

## MEMORANDUM



## RANCHO PALOS VERDES

**TO: ARA MIHRANIAN, PRINCIPAL PLANNER  
SIAMAK MOTAHARI, SENIOR ENGINEER**

**FROM: JOANNE ITAGAKI, CONSULTANT TRAFFIC ENGINEER**

**DATE: JUNE 18, 2008**

**SUBJECT: MARYMOUNT COLLEGE – TRAFFIC COUNT DATA ANALYSIS**

I have reviewed the traffic count data (2006 and 2008) taken on various residential streets in the Mira Vista neighborhood. The traffic counts taken in 2006 were in question because during the count dates there was an unusual condition (pot hole) on Western Avenue that may have skewed the traffic counts taken in the residential area.

Updated traffic counts were taken on Tuesday, April 22, 2008 on the following streets:

- **Enrose Avenue between**
  1. Summerland Street and General Street
  2. General Street and Fairhill Drive
  3. Fairhill Drive and Crestwood Street
  4. Crestwood Street and Nobel View Drive
- **General Street between**
  5. Bayend Drive and Bernice Drive (W)
  6. Bayend Drive and Wycliff Avenue
  7. Fairhill Drive and Enrose Avenue
- **Trudie Drive between**
  8. Western Avenue and Highmore Avenue
  9. Homeworth Drive and Bayend Drive
  10. Bayend Drive and Trotwood Avenue
- **Via Colinita between**
  11. Enrose Avenue and Miraleste Drive

Table 1 identifies the changes in the annual daily traffic (ADT) counts taken in 2006 and in 2008. Based on this data, Enrose Avenue and Via Colinita experienced a decrease in traffic volumes; Trudie Drive experienced an increase in traffic volumes; and General Street experienced a decrease between Fairhill Drive and Enrose Avenue and an increase between Bayend Drive and Bernice Drive (W) and Bayend Drive and Wycliff Avenue.

The trip distribution was projected from the Marymount College EIR dated October 2007. Exhibit 5.3-8, from the EIR, indicated that 40% of the project trips would travel through the residential neighborhood. In addition, the EIR indicated in Table 5.3-29 that the project is forecasted to generate the following number of trips during various periods of the day.

- AM Peak Hour Trips = 120
- Mid-day Peak Hour Trips = 120
- Afternoon Peak Hour Trips = 126
- PM Peak Hour Trips = 129
- Total Daily Trips = 1,561

Tables 2 through 5 identify the increase in hourly traffic volumes on the residential streets in question. The Tables reflect the trip generation of the 4 peak periods (AM peak, Mid-day peak, Afternoon peak, and PM peak) analyzed in the EIR. The distribution pattern from the EIR indicated that there would be no additional trips on General Street.

The City uses the Los Angeles County Traffic Impact Analysis Report Guidelines dated January 1, 1997 to determine significant traffic impacts. This document has defined a significant traffic impact on two-lane roadways occurs when a project adds the following percentages based on LOS of the preproject conditions.

<b>TWO-LANE ROADWAYS</b>				
<b>Directional Split</b>	<b>Total Capacity (PCPH)</b>	<b>Percentages Increase in Passenger Car Per Hour (PCPH) by Project</b>		
		<b>Preproject LOS</b>		
		<b>C</b>	<b>D</b>	<b>E/F</b>
50/50	2,800	4	2	1
60/40	2,650	4	2	1
70/30	2,500	4	2	1
80/20	2,300	4	2	1
90/10	2,100	4	2	1
100/0	2,000	4	2	1

Source: Los Angeles County Traffic Impact Analysis Report Guidelines, January 1, 1997.

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In comparing this table with Tables 2 to 5, the roadway segments analyzed are operating at an acceptable Level of Service (LOS) "A" during all 4 periods. With the addition of the proposed project, the roadway segments continue to operate at an acceptable LOS "A".

Should you have any questions regarding this issue, please contact me.

