2	2			4	21:15	2	3			5
09:30	2	4			6	21:30	0	1			1
09:45	4	9	3	14	26	21:45	1	5	2	10	15
10:00	4	2			6	22:00	2	1			3
10:15	1	1			2	22:15	3	1			4
10:30	2	7			9	22:30	1	1			2
10:45	1	8	0	10	19	22:45	1	7	1	4	11
11:00	1	3			4	23:00	1	2			3
11:15	0	3			3	23:15	2	2			4
11:30	4	5			9	23:30	2	0			2
11:45	5	10	3	14	28	23:45	1	6	1	5	11
TOTALS	125	73			198	TOTALS	164	137			301
SPLIT %	63.1%	36.9%			39.7%	SPLIT %	54.5%	45.5%			60.3%

DAILY TOTALS						NB	SB	EB	WB	Total
						289	210	0	0	499
AM Peak Hour	07:45	09:00			07:45	PM Peak Hour	14:30	14:15		14:15
AM Pk Volume	62	14			73	PM Pk Volume	27	22		47
Pk Hr Factor	0.574	0.700			0.589	Pk Hr Factor	0.844	0.688		0.734
7 - 9 Volume	78	18			96	4 - 6 Volume	42	31		73
7 - 9 Peak Hour	07:45	07:15			07:45	4 - 6 Peak Hour	16:45	16:45		16:45
7 - 9 Pk Volume	62	12			73	4 - 6 Pk Volume	27	17		44
Pk Hr Factor	0.574	0.750			0.589	Pk Hr Factor	0.614	0.708		0.733

Prepared by NDS/ATD

VOLUME

Lexington Ln Bet. Shalom Dr & Shangri Ln Dr

Day: Thursday
Date: 1/14/2016

City: Huntington Beach
Project #: CA16_1005_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,037	733	0	0	1,770		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	4			5	12:00	11	14			25
00:15	1	2			3	12:15	6	16			22
00:30	0	0			0	12:30	9	11			20
00:45	2	4	0	6	2	12:45	10	36	9	50	19
01:00	0	1			1	13:00	12	6			18
01:15	0	1			1	13:15	16	18			34
01:30	0	0			0	13:30	15	12			27
01:45	1	1	0	2	1	13:45	8	51	6	42	14
02:00	0	0			0	14:00	7	13			20
02:15	1	1			2	14:15	13	15			28
02:30	0	0			0	14:30	35	20			55
02:45	0	1	0	1	0	14:45	45	100	30	78	75
03:00	0	0			0	15:00	49	25			74
03:15	1	1			2	15:15	81	18			99
03:30	0	0			0	15:30	25	18			43
03:45	0	1	0	1	0	15:45	22	177	14	75	36
04:00	0	0			0	16:00	28	7			35
04:15	2	1			3	16:15	25	15			40
04:30	2	1			3	16:30	19	16			35
04:45	2	6	0	2	2	16:45	24	96	6	44	30
05:00	0	0			0	17:00	17	5			22
05:15	2	1			3	17:15	31	16			47
05:30	3	0			3	17:30	24	12			36
05:45	3	8	2	3	5	17:45	19	91	11	44	30
06:00	2	4			6	18:00	12	10			22
06:15	7	3			10	18:15	3	9			12
06:30	5	10			15	18:30	8	3			11
06:45	6	20	8	25	14	18:45	8	31	9	31	17
07:00	8	5			13	19:00	7	6			13
07:15	5	11			16	19:15	7	4			11
07:30	15	14			29	19:30	4	3			7
07:45	59	87	46	76	105	19:45	3	21	6	19	9
08:00	34	25			59	20:00	5	3			8
08:15	52	44			96	20:15	1	4			5
08:30	35	20			55	20:30	4	8			12
08:45	24	145	14	103	38	20:45	9	19	4	19	13
09:00	19	4			23	21:00	4	3			7
09:15	11	4			15	21:15	4	3			7
09:30	12	8			20	21:30	2	2			4
09:45	9	51	6	22	15	21:45	0	10	2	10	2
10:00	8	5			13	22:00	2	2			4
10:15	7	6			13	22:15	1	1			2
10:30	9	6			15	22:30	1	2			3
10:45	7	31	10	27	17	22:45	2	6	3	8	5
11:00	6	6			12	23:00	3	2			5
11:15	11	11			22	23:15	2	1			3
11:30	10	12			22	23:30	2	2			4
11:45	8	35	10	39	18	23:45	2	9	1	6	3
TOTALS	390	307			697	TOTALS	647	426			1073
SPLIT %	56.0%	44.0%			39.4%	SPLIT %	60.3%	39.7%			60.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,037	733	0	0	1,770
AM Peak Hour	07:45	07:45		07:45	PM Peak Hour	14:30	14:30		14:30
AM Pk Volume	180	135		315	PM Pk Volume	210	93		303
Pk Hr Factor	0.763	0.734		0.750	Pk Hr Factor	0.648	0.775		0.765
7 - 9 Volume	232	179		411	4 - 6 Volume	187	88		275
7 - 9 Peak Hour	07:45	07:45		07:45	4 - 6 Peak Hour	16:00	16:00		16:00
7 - 9 Pk Volume	180	135		315	4 - 6 Pk Volume	96	44		140
Pk Hr Factor	0.763	0.734		0.750	Pk Hr Factor	0.857	0.688		0.875

Prepared by NDS/ATD

VOLUME

Ranger Ln Bet. Adams Ave & Cutty Sark Dr

Day: Thursday
Date: 1/14/2016

City: Huntington Beach
Project #: CA16_1005_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					862	1,124	0	0	1,986		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	3			3	12:00	11	14			25
00:15	0	2			2	12:15	7	17			24
00:30	1	1			2	12:30	12	15			27
00:45	1	2	0	6	1 8	12:45	14	44	10	56	24 100
01:00	0	4			4	13:00	8	19			27
01:15	0	2			2	13:15	11	15			26
01:30	1	0			1	13:30	13	16			29
01:45	1	2	0	6	1 8	13:45	13	45	16	66	29 111
02:00	0	1			1	14:00	14	16			30
02:15	0	0			0	14:15	28	17			45
02:30	0	0			0	14:30	23	22			45
02:45	0	0	1		0 1	14:45	21	86	35	90	56 176
03:00	0	0			0	15:00	21	24			45
03:15	0	0			0	15:15	19	32			51
03:30	0	1			1	15:30	26	28			54
03:45	0	0	1		0 1	15:45	18	84	28	112	46 196
04:00	0	0			0	16:00	13	20			33
04:15	1	2			3	16:15	30	24			54
04:30	1	1			2	16:30	17	27			44
04:45	1	3	1	4	2 7	16:45	31	91	22	93	53 184
05:00	0	3			3	17:00	35	19			54
05:15	0	2			2	17:15	36	30			66
05:30	1	2			3	17:30	33	23			56
05:45	2	3	6	13	8 16	17:45	38	142	13	85	51 227
06:00	2	10			12	18:00	24	11			35
06:15	2	4			6	18:15	15	15			30
06:30	2	12			14	18:30	15	9			24
06:45	6	12	19	45	25 57	18:45	12	66	11	46	23 112
07:00	4	13			17	19:00	12	10			22
07:15	2	20			22	19:15	7	10			17
07:30	14	32			46	19:30	9	5			14
07:45	22	42	53	118	75 160	19:45	6	34	9	34	15 68
08:00	15	44			59	20:00	6	9			15
08:15	27	37			64	20:15	7	6			13
08:30	14	38			52	20:30	4	10			14
08:45	7	63	22	141	29 204	20:45	10	27	2	27	12 54
09:00	9	12			21	21:00	5	3			8
09:15	4	13			17	21:15	6	3			9
09:30	5	19			24	21:30	4	3			7
09:45	8	26	14	58	22 84	21:45	3	18	1	10	4 28
10:00	6	9			15	22:00	2	2			4
10:15	4	11			15	22:15	4	2			6
10:30	9	7			16	22:30	1	3			4
10:45	6	25	17	44	23 69	22:45	1	8	2	9	3 17
11:00	5	10			15	23:00	3	2			5
11:15	9	15			24	23:15	2	1			3
11:30	8	16			24	23:30	0	0			0
11:45	9	31	15	56	24 87	23:45	3	8	0	3	3 11
TOTALS	209	493			702	TOTALS	653	631			1284
SPLIT %	29.8%	70.2%			35.3%	SPLIT %	50.9%	49.1%			64.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					862	1,124	0	0	1,986

