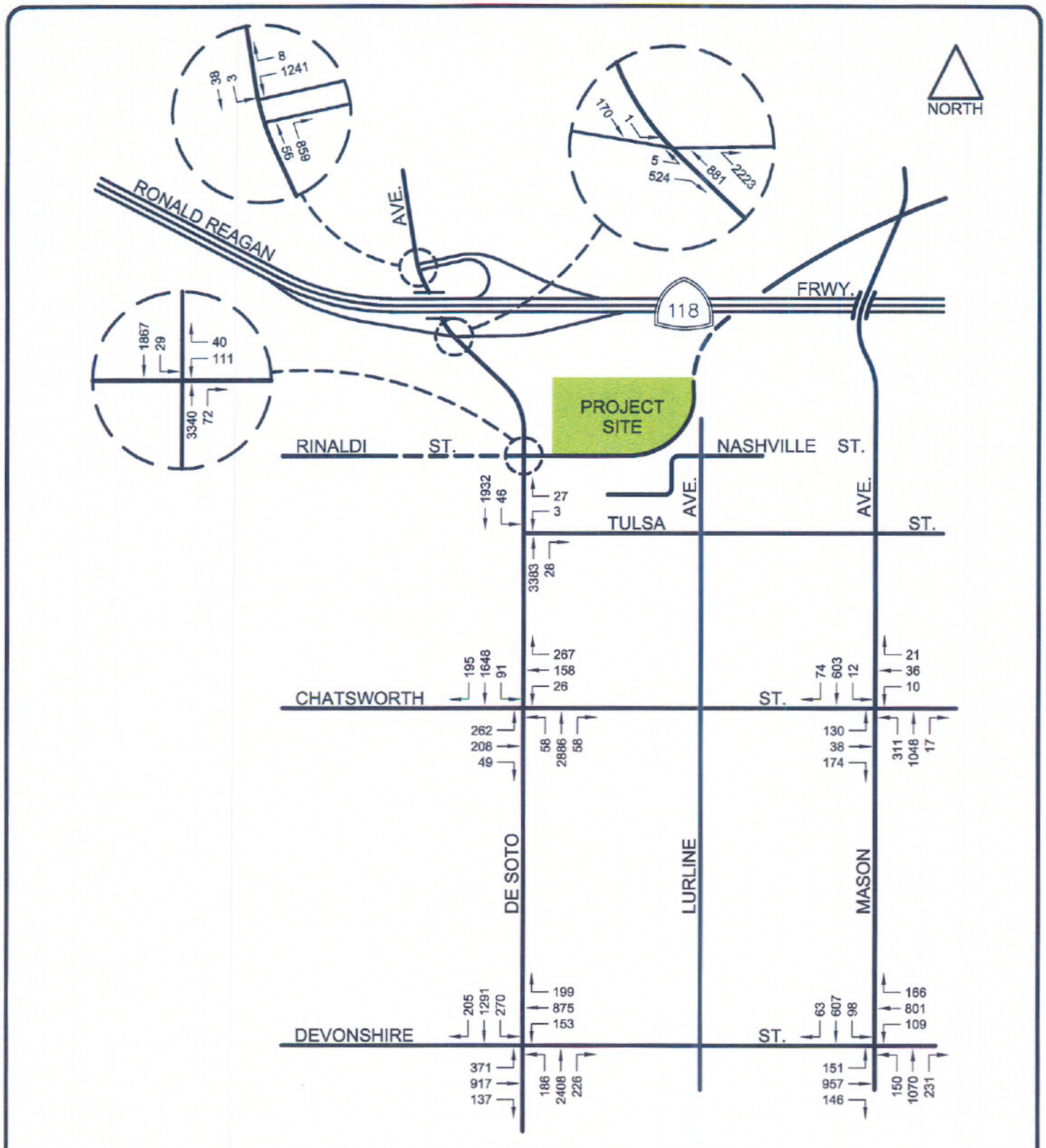

FIGURE 10(d)

9/3/2004

Sierra Canyon High School\PM2007WP(WORINALDI)

STICK

FUTURE (2007) TRAFFIC VOLUMES
WITH PROJECT
WITHOUT RINALDI STREET CONNECTED
PM PEAK HOUR

C&A
CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508
Transportation Planning• Traffic Engineering

Table 11(a)
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
Future (2007) Traffic Conditions – Without and With Project
With Rinaldi Street Connected
AM and PM Peak Hours

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	With Project Impact
1.	SR-118 WB Ramps & De Soto Ave.	AM	0.591	A	0.598	A	0.007
		PM	0.309	A	0.312	A	0.003
2.	SR-118 EB Ramps & De Soto Ave.	AM	0.892	D	0.899	D	0.007
		PM	0.363	A	0.372	A	0.009
3.	Rinaldi St. & De Soto Ave.	AM	0.740	C	0.812	D	0.072*
		PM	1.141	F	1.175	F	0.034*
4.	Tulsa St. & De Soto Ave.	AM	1.273	F	1.345	F	0.072*
		PM	1.430	F	1.462	F	0.032*
5.	Chatsworth St. & De Soto Ave.	AM	1.074	F	1.123	F	0.049*
		PM	1.035	F	1.059	F	0.024*
6.	Devonshire St. & De Soto Ave.	AM	1.022	F	1.039	F	0.017*
		PM	1.202	F	1.213	F	0.011*
7.	Chatsworth St. & Mason Ave.	AM	1.059	F	1.131	F	0.072*
		PM	0.996	E	1.037	F	0.041*
8.	Devonshire St. & Mason Ave.	AM	0.787	C	0.804	D	0.017
		PM	0.806	D	0.817	D	0.011

* Denotes significant impact, prior to mitigation.

