Appendix 7

Trip Generation Assessment and Construction Analysis

Appendix 7a

LADOT Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

15871 West Mulholland Drive
DOT Case No. Other WLA97-007

Date: October 13, 2020

To: Luciralia Ibarra, Senior City Planner
Department of City Planning

From: Hamed Sandoghdar, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED CURTIS SCHOOL NEW MASTER PLAN PROJECT LOCATED AT 15871 WEST MULHOLLAND DRIVE (CPC-2020-1086-SPE-DRB-SPP-MSP-ZAD-SPR/ ENV-2017-3972-EAF)**

The DOT has reviewed the transportation analysis prepared by Crain & Associates dated on April 30, 2020, with subsequent revision on October 2, 2020, for the proposed project located at 15871 West Mulholland Drive. In compliance with SB 743 and the CEQA, a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed Project is to demolish approximately 23,010 square feet of the existing facilities and construction of approximately 82,940 square feet of new school facilities. Upon completion of the new facilities the school will consist of approximately 130,053 square feet of facilities. The school currently has an enrollment of 487 students, with a maximum enrollment of 675 student allowed for the campus. Once completed the school is proposing an increase of 50 faculty members from the current 68 employees to a total of 118 employees. The school is not proposing any additional enrollment to the maximum allowed at current levels. Vehicular access to the campus will be provided via an existing signalised driveway located on the north side of Mulholland Drive and Walt Disney Drive. The project is providing surface parking on the site with a total of 189 parking spaces. A copy of the site plan is provided as **Attachment "A"**.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, since the project is not proposing an increase in the maximum allowed student enrollment which is the independent variable available in the VMT calculator for the school land use, it was determined that the project would generate a net increase of zero daily vehicle trips. Therefore, a VMT analysis is not required and it is concluded that implementation of the Project would not result in a significant Household and Work VMT. The VMT calculator version 1.3 was the latest VMT calculator available at the time the

analysis was submitted and accepted by DOT. A copy of the VMT calculator screening pages is provided as **Attachment "B"**.

However, since the project is proposing an addition of 50 faculty/ staff to the current school enrolment capacity from 68 to 118 employees. This increase in school employees is expected to generate an increase in the number of vehicle trips to and from the project site. Therefore, although not required under the DOT TAG, in order to provide a more conservative estimate of the project's daily vehicle trip generation, an alternative methodology using trip generation rates from the latest ITE Trip Generation Manual, 10th Edition (ITE Land Use Code 710-General office building) as well as existing empirical data from traffic counts collected during the Curtis school Annual Traffic Monitoring Report for last available five years (2015 through 2019) has been provided. Based on this alternative methodology analysis, it was determined that the project would generate a net increase of 133 daily vehicle trips. Therefore, further VMT analysis is not required. A copy of the trip generation rates and the overall methodology derivation (Table 1 and 2) can be found in **Attachment "C"**.

The Annual Traffic Monitoring Report is part of the existing, ongoing Transportation Demand Management (TDM) program the Curtis School is required to conduct.

C. Access and Circulation/ Construction

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. The project did not perform an access and circulation assessment since it does not meet the CEQA threshold to require further transportation analysis.

Although not required to provide an access and circulation analysis, based on the same City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC and as stated in the DOT TAG Section 1.6 and Section 3.4, the project has completed a required project construction analysis. DOT has reviewed this analysis and determined that it adequately discloses any concerns with project construction activities which are anticipated to be contained within the project site and would not be expected to adversely affect local pedestrian, bicycle, transit, or vehicle circulation.

PROJECT REQUIREMENTS

A. Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

Parking for vehicles and bicycles will be provided onsite. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

2. Highway Dedication and Street Widening Requirements
In order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

3. Project Access and Circulation
The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways.

4. Worksite Traffic Control Requirements
DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me or Pedro Ayala at (213) 485-1062.