AM Peak Hour	07:30	07:45	07:45	PM Peak Hour	17:00	14:45	16:45
AM Pk Volume	78	172	250	PM Pk Volume	142	119	229
Pk Hr Factor	0.722	0.811	0.833	Pk Hr Factor	0.934	0.850	0.867
7 - 9 Volume	105	259	364	4 - 6 Volume	233	178	411
7 - 9 Peak Hour	07:30	07:45	07:45	4 - 6 Peak Hour	17:00	16:30	16:45
7 - 9 Pk Volume	78	172	250	4 - 6 Pk Volume	142	98	229
Pk Hr Factor	0.722	0.811	0.833	Pk Hr Factor	0.934	0.817	0.867

Prepared by NDS/ATD

VOLUME

Constitution Dr Bet. Brookhurst St & Canberra Ln

Day: Thursday
Date: 1/14/2016

City: Huntington Beach
Project #: CA16_1005_004

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	537	228	765		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			0	1	1	12:00			5	3	8	
00:15			2	0	2	12:15			10	2	12	
00:30			0	0	0	12:30			11	2	13	
00:45			0	2	0	12:45			4	30	1	8
01:00			1	0	1	13:00			2	2	4	
01:15			0	0	0	13:15			8	3	11	
01:30			1	0	1	13:30			7	1	8	
01:45			0	2	1	13:45			4	21	1	7
02:00			0	0	0	14:00			9	4	13	
02:15			0	0	0	14:15			8	3	11	
02:30			0	0	0	14:30			9	1	10	
02:45			0	0	0	14:45			19	45	4	12
03:00			0	0	0	15:00			29	6	35	
03:15			0	0	0	15:15			20	5	25	
03:30			0	0	0	15:30			10	9	19	
03:45			1	1	0	15:45			9	68	1	21
04:00			0	1	1	16:00			9	8	17	
04:15			0	1	1	16:15			8	5	13	
04:30			0	1	1	16:30			10	2	12	
04:45			1	1	1	16:45			9	36	5	20
05:00			0	3	3	17:00			10	2	12	
05:15			1	4	5	17:15			9	12	21	
05:30			0	0	0	17:30			10	7	17	
05:45			2	3	2	17:45			7	36	6	27
06:00			0	2	2	18:00			6	2	8	
06:15			2	4	6	18:15			4	2	6	
06:30			2	4	6	18:30			12	1	13	
06:45			5	9	4	18:45			10	32	2	7
07:00			6	5	11	19:00			6	1	7	
07:15			8	6	14	19:15			5	1	6	
07:30			13	5	18	19:30			6	2	8	
07:45			28	55	2	19:45			9	26	2	6
08:00			24	8	32	20:00			4	4	8	
08:15			30	3	33	20:15			5	3	8	
08:30			13	7	20	20:30			3	1	4	
08:45			7	74	3	20:45			3	15	2	10
09:00			5	6	11	21:00			3	3	6	
09:15			4	1	5	21:15			4	1	5	
09:30			5	1	6	21:30			2	1	3	
09:45			6	20	2	21:45			5	14	1	6
10:00			4	5	9	22:00			2	2	4	
10:15			1	5	6	22:15			2	1	3	
10:30			5	1	6	22:30			4	0	4	
10:45			6	16	0	22:45			0	8	0	3
11:00			2	2	4	23:00			2	2	4	
11:15			3	3	6	23:15			1	0	1	
11:30			8	2	10	23:30			1	1	2	
11:45			5	18	2	23:45			1	5	0	3
TOTALS			201	98	299	TOTALS			336	130	466	
SPLIT %			67.2%	32.8%	39.1%	SPLIT %			72.1%	27.9%	60.9%	

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	537	228	765

AM Peak Hour	07:30	07:15	07:45	PM Peak Hour	14:45	17:00	14:45
AM Pk Volume	95	21	115	PM Pk Volume	78	27	102
Pk Hr Factor	0.792	0.656	0.871	Pk Hr Factor	0.672	0.563	0.729
7 - 9 Volume	129	39	168	4 - 6 Volume	72	47	119
7 - 9 Peak Hour	07:30	07:15	07:45	4 - 6 Peak Hour	16:30	17:00	16:45
7 - 9 Pk Volume	95	21	115	4 - 6 Pk Volume	38	27	64
Pk Hr Factor	0.792	0.656	0.871	Pk Hr Factor	0.950	0.563	0.762

Prepared by NDS/ATD

VOLUME

Lurline Dr Bet. Canberra Ln & Lexington Ln

Day: Thursday
Date: 1/14/2016

City: Huntington Beach
Project #: CA16_1005_005

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	685	340	1,025		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			0	1	1	12:00			7	5	12	
00:15			0	0	0	12:15			14	5	19	
00:30			0	0	0	12:30			12	4	16	
00:45			0	0	0	12:45			9	42	5	19
01:00			1	0	1	13:00			5	7	12	
01:15			0	0	0	13:15			14	3	17	
01:30			1	0	1	13:30			6	7	13	
01:45			0	2	0	13:45			6	31	7	24
02:00			1	0	1	14:00			11	3	14	
02:15			0	0	0	14:15			13	3	16	
02:30			0	0	0	14:30			12	8	20	
02:45			0	1	0	14:45			18	54	5	19
03:00			0	0	0	15:00			31	10	41	
03:15			0	0	0	15:15			19	7	26	
03:30			0	1	1	15:30			11	8	19	
03:45			0	1	2	15:45			12	73	5	30
04:00			0	0	0	16:00			11	9	20	
04:15			0	0	0	16:15			7	7	14	
04:30			0	1	1	16:30			15	12	27	
04:45			1	1	0	16:45			12	45	6	34
05:00			0	0	0	17:00			9	6	15	
05:15			1	1	2	17:15			9	8	17	
05:30			0	3	3	17:30			7	7	14	
05:45			2	3	1	17:45			5	30	12	33
06:00			0	4	4	18:00			4	7	11	
06:15			3	2	5	18:15			6	6	12	
06:30			5	6	11	18:30			9	4	13	
06:45			4	12	1	18:45			4	23	9	26
07:00			7	6	13	19:00			3	3	6	
07:15			9	2	11	19:15			3	1	4	
07:30			31	7	38	19:30			2	1	3	
07:45			50	97	6	19:45			8	16	1	6
08:00			37	11	48	20:00			3	2	5	
08:15			53	4	57	20:15			4	3	7	
08:30			23	5	28	20:30			6	3	9	
08:45			20	133	4	20:45			8	21	3	11
09:00			6	4	10	21:00			4	1	5	
09:15			9	1	10	21:15			5	4	9	
09:30			7	5	12	21:30			2	4	6	
09:45			8	30	7	21:45			2	13	5	14
10:00			5	6	11	22:00			0	5	5	
10:15			1	5	6	22:15			3	1	4	
10:30			6	1	7	22:30			3	0	3	
10:45			9	21	1	22:45			1	7	3	9
11:00			4	3	7	23:00			1	2	3	
11:15			9	4	13	23:15			2	0	2	
11:30			7	3	10	23:30			0	0	0	
11:45			5	25	6	23:45			2	5	0	2
TOTALS			325	113	438	TOTALS			360	227	587	
SPLIT %			74.2%	25.8%	42.7%	SPLIT %			61.3%	38.7%	57.3%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	685	340	1,025	
AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			14:30	16:00	14:30
AM Pk Volume			171	28	199	PM Pk Volume			80	34	110
Pk Hr Factor			0.807	0.636	0.873	Pk Hr Factor			0.645	0.708	0.671
7 - 9 Volume			230	45	275	4 - 6 Volume			75	67	142
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume			171	28	199	4 - 6 Pk Volume			45	34	79
Pk Hr Factor			0.807	0.636	0.873	Pk Hr Factor			0.750	0.708	0.731