Table 11(b)
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
Future (2007) Traffic Conditions – Without and With Project
Without Rinaldi Street Connected
AM and PM Peak Hours

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	With Project Impact
1.	SR-118 WB Ramps & De Soto Ave.	AM	0.981	E	0.993	E	0.012*
		PM	0.614	B	0.618	B	0.004
2.	SR-118 EB Ramps & De Soto Ave.	AM	0.911	E	0.923	E	0.012*
		PM	0.363	A	0.372	A	0.009
3.	Rinaldi St. & De Soto Ave.	AM	0.976	E	1.019	F	0.043*
		PM	1.119	F	1.170	F	0.051*
4.	Tulsa St. & De Soto Ave.	AM	1.275	F	1.351	F	0.076*
		PM	1.430	F	1.473	F	0.043*
5.	Chatsworth St. & De Soto Ave.	AM	1.074	F	1.116	F	0.042*
		PM	1.036	F	1.060	F	0.024*
6.	Devonshire St. & De Soto Ave.	AM	1.022	F	1.036	F	0.014*
		PM	1.202	F	1.213	F	0.011*
7.	Chatsworth St. & Mason Ave.	AM	1.060	F	1.122	F	0.062*
		PM	0.997	E	1.037	F	0.040*
8.	Devonshire St. & Mason Ave.	AM	0.787	C	0.801	D	0.014
		PM	0.806	D	0.817	D	0.011

* Denotes significant impact, prior to mitigation.

Freeway Impact Evaluation

An analysis of potential project traffic impacts on the nearby Ronald Reagan Freeway (SR-118) was also conducted. The Ronald Reagan Freeway, at De Soto Avenue near the project site, carries approximately 150,000 vehicles per day. Peak volumes both east and west of De Soto Avenue are approximately 16,000 vehicles per hour during several hours of the day. The Ronald Reagan Freeway in this vicinity provides four mainline and one peak hour travel lane per direction. Peak capacity of mainline freeway segments has been established at 2,000 vehicles per hour per lane (vphpl) for the mixed-flow lanes and 1,600 vphpl in the peak-hour lane, equating to a maximum directional freeway capacity of approximately 9,600 vehicles per hour in the project vicinity.

Project traffic additions to the freeway network were computed using the same trip generation, distribution, and assignment methodologies as described for the intersection impact analysis. These assumptions indicate that the Sierra Canyon High School will add new trips to the area freeway system. When the Rinaldi Street connection is completed, it is likely to reduce the project's freeway volumes east of De Soto Avenue.

A significant impact on the area freeway system is generally recognized by the CMP as an increase in the facility's volume-to-capacity (V/C) ratio of 0.02 or more, when the operating level of service is LOS F. It is anticipated that with future condition in 2025, the Ronald Reagan Freeway may operate under LOS F conditions in at least one direction during each of the peak hours. However, in order to affect a V/C increase of 0.02 or more, a project must add at least 192 vehicles per hour in either direction ((2,000 vphpl x 4 lanes + 1,600 vphpl) x 0.02). As shown in Table 12, the Sierra Canyon High School project freeway volumes will be substantially less than this threshold amount, and no significant freeway impacts are expected to occur. The project will, however, add incrementally to existing and future cumulative freeway congestion. However, the project's contribution to the cumulative growth on the freeway is less than 1% during all time periods in both directions. Measures to address such cumulative impacts are discussed in the Los Angeles County Congestion Management Plan (CMP).

Table 12
Future (2025) SR-118 Freeway Volumes

With Rinaldi Street Connection

Fwy Segment	Peak Period	Dir.	No. Lanes	Capacity	Future Without Project: Daily Volume	Future Without Project: Peak Hour	Future Without Project: D/C Ratio	Future Without Project: LOS	Future With Project: Daily Volume	Future With Project: Project Only	Future With Project: Peak Hour	Future With Project: D/C Ratio	Future With Project: LOS	% Project Impact
West of De Soto Ave.	AM	EB	5*	9,600	182,070	10,167	1.059	F(0)	182,203	46	10,213	1.064	F(0)	0.5%
		WB	5*	9,600		7,363	0.767	C		30	7,393	0.770	C	0.4%
	PM	EB	5*	9,600		8,670	0.903	D		13	8,683	0.904	D	0.1%
		WB	5*	9,600		10,179	1.060	F(0)		21	10,200	1.063	F(0)	0.2%
East of De Soto Ave.	AM	EB	5*	9,600	217,028	11,477	1.196	F(0)	217,072	10	11,487	1.197	F(0)	0.1%
		WB	5*	9,600		8,310	0.866	D		15	8,325	0.867	D	0.2%
	PM	EB	5*	9,600		9,787	1.019	F(0)		7	9,794	1.020	F(0)	0.1%
		WB	5*	9,600		11,490	1.197	F(0)		4	11,494	1.197	F(0)	0.0%