Attachments

- Table 1 – ADT Analysis: Difference between 2006 and 2008 Traffic Counts
- Table 2 – Peak Hour Analysis: AM Peak Hour
- Table 3 – Peak Hour Analysis: Mid-day Peak Hour
- Table 4 – Peak Hour Analysis: Afternoon Peak Hour
- Table 5 – Peak Hour Analysis: PM Peak Hour

# MARYMOUNT COLLEGE

## ADT Analysis

Table 1

Difference between 2006 and 2008 Traffic Counts

Location		2006		2008		ADT Change	ADT Change (%)
		Count Date	ADT	Count Date	ADT		
Enrose Avenue between							
	Summerland St. and General St.	2/1/2006	3,857	4/22/2008	3,395	-462	-12.0%
	General St. and Fairhill Dr.	2/1/2006	2,240	4/22/2008	1,855	-385	-17.2%
	Fairhill Dr. and Crestwood St.	2/1/2006	1,853	4/22/2008	1,708	-145	-7.8%
	Crestwood St. and Nobel View Dr.	3/9/2006	1,791	4/22/2008	1,661	-130	-7.3%
General Street between							
	Bayend Dr. and Bernice Dr. (W)	2/1/2006	2,826	4/22/2008	3,117	291	10.3%
	Bayend Dr. and Wycliff Ave.	3/2/2006	3,293	4/22/2008	3,303	10	0.3%
	Fairhill Dr. and Enrose Ave.	2/1/2006	1,962	4/22/2008	1,536	-426	-21.7%
Trudie Drive between							
	Western Ave. and Highmore Ave.	1/31/2006	3,911	4/22/2008	5,001	1,090	27.9%
	Homeworth Dr. and Bayend Dr.	3/2/2006	2,807	4/22/2008	2,836	29	1.0%
	Bayend Dr. and Trotwood Ave.	3/9/2006	1,325	4/22/2008	1,439	114	8.6%
Via Colinita between							
	Enrose Ave. and Miraleste Dr.	2/1/2006	5,424	4/22/2008	3,415	-2,009	-37.0%

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## Peak Hour Analysis

Table 2 - AM PEAK HOUR

AM Peak Hour between 7 AM and 10 AM AM Peak Hour Total Trips = 120 40% = 48 trips

Location	AM Peak Hour	Traffic Volume			Preproject		Project Traffic Trips	Total Trips	With Project	
		NB/EB	SB/WB	Total	V/C	LOS			V/C	LOS
<b>Enrose Avenue between</b>										
60/40 split	8:00	220	143	363	0.14	A	48	411	0.16	A
60/40 split	8:00	74	112	186	0.07	A	48	234	0.09	A
70/30 split	8:00	121	52	173	0.07	A	48	221	0.09	A
60/40/split	7:00	100	74	174	0.07	A	48	222	0.08	A
<b>General Street between</b>										
60/40 split	8:00	113	148	261	0.10	A	0	261	0.10	A
60/40 split	8:00	210	151	361	0.14	A	0	361	0.14	A
60/40 split	8:00	101	65	166	0.06	A	0	166	0.06	A
<b>Trudie Drive between</b>										
60/40 split	8:00	381	127	508	0.19	A	48	556	0.21	A
50/50 split	8:00	154	162	316	0.11	A	48	364	0.13	A
60/40 split	8:00	83	56	139	0.05	A	48	187	0.07	A
<b>Via Colinita between</b>										
50/50 split	7:00	190	213	403	0.14	A	48	451	0.16	A

Capacity: pcph = passenger cars per hour  
 50/50 split = 2,800 pcph  
 60/40 split = 2,650 pcph  
 70/30 split = 2,500 pcph

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## Peak Hour Analysis

**Table 3 - MID-DAY PEAK HOUR**

Mid-Day Peak Hour between 11 AM and 1 PM      Mid-day Peak Hour Total Trips = 120      40% = 48 trips

Traffic Volume	Location		Mid-day Hour	Traffic Volume			Preproject		Project Traffic Trips	Total Trips	With Project	
	NB/EB	SB/WB		Total	V/C	LOS	V/C	LOS				
	Enrose Avenue between											
	50/50 split	Summerland St. and General St.	1:00	145	124	269	0.10	A	48	317	0.11	A
	50/50 split	General St. and Fairhill Dr.	1:00	57	67	124	0.04	A	48	172	0.06	A
	60/40 split	Fairhill Dr. and Crestwood St.	1:00	65	48	113	0.04	A	48	161	0.06	A
	50/50 split	Crestwood St. and Nobel View Dr.	1:00	45	53	98	0.04	A	48	146	0.05	A
	General Street between											
	50/50 split	Bayend Dr. and Bernice Dr. (W)	1:00	129	147	276	0.10	A	0	276	0.10	A
	50/50 split	Bayend Dr. and Wycliff Ave.	1:00	158	142	300	0.11	A	0	300	0.11	A
	50/50 split	Fairhill Dr. and Enrose Ave.	1:00	76	76	152	0.05	A	0	152	0.05	A
	Trudie Drive between											
	60/40 split	Western Ave. and Highmore Ave.	1:00	216	124	340	0.13	A	48	388	0.15	A
	50/50 split	Homeworth Dr. and Bayend Dr.	1:00	109	100	209	0.07	A	48	257	0.09	A
	70/30 split	Bayend Dr. and Trotwood Ave.	12:00	59	29	88	0.04	A	48	136	0.05	A
	Via Colinita between											
	50/50 split	Enrose Ave. and Miraleste Dr.	1:00	126	135	261	0.09	A	48	309	0.11	A