Prepared by NDS/ATD

VOLUME

Lexington Ln Dwy #1

Day: Thursday
Date: 1/14/2016

City: Huntington Beach
Project #: CA16_1006_001

DAILY TOTALS					NB	SB						Total
					0	0						739
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			0	0	0	12:00			0	6	6	
00:15			0	0	0	12:15			1	4	5	
00:30			0	0	0	12:30			0	3	3	
00:45			0	0	0	12:45			0	1 2 15	2 16	
01:00			0	0	0	13:00			0	3	3	
01:15			0	0	0	13:15			0	5	5	
01:30			0	0	0	13:30			0	6	6	
01:45			0	0	0	13:45			0	1 15	1 15	
02:00			0	0	0	14:00			0	6	6	
02:15			0	0	0	14:15			0	8	8	
02:30			0	0	0	14:30			0	29	29	
02:45			0	0	0	14:45			2 2	34 77	36 79	
03:00			0	0	0	15:00			0	49	49	
03:15			0	0	0	15:15			0	77	77	
03:30			0	0	0	15:30			0	20	20	
03:45			0	0	0	15:45			0	15 161	15 161	
04:00			0	0	0	16:00			1	22	23	
04:15			0	0	0	16:15			0	19	19	
04:30			0	1	1	16:30			0	15	15	
04:45			0	0 1	0 1	16:45			0 1	9 65	9 66	
05:00			0	0	0	17:00			0	6	6	
05:15			0	1	1	17:15			0	22	22	
05:30			0	0	0	17:30			0	4	4	
05:45			0	0 1	0 1	17:45			1 1	2 34	3 35	
06:00			0	0	0	18:00			1	2	3	
06:15			0	0	0	18:15			0	0	0	
06:30			0	0	0	18:30			0	1	1	
06:45			0	0	0	18:45			0 1	0 3	0 4	
07:00			0	1	1	19:00			0	1	1	
07:15			0	1	1	19:15			0	0	0	
07:30			0	16	16	19:30			0	1	1	
07:45			0	75 93	75 93	19:45			0	1 3	1 3	
08:00			0	52	52	20:00			0	1	1	
08:15			0	57	57	20:15			0	0	0	
08:30			0	49	49	20:30			0	0	0	
08:45			0	20 178	20 178	20:45			0	3 4	3 4	
09:00			0	16	16	21:00			1	0	1	
09:15			1	10	11	21:15			0	1	1	
09:30			0	11	11	21:30			0	0	0	
09:45			0 1	4 41	4 42	21:45			0 1	0 1	0 2	
10:00			2	0	2	22:00			0	0	0	
10:15			0	2	2	22:15			0	0	0	
10:30			0	9	9	22:30			0	1	1	
10:45			0 2	4 15	4 17	22:45			0	0 1	0 1	
11:00			0	3	3	23:00			0	0	0	
11:15			0	7	7	23:15			0	0	0	
11:30			0	7	7	23:30			0	0	0	
11:45			1 1	3 20	4 21	23:45			0	0	0	
TOTALS			4	349	353	TOTALS			7	379	386	
SPLIT %			1.1%	98.9%	47.8%	SPLIT %			1.8%	98.2%	52.2%	

DAILY TOTALS					NB	SB						Total
					0	0						739
AM Peak Hour			09:15	07:45	07:45	PM Peak Hour			14:00	14:30	14:30	
AM Pk Volume			3	233	233	PM Pk Volume			2	189	191	
Pk Hr Factor			0.375	0.777	0.777	Pk Hr Factor			0.250	0.614	0.620	
7 - 9 Volume				271	271	4 - 6 Volume			2	99	101	
7 - 9 Peak Hour				07:45	07:45	4 - 6 Peak Hour			16:00	16:00	16:00	
7 - 9 Pk Volume				233	233	4 - 6 Pk Volume			1	65	66	
Pk Hr Factor				0.777	0.777	Pk Hr Factor			0.250	0.739	0.717	

Prepared by NDS/ATD

VOLUME

Lexington Ln Parking Accumulation Along Shalom Dr

Day: Thursday
Date: 1/14/2016

City: Huntington Beach
Project #: CA16_1006_002

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	715	0	715	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	0	0	12:00			8	0	8
00:15			0	0	0	12:15			3	0	3
00:30			0	0	0	12:30			3	0	3
00:45			0	0	0	12:45			7	21	28
01:00			0	0	0	13:00			1	0	1
01:15			0	0	0	13:15			9	0	9
01:30			0	0	0	13:30			4	0	4
01:45			0	0	0	13:45			8	22	30
02:00			0	0	0	14:00			15	0	15
02:15			0	0	0	14:15			19	0	19
02:30			0	0	0	14:30			19	0	19
02:45			0	0	0	14:45			41	94	135
03:00			0	0	0	15:00			65	0	65
03:15			0	0	0	15:15			28	0	28
03:30			0	0	0	15:30			13	0	13
03:45			0	0	0	15:45			6	112	118
04:00			0	0	0	16:00			3	0	3
04:15			0	0	0	16:15			9	0	9
04:30			1	0	1	16:30			5	0	5
04:45			0	1	1	16:45			3	20	23
05:00			1	0	1	17:00			15	0	15
05:15			1	0	1	17:15			5	0	5
05:30			1	0	1	17:30			0	0	0
05:45			0	3	3	17:45			0	20	20
06:00			3	0	3	18:00			3	0	3
06:15			1	0	1	18:15			0	0	0
06:30			2	0	2	18:30			0	0	0
06:45			1	7	8	18:45			0	3	3
07:00			2	0	2	19:00			0	0	0
07:15			11	0	11	19:15			0	0	0
07:30			27	0	27	19:30			0	0	0
07:45			127	167	294	19:45			1	1	2
08:00			53	0	53	20:00			0	0	0
08:15			109	0	109	20:15			0	0	0
08:30			23	0	23	20:30			0	0	0
08:45			15	200	215	20:45			0	0	0
09:00			4	0	4	21:00			0	0	0
09:15			7	0	7	21:15			1	0	1
09:30			3	0	3	21:30			0	0	0
09:45			5	19	24	21:45			1	2	3
10:00			1	0	1	22:00			0	0	0
10:15			2	0	2	22:15			0	0	0
10:30			2	0	2	22:30			0	0	0
10:45			6	11	17	22:45			0	0	0
11:00			1	0	1	23:00			0	0	0
11:15			0	0	0	23:15			0	0	0
11:30			4	0	4	23:30			0	0	0
11:45			7	12	19	23:45			0	0	0
TOTALS			420		420	TOTALS			295		295
SPLIT %			100.0%		58.7%	SPLIT %			100.0%		41.3%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	715	0	715	
AM Peak Hour			07:30		07:30	PM Peak Hour			14:30		14:30
AM Pk Volume			316		316	PM Pk Volume			153		153
Pk Hr Factor			0.622		0.622	Pk Hr Factor			0.588		0.588
7 - 9 Volume			367		367	4 - 6 Volume			40		40
7 - 9 Peak Hour			07:30		07:30	4 - 6 Peak Hour			16:15		16:15
7 - 9 Pk Volume			316		316	4 - 6 Pk Volume			32		32
Pk Hr Factor			0.622		0.622	Pk Hr Factor			0.533		0.533