Without Rinaldi Street Connection

Fwy Segment	Peak Period	Dir.	No. Lanes	Capacity	Future Without Project: Daily Volume	Future Without Project: Peak Hour	Future Without Project: D/C Ratio	Future Without Project: LOS	Future With Project: Daily Volume	Future With Project: Project Only	Future With Project: Peak Hour	Future With Project: D/C Ratio	Future With Project: LOS	% Project Impact
West of De Soto Ave.	AM	EB	5*	9,600	182,070	10,312	1.074	F(0)	182,203	46	10,358	1.079	F(0)	0.4%
		WB	5*	9,600		7,468	0.778	D		30	7,498	0.781	D	0.4%
	PM	EB	5*	9,600		8,794	0.916	D		13	8,807	0.917	D	0.1%
		WB	5*	9,600		10,325	1.076	F(0)		21	10,346	1.078	F(0)	0.2%
East of De Soto Ave.	AM	EB	5*	9,600	217,028	11,641	1.213	F(0)	217,116	20	11,661	1.215	F(0)	0.2%
		WB	5*	9,600		8,429	0.878	D		30	8,459	0.881	D	0.4%
	PM	EB	5*	9,600		9,927	1.034	F(0)		14	9,941	1.036	F(0)	0.1%
		WB	5*	9,600		11,654	1.214	F(0)		9	11,663	1.215	F(0)	0.1%

* Includes HOV Lane

Neighborhood Traffic Impacts

In addition to the analysis of project traffic impacts at the eight study intersections, freeway segments and two CMP locations, a study of potential project traffic effects on the surrounding neighborhood streets was conducted.

New 24-hour traffic counts were performed on Tulsa Street west of Lurline Avenue to obtain existing traffic volumes on area roadways. The count was conducted on one of the days the intersection counts were conducted in 2004 and also during a day when area schools were in session. A summary of the existing (2004) daily traffic volumes are summarized in Table 13.

Table 13
Existing (2004) Daily Traffic Volume

Roadway	Segment	EB	WB	Total
Tulsa Street	West of Lurline Avenue	556	481	1,037

In order to evaluate potential project traffic impacts on this roadway, LADOT has developed a set of criteria based on average daily traffic (ADT) volumes of local streets. Future study year traffic volumes for the neighborhood streets were estimated using the same procedures described previously for the intersection analysis. Ambient traffic growth was estimated using the two percent per year growth factor recommended by LADOT. Trips expected to be generated by the identified related projects were then added to this growth-factored traffic volume base, to obtain the future year 2007 estimated daily traffic volumes on these roadways.

Project traffic volumes along the residential street were computed based on the aforementioned project trip assignments utilized in the intersection analysis.

As noted above, LADOT has defined criteria for determining whether project traffic increases to neighborhood streets are significant. These criteria involve an analysis of

daily traffic volumes on the neighborhood street in question. They are summarized below:

Table 14
Neighborhood Street
Traffic Impact Significance Criteria

Projected ADT (Including Project Traffic)	Project-Related Increase in Final Street ADT
0 to 999	16% or more
1,000 or more	12% or more
2,000 or more	10% or more
3,000 or more	8% or more

Based on this methodology and the traffic study assumptions, Table 15 summarizes the results of the neighborhood traffic impact analysis.

Table 15
Sierra Canyon High School Residential Street Analysis
Future Average Daily Traffic Volumes

Street Location	Future (2007) Without Project	Project Traffic	Future (2007) With Project Traffic	Percent Increase	Significant Impact Threshold Percent
With Rinaldi Street Connection:					
Tulsa St. west of Lurline Ave.	1,112	0	1,112	0%	12%
Without Rinaldi Street Connection:					
Tulsa St. west of Lurline Ave.	1,111	98	1,209	8.1%	12%

As shown in Table 15, according to LADOT-approved trip generation, assignment, and significance criteria, the Sierra Canyon High School will not result in a significant traffic impact on the study street segment prior to the Rinaldi Street connection. It should be noted that some parents may utilize Tulsa Street when accessing the school from the north and southeast until construction of Rinaldi Street is completed. The parents and

students will be encouraged to access the school site from the major boulevards if Rinaldi Street is not completed at the time that the school session starts. This will be done by providing reminders about the school being a "good neighbor" in school newsletters and flyers with specific requests to stay out of the neighboring communities and stay on the major boulevard. In addition, the project proposes to extend the time period for the left-turn prohibition on De Soto Avenue and Tulsa Street into the afternoon peak period. Details regarding the proposal are provided in the mitigation section of this report. Direct access to the school is from Rinaldi Street only and, according to street improvement plans, Lurline Avenue will not be connected to Rinaldi Street.

MITIGATION MEASURES

In order to mitigate project traffic impacts, improvements are recommended for implementation at the significantly impacted intersections and street segment identified in the previous sections. The traffic mitigation plan includes an aggressive Transportation Demand Management Program, in addition to signal and street improvements.

- Transportation Demand Management Program -- Sierra Canyon High School should implement a Transportation Demand Management (TDM) Program to reduce trips to and from the site. Such a program would encourage ridesharing of students to school where appropriate and feasible. The TDM plan would only allow the high school's junior and senior students to drive when accompanied by one other student (two-student carpools), and will provide assistance in matching students for the formation of parent-driven carpools. These carpools would reduce trips by bringing more than one student per vehicle to the site. A TDM plan incorporating these and other measures would be effective in reducing project trip generation. A draft plan for a TDM program for the Sierra Canyon High School is contained in Appendix A of this report. Although a much greater goal is likely to be achieved, a minimum of a 25% reduction in vehicle trips mitigates the significant impacts at the eastbound and westbound ramps of the Ronald Reagan Freeway and De Soto Avenue to a level of insignificance. These impacts occur only if Rinaldi Street is not completed at the time the school reaches full enrollment.