Capacity: pcph = passenger cars per hour  
 50/50 split = 2,800 pcph  
 60/40 split = 2,650 pcph  
 70/30 split = 2,500 pcph

**MARYMOUNT COLLEGE**  
**Peak Hour Analysis**  
**Table 4 - AFTERNOON PEAK HOUR**

Afternoon Peak Hour between 2 PM and 4 PM      Afternoon Peak Hour Total Trips = 126 40% = 50 trips

Traffic Volume Directional	Location	Afternoon Hour	Traffic Volume		Preproject		Project Traffic Trips	Total Trips	With Project		
			NB/EB	SB/WB	Total	V/C			LOS	V/C	LOS
<b>Enrose Avenue between</b>											
	60/40 split	3:00	223	139	362	0.14	A	50	412	0.16	A
	60/40 split	3:00	84	146	230	0.09	A	50	280	0.11	A
	70/30 split	3:00	150	68	218	0.09	A	50	268	0.11	A
	70/30 split	3:00	70	139	209	0.08	A	50	259	0.10	A
<b>General Street between</b>											
	50/50 split	3:00	114	109	223	0.08	A	0	223	0.08	A
	50/50 split	3:00	144	115	259	0.09	A	0	259	0.09	A
	50/50 split	3:00	66	62	128	0.05	A	0	128	0.05	A
<b>Trudie Drive between</b>											
	70/30 split	3:00	313	162	475	0.19	A	50	525	0.21	A
	60/40 split	3:00	126	157	283	0.11	A	50	333	0.13	A
	60/40 split	3:00	108	62	170	0.06	A	50	220	0.08	A
<b>Via Colinita between</b>											
	60/40 split	3:00	204	133	337	0.13	A	50	387	0.15	A

Capacity: pcph = passenger cars per hour  
50/50 split = 2,800 pcph  
60/40 split = 2,650 pcph  
70/30 split = 2,500 pcph

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## Peak Hour Analysis

Table 5 - PM PEAK HOUR

PM Peak Hour between 4 PM and 6 PM

PM Peak Hour Total Trips = 129

40% = 52 trips

Traffic Volume Directional	Location	PM Peak Hour	Traffic Volume			Preproject		Project Traffic Trips	Total Trips	With Project	
			NB/EB	SB/WB	Total	V/C	LOS			V/C	LOS
Enrose Avenue between											
50/50 split	Summerland St. and General St.	5:00	128	132	260	0.09	A	52	312	0.11	A
50/50 split	General St. and Fairhill Dr.	5:00	76	72	148	0.05	A	52	200	0.07	A
50/50 split	Fairhill Dr. and Crestwood St.	5:00	82	67	149	0.05	A	52	201	0.07	A
50/50 split	Crestwood St. and Nobel View Dr.	5:00	67	78	145	0.05	A	52	197	0.07	A
General Street between											
60/40 split	Bayend Dr. and Bernice Dr. (W)	5:00	101	133	234	0.09	A	0	234	0.09	A
50/50 split	Bayend Dr. and Wycliff Ave.	5:00	107	134	241	0.09	A	0	241	0.09	A
60/40 split	Fairhill Dr. and Enrose Ave.	5:00	42	58	100	0.04	A	0	100	0.04	A
Trudie Drive between											
60/40 split	Western Ave. and Highmore Ave.	5:00	164	235	399	0.15	A	52	451	0.17	A
70/30 split	Homeworth Dr. and Bayend Dr.	5:00	64	179	243	0.10	A	52	295	0.12	A
60/40 split	Bayend Dr. and Trotwood Ave.	5:00	59	77	136	0.05	A	52	188	0.07	A
Via Colinita between											
50/50 split	Enrose Ave. and Miraleste Dr.	5:00	127	132	259	0.09	A	52	311	0.11	A

Capacity: pcph = passenger cars per hour  
 50/50 split = 2,800 pcph  
 60/40 split = 2,650 pcph  
 70/30 split = 2,500 pcph