ITM Peak Hour Summary

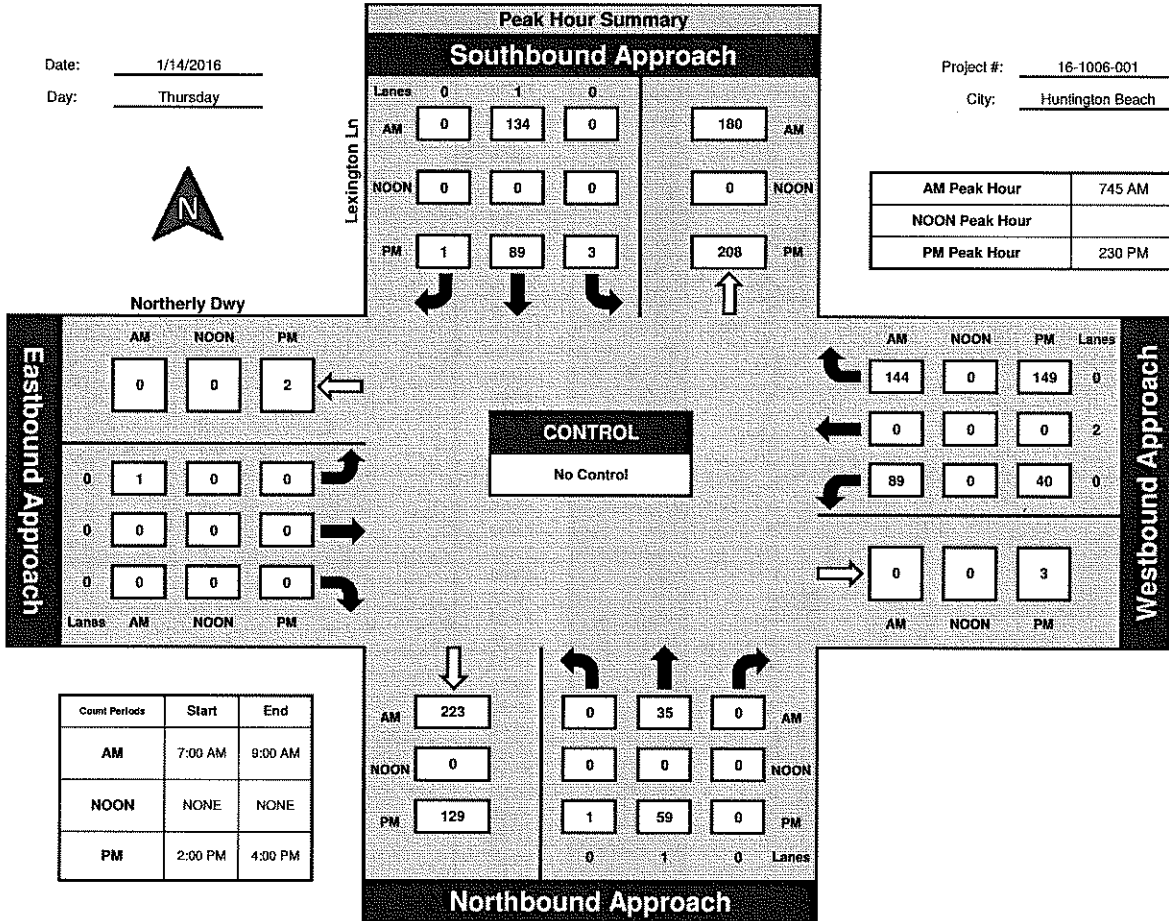
Prepared by:
NDS

National Data & Surveying Services

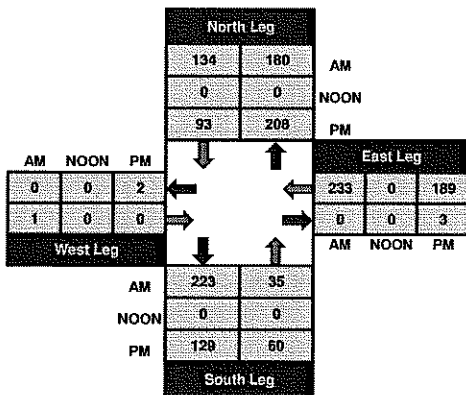
Lexington Ln and Northerly Dwy , Huntington Beach

Date: 1/14/2016
Day: Thursday

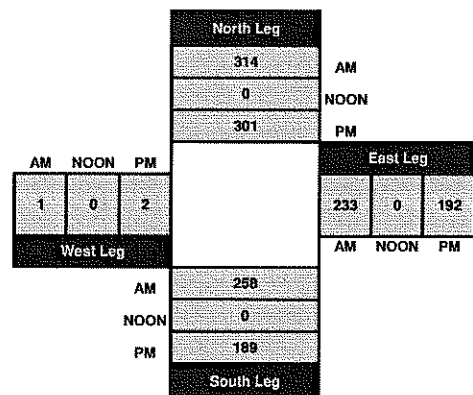
Project #: 16-1006-001
City: Huntington Beach