- Rinaldi Street and De Soto Avenue -- Contribute to Automated Traffic Surveillance and Control (ATSAC)/Adaptive Traffic Control System (ATCS)

signal improvement systems. The implementation of a grid system signal improvement along with the Porter Ranch development contributions will create an approximately 10% increase in capacity.

- Tulsa Street and De Soto Avenue -- Restripe the westbound approach from a shared left/right turn lane to a single left-turn lane and one right-turn lane within the existing right-of-way. Increase the existing southbound left-turn morning restriction from 7:00 AM to 9:00 AM to also include the afternoon peak period of 3:00 PM TO 7:00 PM at this intersection.
- Chatsworth Street and De Soto Avenue -- Contribute to ATSAC/ATCS.
- Devonshire Street and De Soto Avenue -- Contribute to ATSAC/ATCS.
- Chatsworth Street and Mason Avenue -- The Porter Ranch Specific Plan requires that a traffic signal be installed at this location. Implementation of this improvement mitigates the Sierra Canyon High School impact to a level of insignificance. It is recommended that the Porter Ranch developer and High School develop an agreement for installation of this signal prior to full enrollment of the school.
- Voluntary School Newsletter -- The school will voluntarily provide a newsletter with a section specifically addressing parking and access to the school. The school will encourage students and parents to commute to the school from the readily available major boulevards and not utilize the neighboring residential streets.

The above measures are recommended as a result of the project vehicular traffic impact analysis contained in this report. To determine the quantitative effect of these mitigation measures on the significantly impacted study intersections, an additional analysis was performed. Once in place, these mitigation measures will reduce the traffic impacts of

the proposed project on the surrounding street system to levels of insignificance as well as improve overall system improvements. The results of this analysis are presented in Tables 16(a), 16(b) and 16(c).

Table 16(a)
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
Future (2007) Traffic Conditions - With Project, With Mitigation
With Rinaldi Street Connected
AM and PM Peak Hours

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	With Project Impact	With Project, With Mitigation CMA	With Project, With Mitigation LOS	With Project, With Mitigation Impact
3.	Rinaldi St. &	AM	0.740	C	0.812	D	0.072*	0.695	B	-0.045
	De Soto Ave.	PM	1.141	F	1.175	F	0.034*	1.067	F	-0.074
4.	Tulsa St. &	AM	1.273	F	1.345	F	0.072*	1.263	F	-0.010
	De Soto Ave.	PM	1.430	F	1.462	F	0.032*	1.421	F	-0.009
5.	Chatsworth St. &	AM	1.074	F	1.123	F	0.049*	1.011	F	-0.063
	De Soto Ave.	PM	1.035	F	1.059	F	0.024*	0.967	E	-0.068
6.	Devonshire St. &	AM	1.022	F	1.039	F	0.017*	0.935	E	-0.087
	De Soto Ave.	PM	1.202	F	1.213	F	0.011*	1.110	F	-0.092
7.	Chatsworth St. &	AM	1.059	F	1.131	F	0.072*	0.827	D	-0.232
	Mason Ave.	PM	0.996	E	1.037	F	0.041*	0.769	C	-0.227

* Denotes significant impact, prior to mitigation.

Table 16(b)
Future (2007) Condition - With Project, With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
Without Rinaldi Street Connected
AM and PM Peak Hours

No.	Intersection	Peak Hour	Without Project		With Project			With Project, With Mitigation		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
1.	SR-118 WB Ramps &	AM	0.981	E	0.993	E	0.012*	0.990	E	0.009
	De Soto Ave.	PM	0.614	B	0.618	B	0.004	0.617	B	0.003
2.	SR-118 EB Ramps &	AM	0.911	E	0.923	E	0.012*	0.919	E	0.008
	De Soto Ave.	PM	0.363	A	0.372	A	0.009	0.370	A	0.007
3.	Rinaldi St. &	AM	0.976	E	1.019	F	0.043*	0.908	E	-0.068
	De Soto Ave.	PM	1.119	F	1.170	F	0.051*	1.057	F	-0.062
4.	Tulsa St. &	AM	1.275	F	1.351	F	0.076*	1.259	F	-0.016
	De Soto Ave.	PM	1.430	F	1.473	F	0.043*	1.424	F	-0.006
5.	Chatsworth St. &	AM	1.074	F	1.116	F	0.042*	1.006	F	-0.068
	De Soto Ave.	PM	1.036	F	1.060	F	0.024*	0.970	E	-0.066
6.	Devonshire St. &	AM	1.022	F	1.036	F	0.014*	0.933	E	-0.089
	De Soto Ave.	PM	1.202	F	1.213	F	0.011*	1.110	F	-0.092
7.	Chatsworth St. &	AM	1.060	F	1.122	F	0.062*	0.823	D	-0.237
	Mason Ave.	PM	0.997	E	1.037	F	0.040*	0.772	C	-0.225

* Denotes significant impact, prior to mitigation.

Table 16(c)
Sierra Canyon High School Residential Street Analysis
Average Daily Traffic Volumes With TDM Mitigation*

Street Location	Future (2007) Without Project	Project Traffic	Future (2007) With Project Traffic	Percent Increase	Significant Impact Threshold Percent
Without Rinaldi Street Connection:					
Tulsa St. west of Lurline Ave.	1,111	74	1,185	6.2%	12%

* The reduction is based on a 25% reduced volume associated with the school TDM Program. The goals are likely to be higher.

As the results of the supplemental analysis show, not only are project impacts mitigated to less than significant levels at all intersections with the implementation of the recommended measures, but future traffic conditions are expected to be better at most of the significantly impacted intersections than if no project were built during both the critical AM and PM peak hours. This indicates that the project mitigation package provides more capacity than is utilized by the proposed project, resulting in improved traffic conditions in the study area.

APPENDIX A

SIERRA CANYON HIGH SCHOOL

DRAFT TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

APPENDIX A
Sierra Canyon High School
Draft Transportation Demand Management Plan

Introduction

The Sierra Canyon School currently has a Transportation Demand Management (TDM) Plan for the existing elementary school serving grades Pre-K through 5, and a secondary school serving grades 6 through 8. Appropriate components of the existing program will be adopted by the High School while catering to the older student population and amenities for those students who drive.

TDM Plan Elements Recommended

Detailed next are the specific strategies Sierra Canyon High School will employ to achieve a rideshare program. The strategies outlined below are divided into three major categories to identify the School population targeted by each measure. Although the focus of the TDM program will be upon student transportation, measures to target faculty and staff will also be implemented. The three major categories are therefore: I) strategies targeted to students and their parents/guardians; II) strategies targeted to both students/parents and faculty/staff; and III) strategies targeted to only faculty and staff.

At the outset, it should be noted that a critical component of Sierra Canyon School's TDM Plan will be a School Transportation Coordinator. This person will be an employee of the School trained to fill the role of School Transportation Coordinator. The School Transportation Coordinator will have overall responsibility for implementing, managing and updating the School's TDM Plan, with some of the more specific tasks of the Coordinator incorporated into the descriptions of the TDM elements outlined next.

I. Strategies Targeted to Students/Parents

The School will introduce and/or maintain the following strategies as part of the enhanced TDM program to encourage student and parent participation in the School's TDM efforts:

1. School-Facilitated Rideshare Arrangements

   Sierra Canyon High School will take an active role in disseminating information that will assist students and parents/guardians with their rideshare arrangements. The action plan the Transportation Coordinator will carry out for this purpose is as follows:

   a) Mailer Prior to Each School Year – Approximately eight weeks prior to the beginning of each Fall semester, the School will prepare and mail a letter to Sierra Canyon School families that urges them to carpool to school, with public buses, walking and bicycling acknowledged as desirable travel modes. The mailing will introduce the Transportation Coordinator, provide information on a contact list of School families organized by residential zip code which students and parents can use to form carpools with one another. A map displaying the residential location of each listed family may also be included for ease of carpool matching, and as the program matures a list of continuing carpools with open seats could also be included.

      - All employees, students and parents will be urged to register their carpools with the Transportation Coordinator, for tracking purposes.

   b) Carpool Express Program – The High School will distribute information regarding the carpool express program enacted by the elementary and secondary school, which encourages students and parents to meet at an "off-campus" parking lot and carpool the remainder of the trip to and from Sierra Canyon High School. This program is geared towards gaining the participation

of families who are unable to form viable carpool arrangements through more traditional neighborhood-based carpools.

c) Transportation Assistance via Phone – Similar to the elementary and secondary school, the School's phone system will be designed to provide access to School personnel who can assist students and parents with carpool and bus information. This system will provide a means by which students and parents can request suggestions on potential carpool arrangements relevant to their particular needs.

d) School Website – Sierra Canyon High School will create a website page dedicated to transportation. The page will provide program amenities, services and incentives, while taking care not to supply too much information that could threaten the security of School families. The page may also be designed such that families can submit via the web page requests to the Transportation Coordinator for more specific information on potential carpool partners.

e) Handbook Section on Transportation Program – The School will dedicate a section of its Student Handbook to describe the applicable goals, policies, services and incentives of the implemented TDM Plan.

2. Unannounced Door Prizes / Prize Drawings for Same-Day Trip-Savers

Sierra Canyon High School will offer a prize-based incentive to add a level of excitement to the School trip-reduction program. The School will select one day at least twice per month on which students who travel to campus in eligible trip-saving modes that day will be entered into a special prize drawing or offered a "door" prize. Students and parents will not receive advance notice of the day selected for this event, which will thereby encourage students and their families to engage in trip-saving efforts as often as possible. Eligible trip-saving modes shall include carpools

with one or more Sierra Canyon students, bus service, and the satellite shuttle service. Students who live close to the campus and register to bicycle or walk will also qualify. Among the prizes that could be offered for the prize drawings are:

- Computer Equipment / Software / Store Gift Certificates;
- Electronic Gadgets;
- Movie Tickets, Concert Tickets, and/or Amusement Park Tickets;
- Pizza Lunch for their Class / Class of Choice
- Collectibles; and
- Television Show Screening Tickets.

Because the desirability of the prizes may differ by student or grade level, the School may offer a menu list of prizes per drawing from which the winners of the drawings could choose.

3. Student Loading/Unloading Area

A passenger staging area for drop-off and pick-up within the campus will be developed as part of the new campus. The campus staging area will be designed to facilitate pick-up and drop-off of students. The area should be monitored by school personnel to prevent delays and ensure safety of the students.