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

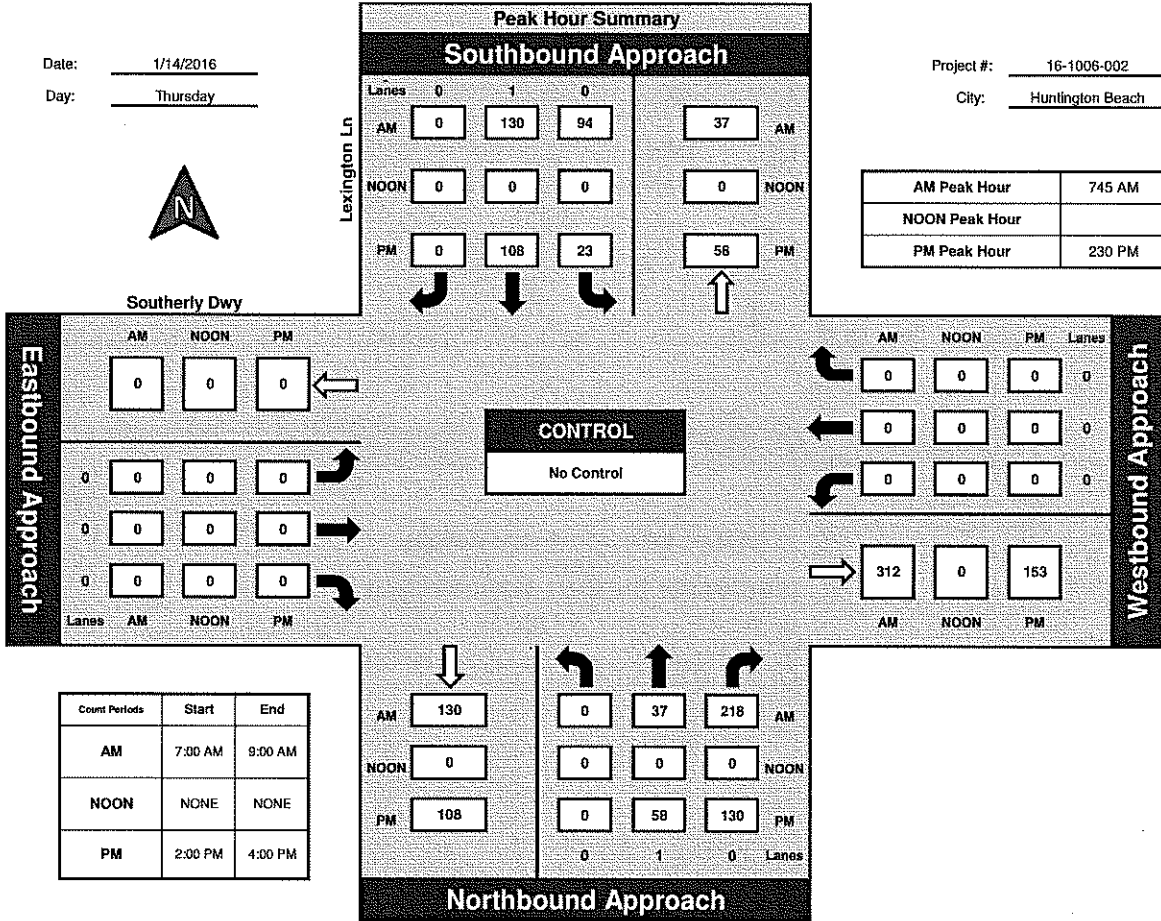


National Data & Surveying Services

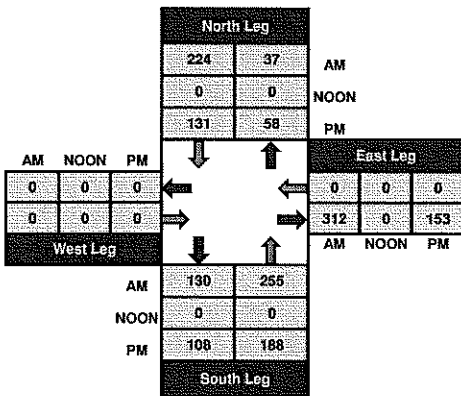
Lexington Ln and Southerly Dwy, Huntington Beach

Date: 1/14/2016
Day: Thursday

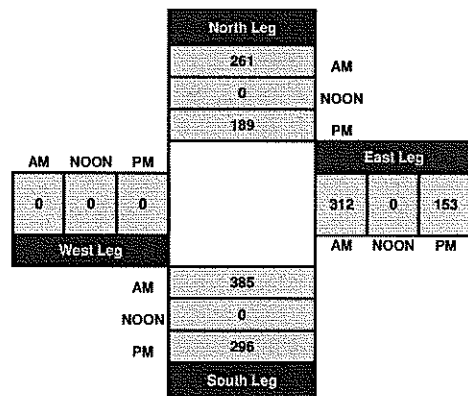
Project #: 16-1006-002
City: Huntington Beach



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 16-1006-001

City: Huntington Beach

PM

Date: 1/14/2016

Day: Thursday

NS/EW Streets:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	Lexington Ln	Lexington Ln	Northerly Dwy	Lexington Ln	Lexington Ln	Northerly Dwy	Lexington Ln	Lexington Ln	Northerly Dwy	Lexington Ln	Lexington Ln	Northerly Dwy
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	0	1	0	0	1	0	0	0	0	0	2	0
PEAK HR START TIME:	2:00 PM											
PEAK HR VOL:	0	5	0	0	11	0	0	0	0	4	0	2
PEAK HR FACTOR:	0.833											
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	1	101	0	4	148	1	1	0	0	64	1	123
APPROACH %:	99.02%											
PEAK HR START TIME:	2:30 PM											
PEAK HR VOL:	1	59	0	3	89	1	0	0	0	40	0	149
PEAK HR FACTOR:	0.833											
TOTAL	494											

CONTROL : No Control

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 16-1006-001

City: Huntington Beach

AM

Date: 1/14/2016

Day: Thursday

NS/EW Streets:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	Lexington Ln	Lexington Ln	Northerly Dwy	Lexington Ln	Lexington Ln	Northerly Dwy	Lexington Ln	Lexington Ln	Northerly Dwy	Lexington Ln	Lexington Ln	Northerly Dwy
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	0	1	0	0	1	0	0	0	0	0	2	0
PEAK HR START TIME:	7:45 AM											
PEAK HR VOL:	0	35	0	0	134	0	1	0	0	89	0	144
PEAK HR FACTOR:	0.795											
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	0	67	0	0	180	0	1	0	0	109	0	182
APPROACH %:	100.00%											
PEAK HR START TIME:	7:00 AM											
PEAK HR VOL:	0	6	0	5	0	0	0	0	0	1	0	0
PEAK HR FACTOR:	0.795											
TOTAL	519											

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-1125-001

Day: Tuesday

City: Huntington Beach

Date: 5/17/2016

		AM												
NS/EW Streets:		Lexington Ln			Lexington Ln			Dwy 1			Dwy 1			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	7:00 AM	0	9	0	0	8	0	0	0	0	1	0	1	19
	7:15 AM	0	12	0	0	15	0	0	0	0	1	0	1	29
	7:30 AM	0	10	0	0	27	0	0	0	0	4	0	11	52
	7:45 AM	0	13	0	0	49	0	0	0	0	35	0	48	145
	8:00 AM	0	11	0	0	30	0	0	0	0	17	0	37	95
	8:15 AM	0	13	0	0	36	0	0	0	0	8	0	47	104
	8:30 AM	0	10	0	0	30	0	0	0	0	6	0	39	85
	8:45 AM	0	9	0	0	25	0	0	0	0	4	0	23	61
TOTAL VOLUMES :		0	87	0	0	220	0	0	0	0	76	0	207	590
APPROACH %'s :		0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	26.86%	0.00%	73.14%	
PEAK HR START TIME :		7:45 AM												TOTAL
PEAK HR VOL :		0	47	0	0	145	0	0	0	0	66	0	171	429
PEAK HR FACTOR :		0.904			0.740			0.000			0.714			0.740