4. Student Operated Vehicles

Students who wish to drive and park on campus should be urged to arrive with a minimum of one additional Sierra Canyon High School student, for a total of at least two students per vehicle. Student drivers should register with the on-site coordinator to receive a campus parking pass. Each carpool should be required to register with the on-site coordinator within three weeks after the school start date, for tracking purposes.

II. Strategies Targeted to Students/Parents and Faculty/Staff

The School will introduce the following measures as part of the TDM program, to facilitate and encourage the participation of School families *and* faculty/staff in the School's TDM efforts.

1. Transportation Information Center

   The School's Transportation Coordinator will develop and maintain a "trip-savers" bulletin board to serve as the tangible focal point of the School's TDM program. It will be placed in a location visible to students, faculty, staff, and parents/guardians who visit the School, and will include:

   a) Carpool "Meet-Your-Match" Section, to provide another means through which members of the School population can form carpools with one another. This section will list students, parents or employees seeking new carpool partners by residential zip codes. A sign-up sheet for those who wish to be added to the list will also be included, and possibly a map that graphically displays approximate points of origin for ease of identifying potential partners. While the system will be set-up to enable people to make and modify their own arrangements, the School Transportation Coordinator will also use the posted information to assist carpool formation.

   b) Transportation Coordinator contact information, including office location, phone/voicemail extension and office hours.

   c) Availability of Other Site Amenities and Services, such as preferential parking for employee carpools and bicycle racks that may be useful to students or employees seeking alternative travel options.

   d) Map of Local Bus Routes and Bicycle Routes.

e) Suggestion Box, where members of the School population can offer comments or suggestions towards making the School TDM program more effective.

f) General Promotional Material on the clean-air benefits of TDM, and information on the importance of reducing vehicle trips made to the School.

2. Quarterly Mailer to School Population

On a quarterly basis the High School will publish traffic mitigation information in a communication that is mailed to all students, parents and staff, and made available to other users of the School facilities. The communication will include information on preferred travel routes to the campus; information and restrictions pertinent to the daily student drop-off/pick-up practices; a reminder of the school's ridesharing goals; information on available bus routes; and a reminder that the School Transportation Coordinator, the School Transportation Information Center, and the School transportation web page are available as tools to help find carpools and receive additional information on bus routes; and relevant parking information, including the requirement that all who are affiliated with the School park on-site when practical.

3. Bicycle Facilities

The School will provide bicycle parking racks in a number sufficient to meet the demand of the School population. On-site clothes lockers will also be available to employees and students who bicycle (or walk) to the campus. Showers will be available.

III. Strategies Targeted to Faculty/Staff

The School will introduce the following measures as part of the enhanced TDM program in order to facilitate and encourage participation by faculty and staff in the School's TDM efforts.

1. Preferred Parking for Employee Carpools

The School will initiate preferred carpool parking for employees who sign a commitment to carpool to campus with one another on a full-time basis (i.e., at least an average of four days per week). The preferred parking spaces will be identified as warranted by demand, through clearly marked signs and/or striping. Preference in terms of the location of the parking may also be given according to carpool size, to benefit larger carpools over smaller ones. The preferred carpool parking program will be monitored through a registration process which issues a numbered permit to each carpool authorized to use the preferred carpool parking.

2. Adjustable Work Hours

To facilitate carpooling among School employees, Sierra Canyon will allow staff members (and faculty members when possible) to permanently adjust the start and end times of their daily work schedule. Such adjustments will only be allowed upon the approval of the appropriate supervising administrator and/or School Headmaster, and only if needed to be able to commute to campus by carpool with another Sierra Canyon High School employee at least four days per week.

3. Trip-Savers Prize Drawing

The School will hold a special prize drawing each month for faculty and staff who commute to the School via carpool with another School employee or student, or by other approved trip-saving methods such as bicycling and walking, on at least a part-time basis. The value of the monthly prize will be at least $100, and could take the form of multiple prizes (e.g., $75 grand prize plus a pair of movie tickets). The drawing may also be turned into a morning or lunchtime event with refreshments and other perks to make the event more festive.

The number of ticket entries each employee receives for an upcoming monthly drawing will likely be based on the frequency at which the employee uses alternative

commute modes to reach the campus. Such a method can be based on signed monthly commuter logs submitted by participating employees, and will increase the probability of winning for those who use alternative modes most frequently while still encouraging and rewarding part-time efforts.

4. Emergency Ride Home Program

   The School will initiate a program to provide employees with a free taxi ride home (or other approved location) in the event of a daytime emergency or unexpected overtime. This service will be extended only to those employees who carpooled with another person from the School, bicycled or walked to campus on the day the service is needed. Eligible employees will each be limited to six emergency taxi rides per year.

Concluding Statement

The School offers the preceding items as a voluntary TDM plan and reserves the right to remove or revise strategies within this document, as needed, so long as such action does not compromise the overall effectiveness of the TDM Plan.