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-1125-001

Day: Tuesday

City: Huntington Beach

Date: 5/17/2016

		PM												
NS/EW Streets:		Lexington Ln			Lexington Ln			Dwy 1			Dwy 1			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2:00 PM	0	12	0	0	18	0	0	0	0	6	0	2	38
	2:15 PM	0	15	0	0	22	0	0	0	0	2	0	3	42
	2:30 PM	1	11	0	0	28	0	0	0	0	0	0	23	63
	2:45 PM	2	14	0	0	24	0	0	0	0	3	0	28	71
	3:00 PM	0	17	0	0	15	0	0	0	0	7	0	52	91
	3:15 PM	0	22	0	0	29	0	0	0	0	11	0	69	131
	3:30 PM	0	17	0	0	14	0	0	0	0	7	0	11	49
	3:45 PM	0	14	0	0	8	0	0	0	0	8	0	10	40
TOTAL VOLUMES :		3	122	0	0	158	0	0	0	0	44	0	198	525
APPROACH %'s :		2.40%	97.60%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	18.18%	0.00%	81.82%	
PEAK HR START TIME :		2:30 PM												TOTAL
PEAK HR VOL :		3	64	0	0	96	0	0	0	0	21	0	172	356
PEAK HR FACTOR :		0.761			0.828			0.000			0.603			0.679

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-1125-002

Day: Tuesday

City: Huntington Beach

Date: 5/17/2016

AM													
NS/EW Streets:	Lexington Ln			Lexington Ln			Dwy 2			Dwy 2			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	10	2	3	7	0	0	0	0	0	0	0	22
7:15 AM	0	10	7	3	11	0	0	0	0	0	0	0	31
7:30 AM	0	12	25	11	23	0	0	0	0	0	0	0	71
7:45 AM	0	13	83	32	52	0	1	0	0	0	0	0	181
8:00 AM	0	12	48	13	33	0	0	0	0	0	0	0	106
8:15 AM	0	12	62	25	20	0	0	0	0	0	0	0	119
8:30 AM	0	9	21	10	29	0	0	0	0	0	0	0	69
8:45 AM	0	12	6	11	18	0	0	0	0	0	0	0	47
TOTAL VOLUMES :	0	90	254	108	193	0	1	0	0	0	0	0	646
APPROACH %'s :	0.00%	26.16%	73.84%	35.88%	64.12%	0.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	7:30 AM												TOTAL
PEAK HR VOL :	0	49	218	81	128	0	1	0	0	0	0	0	477
PEAK HR FACTOR :		0.695		0.622			0.250			0.000			0.659

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-1125-002

Day: Tuesday

City: Huntington Beach

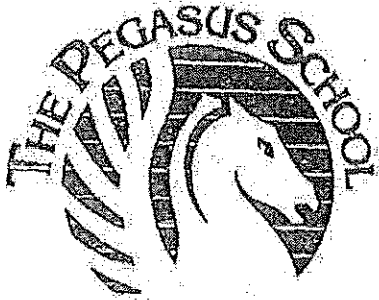
Date: 5/17/2016

PM													
NS/EW Streets:	Lexington Ln			Lexington Ln			Dwy 2			Dwy 2			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	17	13	1	7	0	0	0	0	0	0	0	38
2:15 PM	0	13	19	11	21	0	0	0	0	0	0	0	64
2:30 PM	0	6	12	6	21	0	1	0	0	0	0	0	46
2:45 PM	0	21	39	3	24	0	0	0	0	0	0	0	87
3:00 PM	0	17	58	5	19	0	0	0	0	0	0	0	99
3:15 PM	0	19	28	8	36	0	0	0	0	0	0	0	91
3:30 PM	0	20	12	5	21	0	0	1	0	0	0	0	59
3:45 PM	0	18	15	2	16	1	0	0	0	0	0	0	52
TOTAL VOLUMES :	0	131	396	41	165	1	1	1	0	0	0	0	536
APPROACH %'s :	0.00%	40.06%	59.94%	19.81%	79.71%	0.48%	50.00%	50.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	2:45 PM												TOTAL
PEAK HR VOL :	0	77	137	21	100	0	0	1	0	0	0	0	336
PEAK HR FACTOR :		0.713		0.688			0.250			0.000			0.848

CONTROL : No Control

ATTACHMENT B

TRANSPORTATION MITIGATION PLAN (2001)



19692 Lexington Lane, Huntington Beach, CA 92646-3763
(714) 964-1224 Fax (714) 962-6047

Founder/Director: LAURA KATZ HATHAWAY, Ed.D.
"Building wings so bright minds can soar"

December 21, 2001

Mr. Herb Fauland, Senior Planner
City of Huntington Beach
Department of Planning
2000 Main Street
PO Box 190
Huntington Beach, CA 92648

Dear Herb,

The Pegasus School manages a most comprehensive and well-run carpool program. Mitigation measures and accommodations that have already been made to improve the efficiency of the School's transportation program include:

- Many self-studies to monitor and improve upon the traffic situations.
- Hosting meetings with the neighbors to discuss neighborhood issues.
- Distributing its calendar quarterly to neighbors to inform them of upcoming events.
- Training on carpool procedures during New Parent Orientation.
- Distributing updated carpool policies in the annual School Handbook.*
- Communicating to its families via the Friday Flyer concerns regarding carpool etiquette, neighbors concerns and methods of improvements on an as-needed basis.
- Providing overflow parking on the blacktop in the rear of the Activities Center to remove vehicles from the streets during events with high attendance.
- Eliminating student pick up and drop off at the Shalom gate to minimize the traffic on the little cul-de-sac.
- Creating a staff lot on Shalom to remove staff cars from the streets. Neither volunteers nor other visitors to our campus are allowed to park in this lot so as to help with minimizing traffic on Shalom.
- Building and expanding the parking lot in the front of the School and the Activities Center. This lot is now utilized for all arrival and dismissal carpools.
- Creating three staggered dismissal times to eliminate one long line snaking through the neighborhood streets in the afternoons.
- Creating three arrival times to develop a more even flow of traffic through the neighborhood in the morning.



Member, California Association of Independent Schools
Member, National Association of Independent Schools
A nonprofit educational corporation.

ATTACHMENT NO. 3.1

- Instituting a busing program for the 2000/01 school year. The School began subsidizing the busing program in 9/01. As of 12/17/01, 55 riders are enrolled. (11.25%)
- Employing Teacher Assistants to ride the bus to monitor the students until they reach their destinations. This added service has helped to promote the bus program.
- Encouraging families to join carpools. The School publishes and distributes lists by zip code to introduce Pegasus families to each other and facilitate carpooling.
- Based upon the repeated traffic counts, the average vehicle has 1.5 student riders. (51% of our students participate in carpooling.)
- Providing FREE extended day care for students waiting for their carpool or bus in the afternoon to help encourage families to utilize carpools and/or the busing program. Free extended care is also provided in the morning for those students who arrive earlier than their official start time due to a carpool.
- Placing Teacher Assistants at several points, on and off our campus, to manage the carpool line.
- Requiring all faculty to be on duty during the carpool.
- Using walkie/talkie radios and head sets to communicate and monitor traffic flow.
- Coordinating the carpool to be sensitive to FVSD bus stop schedule, allowing students to disembark safely.
- Placing two "school zone" signs on Lexington in 1997 to encourage slower, more appropriately paced traffic through the neighborhood.
- Erecting (at neighbors' requests) a "right turn only" sign at the exit of the parking lot in 1997 to spread the traffic through the neighborhood instead of having it impact one particular street. (The good majority of our cars enter at Ranger and Constitution. With the right turn sign, all must leave via Shangri La, instead of returning down Lexington.)
- Repeatedly inviting the Police Department to monitor the traffic and cite violators.
- Requiring drivers in the carpool to turn off their engines to eliminate noise and exhaust.