APPENDIX B

CONGESTION MANAGEMENT PROGRAM (CMP)

INTERSECTION ANALYSIS

APPENDIX B
Congestion Management Program (CMP) Intersection Analysis

As detailed in the preceding report, eight intersections in the immediate vicinity of the proposed project were examined in detail to determine the potential traffic-related impacts of the proposed project. These locations were selected by LADOT as the most likely intersections to be affected by the project following its completion. In addition, two other intersections in the project vicinity are listed in the CMP as monitoring locations:

- Devonshire Street and Topanga Canyon Boulevard
- Ronald Reagan Freeway Westbound Ramps and Topanga Canyon Boulevard

The CMP dictates that any CMP intersections "where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic)"[2] must be analyzed. During the AM peak hour, the project will add approximately nine vehicles to the intersection of Devonshire Street and Topanga Canyon Boulevard and approximately six vehicles to the Ronald Reagan Freeway westbound ramps and Topanga Canyon Boulevard. During the PM peak hour, the project will add approximately eight vehicles to the Devonshire Street /Topanga Canyon Boulevard intersection and approximately six vehicles to the Ronald Reagan Freeway westbound ramps/Topanga Canyon Boulevard intersection. As shown, the project volumes are anticipated to be substantially less than the 50 trip threshold at each of these locations during both the AM and PM peak hours. As such, the CMP indicates that no further analyses at these locations are required.

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[2] 2000 Congestion Management Program for Los Angeles County.

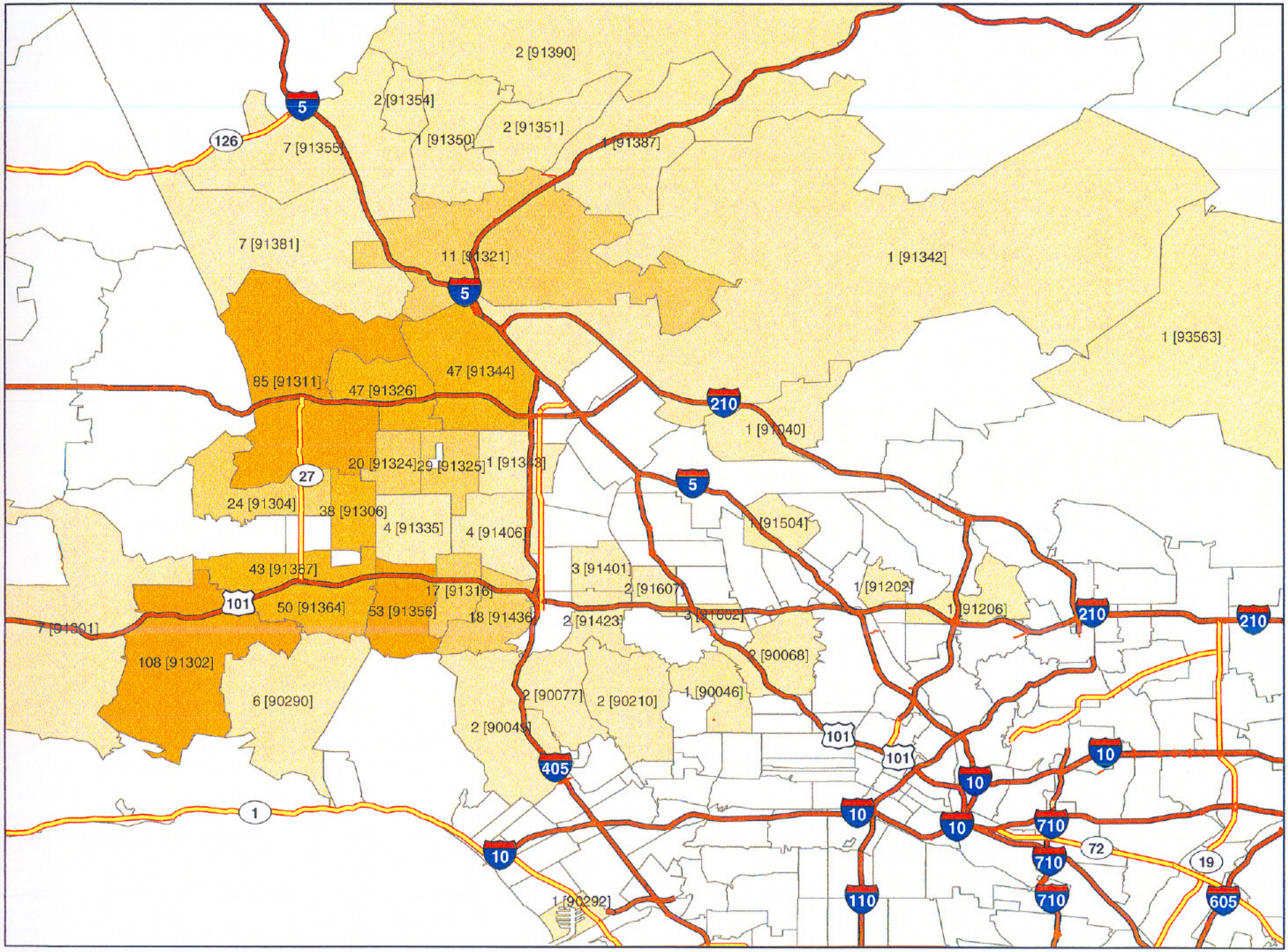
APPENDIX C

ZIP CODE ANALYSIS

PROJECT DISTRIBUTION SUMMARY

Sierra Canyon
Student Population Per Zip Code

Crain & Associates
Draft
02/19/04



APPENDIX D

INTERSECTION AND SEGMENT

COUNT INFORMATION

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: De Soto Ave

East/West: 118 WB Fwy Ramps

Day: AM Thursday Date: January 22, 2004 Weather: CLEAR
PM Thursday January 22, 2004
Hours: 7-9 AM 4-6 PM

School Day: YES District: WEST VALLEY

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	133	7:45	156	7:00	0	7:00	538	7:15
PM PK 15 MIN	234	5:15	9	4:00	0	3:00	301	4:15
AM PK HOUR	459	7:30	450	7:00	0	7:00	2,031	7:00
PM PK HOUR	843	5:00	26	4:00	0	3:00	1,102	4:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	6	424	430
8 - 9	0	14	328	342
4 - 5	0	20	674	694
5 - 6	0	15	828	843
TOTAL	0	55	2,254	2,309

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	3	447	0	450
8 - 9	6	205	0	211
4 - 5	5	21	0	26
5 - 6	2	14	0	16
TOTAL	16	687	0	703

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
880	N/A	N/A	N/A	N/A
553	N/A	N/A	N/A	N/A
720	N/A	N/A	N/A	N/A
859	N/A	N/A	N/A	N/A
3,012	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	0	0	0
8 - 9	0	0	0	0
4 - 5	0	0	0	0
5 - 6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	1,499	0	532	2,031
8 - 9	1,276	0	223	1,499
4 - 5	1,094	0	8	1,102
5 - 6	876	0	7	883
TOTAL	3,246	0	238	5,515

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2,031	N/A	N/A	N/A	N/A
1,499	N/A	N/A	N/A	N/A
1,102	N/A	N/A	N/A	N/A
883	N/A	N/A	N/A	N/A
5,515	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: De Soto Ave

East/West: 118 EB Fwy Ramps

Day: AM Thursday Date: January 22, 2004 Weather: CLEAR
PM Thursday January 22, 2004
Hours: 7-9 AM 4-6 PM

School Day: YES District: WEST VALLEY

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	483	7:45	514	7:00	212	7:30	0	7:00
PM PK 15 MIN	738	5:15	303	4:15	118	5:15	0	3:00
AM PK HOUR	1,893	7:00	1,947	7:00	764	7:00	0	7:00
PM PK HOUR	2,802	4:45	1,115	4:00	432	4:45	0	3:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	429	1,264	1,693
8 - 9	0	337	842	1,179
4 - 5	0	687	1,817	2,504
5 - 6	0	841	1,898	2,739
TOTAL	0	2,294	5,821	8,115

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	4	1,943	0	1,947
8 - 9	5	1,476	0	1,481
4 - 5	3	1,112	0	1,115
5 - 6	11	879	0	890
TOTAL	23	5,410	0	5,433

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
3,640	N/A	N/A	N/A	N/A
2,660	N/A	N/A	N/A	N/A
3,619	N/A	N/A	N/A	N/A
3,629	N/A	N/A	N/A	N/A
13,548	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	2	1	761	764
8 - 9	5	1	543	549
4 - 5	7	2	422	431
5 - 6	3	1	400	404
TOTAL	15	4	1,365	2,148

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	0	0	0
8 - 9	0	0	0	0
4 - 5	0	0	0	0
5 - 6	0	0	0	0
TOTAL	0	0	0	0

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
764	N/A	N/A	N/A	N/A
549	N/A	N/A	N/A	N/A
431	N/A	N/A	N/A	N/A
404	N/A	N/A	N/A	N/A
2,148	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: De Soto Ave
East/West: Rinaldi St

Day: AM Wednesday Date: January 21, 2004 Weather: CLEAR
PM Wednesday January 21, 2004
Hours: 7-9 AM 4-6 PM

School Day: YES District: WEST VALLEY

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	484	7:30	667	7:30	0	7:00	4	7:45
PM PK 15 MIN	775	4:45	433	5:30	0	3:00	3	4:30
AM PK HOUR	1,696	7:00	2,630	7:00	0	7:00	7	7:30
PM PK HOUR	2,933	4:45	1,641	5:00	0	3:00	7	4:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	1,694	2	1,696
8 - 9	0	1,246	2	1,248
4 - 5	0	2,764	0	2,764
5 - 6	0	2,794	3	2,797
TOTAL	0	8,498	7	8,505

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	TOTAL N-S	XING S/L Ped	XING S/L Sch	XING N/L Ped	XING N/L Sch
7 - 8	4	2,626	0	2,630	4,326	N/A	N/A	N/A	N/A
8 - 9	3	2,349	0	2,352	3,600	N/A	N/A	N/A	N/A
4 - 5	4	1,541	0	1,545	4,309	N/A	N/A	N/A	N/A
5 - 6	6	1,635	0	1,641	4,438	N/A	N/A	N/A	N/A
TOTAL	17	8,151	0	8,168	16,673	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	0	0	0
8 - 9	0	0	0	0
4 - 5	0	0	0	0
5 - 6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	TOTAL E-W	XING W/L Ped	XING W/L Sch	XING E/L Ped	XING E/L Sch
7 - 8	1	0	5	6	6	N/A	N/A	N/A	N/A
8 - 9	0	0	3	3	3	N/A	N/A	N/A	N/A
4 - 5	3	0	4	7	7	N/A	N/A	N/A	N/A
5 - 6	1	0	2	3	3	N/A	N/A	N/A	N/A
TOTAL	4	0	9	19	19	N/A	N/A	N/A	N/A