Additional Mitigation measures include:

- Continuing all existing policies, procedures and programs.
- Guaranteeing that 65 new students will not result in any new trips in the neighborhood. This will be accomplished through an added bus and continued (but stronger) emphasis on every family participating in a carpool.
- Adding a third bus to the program to service more Huntington Beach students. (note: parents dropping students a central/regional bus stops shows effort and commitment)
- Establishing a baseline of Pegasus trips in the neighborhood and monitoring/ comparing annually to demonstrate no net increase.
- Evaluating the removal of the "right turn only" sign at the parking lot exit
- Requesting FVSD to relocate the school district bus stop on Shalom adjacent to the preschool playground to another spot within the neighborhood.
- Posting a "no parking" sign from 2:00-4:00 pm Monday- Friday
- Adding a parking lot expansion on Lexington.



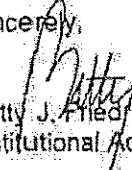
**THE PEGASUS SCHOOL HANDBOOK
2001 - 2002**



**The Pegasus School
19692 Lexington Lane
Huntington Beach, CA 92646
(714) 964-1224 phone
(714) 962-6047 fax
www.pegasus-school.net**

We thank you again for taking the time to review The Pegasus School's traffic mitigation policies, both current and proposed. Please feel free to phone me at (714) 964-1224 extension 1111 if you should have any questions or concerns.

Sincerely,


Betty J. Friedrichs
Institutional Advancement

- * The Pegasus School Handbook pages concerning the carpool are attached for your review.

Carpool/D. issal

All students are dismissed east of the parking lot by the Middle School Building via a carpool line. (Please refer to the map at the end of this handbook.) When you arrive in line, please turn off your engine (but stay in your car) until the line begins to move. The noise and the exhaust from the cars are an irritant and distraction to our faculty and students in the Middle School Building. Please do not arrive too early for your dismissal as this may complicate the carpools. If you have arrived prior to the preceding carpool, please wait on Shalom Street until the line has cleared the circle. Carpool times are:

- Preschool through Grade Two: 2:30 pm
- Grades Three through Five: 3:00 pm
- Grade Six through Eight: 3:30 pm

2:30 p.m. drivers should form two lines beginning at the entrance to the parking lot. The two lines merge into a single lane for pick up. Drivers for the 3:00 and 3:30 p.m. carpools should also form two lines. For drivers who are picking up students who have been in Extended Day, please enter the line in the inside lane (closest to the buildings).

Parents are requested to stay in their cars. The safety of all students is our primary concern; the students will be directed into the cars by the faculty. Students will not be released to an adult who is not in a car in the carpool line. Parents who work in the classroom and visitors on campus should leave in time to join the carpool line for dismissal. In lieu of joining the carpool line, you may wait with your child at the dismissal location until the last child has been picked up before walking to your car and exiting. Foot traffic is not permitted in the parking lot during dismissal.

In order to move the carpool lines efficiently, all drivers must have their carpool signs displayed in their front windows. Clearly written on each sign should be the last names of all of the children being picked up by your carpool.

Please join the carpool by driving to the end of the line. Please do not drive through the faculty parking lot and then cut into the line. **WHEN YOU JOIN THE CARPOOL LINE, PLEASE DISCONTINUE USE OF ALL CELLULAR PHONES AND COMPUTER EQUIPMENT UNTIL CHILDREN ARE SAFELY BUCKLED IN THE CAR, AND YOU ARE OFF SCHOOL GROUNDS.** Aside from being potentially distracting, cell phone and electronic transmissions interfere with our radio communication system used during dismissal. Your undivided attention is needed to ensure student safety.

Students will be dismissed to an authorized adult only. For this reason, the list of adults authorized to pick up your child should be kept up-to-date in the office. A child may go home with another parent only if that parent is authorized on your emergency information form or if you have sent a note to your child's teacher granting such permission. Adults may be asked at any time to show a supervising staff person their identification.

When a student needs to be dismissed early for a doctor's appointment or similar reason, the parent or designated adult must first sign the student out in the Front Office. The office staff will then call the classroom, and the student will be sent to the office for dismissal. This policy is in effect to protect our students and to comply with legal requirements.

Field Trips

Faculty members make all necessary arrangements for field trips and post the date on the Master Calendar in the office. Only parents of Pegasus students (no nannies please) are allowed to drive or chaperone field trips. A field trip may be canceled if there are not enough parent drivers available. Teachers and aides may not drive any students without the express permission of the Director or appropriate Division Director.

PARKING LOT AND CARPOOL REMINDERS:

**PLEASE GO TO THE END OF THE CARPOOL LINE THAT FORMS ON
CARMANIA LANE REGARDLESS OF WHICH STREET YOU HAVE USED TO
ENTER THE GLEN MAR TRACT**

KEEP CROSSWALKS, DRIVEWAYS, BUS ZONES CLEAR

DISPLAY COLOR CODED NAME TAG

TURN OFF CELL PHONES

STAY IN VEHICLE

PARKING LOT HAS ONE ENTRANCE, ONE EXIT, AND ONE WAY TRAFFIC

CARPOOL ETIQUETTE

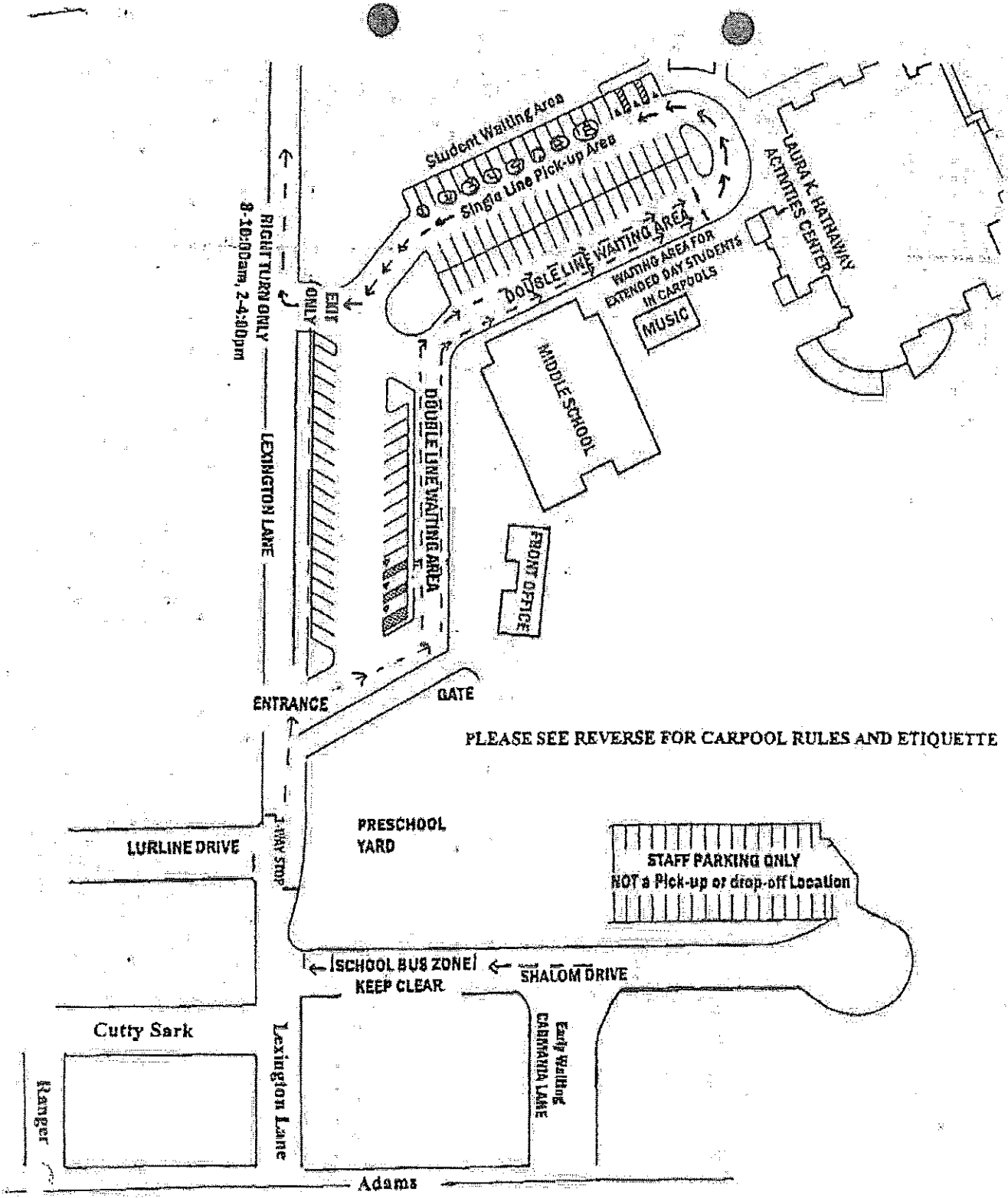
Do:

- Follow Directions of faculty and staff.
- Drive responsibly in neighborhood and parking lot.
- Stop at all stop signs.
- Train anyone who may drive carpool for you in appropriate carpool etiquette.

Do Not:

- Cut in line.
- Block driveways.
- Make a left into Pegasus driveway during carpool hours.
- Drop off or pick up students in Shalom parking lot.
- Block any street during carpool.
- Make U-turns in the middle of the block.
- Use neighbors driveways to turn around.

Please refer to map on reverse side



PLEASE SEE REVERSE FOR CARPOOL RULES AND ETIQUETTE

ATTACHMENT C

REVISED TRANSPORTATION MITIGATION PLAN (2016)



February 3, 2016

Ethan Edwards - Associate Planner
City of Huntington Beach
2000 Main Street
PO Box 190
Huntington Beach, CA 92648

Dear Ethan,

The Pegasus School has continued to work to manage our traffic efficiencies, and we have grown programs that were initially highlighted in the narrative that was submitted in 2001, to accompany the traffic study at that time. In fact, we would like to emphasize some of those programs and points here to demonstrate why we believe that the efficiencies we have achieved have already create the space to accommodate up to 30 additional students, while still reducing the number of overall vehicular traffic to our school from the numbers documented in 2001. In addition, we have eliminated some of the points from the letter of 2001, because they are no longer relevant or were changes that we made at that time which don't need to be restated, such as neighborhood signage that dates back to 1997.

Here are the mitigation measures and accommodations that have been made or enhanced to improve the efficiency of the School's transportation program:

1. The School has put great effort to expand its busing program in the last several years by providing more bus routes and new locations. The school financially subsidizes this program to provide an affordable program as an incentive for more ridership. In December 2001 we had 55 enrolled bus riders representing 11.25% of our student body. For school year 2015-16 we have an astounding 174 bus riders representing 30% of our student body. These results clearly demonstrate the success of the program which highlights our goal of reducing the amount of vehicles at carpool pickup and drivers in the neighborhood. To illustrate our efforts, we launched a new North Huntington Beach bus route for the 2015-16 school year to accommodate families that reside in and north of Huntington Beach. Previous to this bus route, all bus-stop locations were located in South Orange County area (Newport Beach). In school year 2015-16 we launched a new bus stop location in the Crystal Cove area in the South Orange County area, 16 miles from the school.

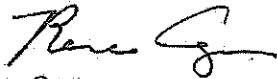
Where bright minds soar

2. Employ Teacher Assistants to ride the bus to monitor the students until they reach their destinations. This added service has helped to promote the bus program.
3. We participate in a neighborhood website called Nextdoor to ensure communication with neighbors including the post of major calendar events at the school. Through this website we have partnered with neighborhood initiatives such as hosting e-waste drive, offering neighborhood meetings, etc.
4. Training on carpool procedures during New Parent Orientation.
5. Distributing updated carpool policies in the annual School Handbook.
6. Communication to our families from the Head of School, via the Pegasus Post, regarding carpool etiquette, neighbors' concerns and methods of improvements on a regular basis.
7. Providing overflow parking on the blacktop in the rear of the Activities Center to remove vehicles from the streets during events with high attendance.
8. For the past several years, eliminated student pick up and drop off at the Shalom gate to minimize the traffic on the cul-de-sac.
9. Created a staff only lot on Shalom to remove cars from the streets. Neither volunteers nor other visitors to our campus are allowed to park in this lot to minimize traffic on Shalom.
10. Continue to use the parking lot in the front of the School and the Activities Center. This lot is now utilized for all arrival and dismissal carpools.
11. Operate three staggered dismissal times to eliminate one long line snaking through the neighborhood streets in the afternoons. We operate three arrival times to develop a more even flow of traffic through the neighborhood in the morning.
12. Encouraging families to join carpools. The School provides a student directory by city and zipcode on the Pegasus website to introduce Pegasus families to each other and facilitate carpooling.
13. We have exceeded our goal of maintaining the average vehicle count of 1.5 student riders from the 2001 traffic study. Our recent study in 2016, resulted in a higher amount with an average vehicle count of 1.6 student riders..
14. Providing FREE extended care for students waiting for their carpool or bus program, Free extended care is also provided in the morning for those students who arrive earlier than their official start time due to carpool.
15. Placing Teacher Assistants at several points, on and off our campus, to manage the carpool line.
16. Requiring faculty to be on duty during the carpool. We recently added a private (non armed) security guard during carpool pickup to help manage neighborhood traffic and operate a swift but safe carpool system.
17. Using walkie/talkie radios to communicate and monitor traffic flow.
18. Place student created art-work signs on Lexington Lane to remind families to be mindful of respecting driving rules and the safety of our neighborhood.
19. In 2001, as an accommodation to neighbors, we installed a "right turn only with hours of operation 8:00 - 10:00 am and 2:00 - 4:00 pm" sign at the exit of the parking lot to spread the traffic through the neighborhood instead of having impact one particular street. Since then, a second "right turn only" sign has since been installed on the same driveway to strengthen visibility of this right turn only rule.

20. Continuously inviting the Police Department to monitor the traffic and cite violators.
21. Requiring drivers in the carpool to turn off their engines to eliminate noise and exhaust.
22. Continuing all existing policies, procedures and programs.

We thank you again for taking the time to review The Pegasus School's traffic mitigation policies, both current and proposed. Please feel free to phone me at (714) 964-1224 extension 1110 if you should have any questions or concerns.

Sincerely,



Rene Cogan
Chief Financial Officer