Attachments

c: Timothy Fargo, DCP
Jason Douglas, Council District No. 11
Ken Firoozmand, DOT
Mike Patonai, Kevin Azarmahan, BOE
Ryan J. Kelly, Crain & Associates

15871 W. Mulholland Dr.: The Curtis School MP Update (Other WLA97-007)

Attachment "A"

The Curtis School
15871 Mulholland Drive, Los Angeles, CA 90049
Tel.: (310) 476-1251 Fax: (310) 476-1542

EHRENKRANTZ ECKSTUT & KUHN ARCHITECTS

Curtis School Los Angeles, CA

DRAWING TITLE: SITE PLAN | SCALE: NTS | DATE: 02.14.2020 | A-008

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

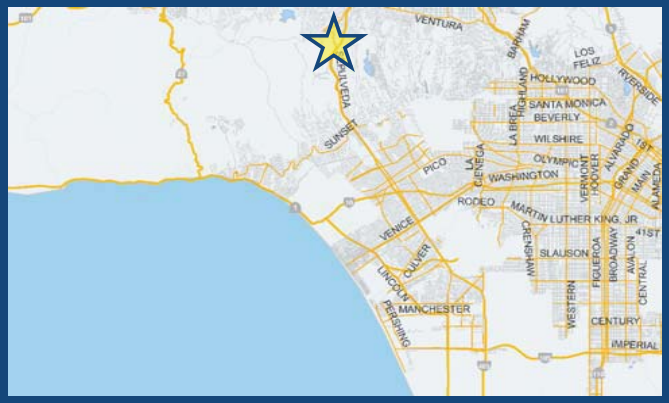
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: The Curtis School New Master Plan

Scenario: With Project

Address: 15871 W MULHOLLAND DR, 90049



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	487	Students
School | Private School (K-12)	487	Students

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	487	Students
School | Private School (K-12)	487	Students

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
1,077 Daily Vehicle Trips	1,077 Daily Vehicle Trips
12,820 Daily VMT	12,820 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	0 Net Daily Trips
The net increase in daily VMT ≤ 0	0 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

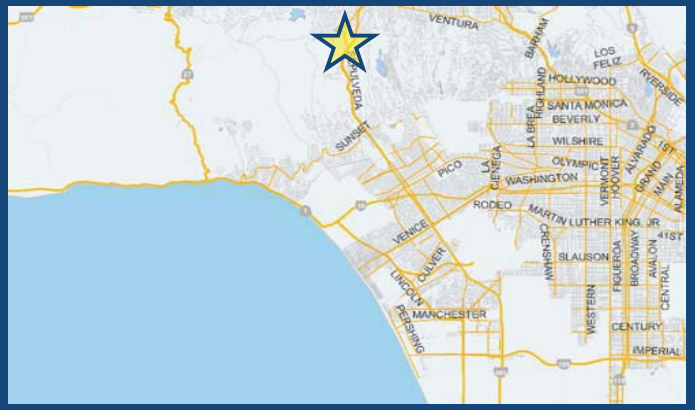
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: The Curtis School New Master Plan

Scenario: With Project

Address: 15871 W MULHOLLAND DR, 90049



Proposed Project Land Use Type	Value	Unit
School | Private School (K-12)		

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 189 city code parking provision for the project site
- 189 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 75 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,077 Daily Vehicle Trips	1,077 Daily Vehicle Trips
12,820 Daily VMT	12,820 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 7.4 15% Below APC	**Household: N/A** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

n

Table 1

General Office Building
Weekday Trip Generation Rates

General Office Building, ITE LUC 710 - General Urban/Suburban setting (trips per employee)

Daily:	T = 3.28 (E)
AM Peak Hour of Generator:	T = 0.47 (E); IB = 88%, OB = 17%

Where: T = Trip ends IB = Inbound
E = Employees OB = Outbound

Table 2

The Curtis School New Master Plan Project
Weekday Daily Vehicle Trip Generation Estimation

	The Curtis School	General Office Building (ITE LUC 710)
Measured AM Peak-Hour Inbound Vehicle Trip Rate (vehicle trips/employee)	0.335	0.414
Measured Daily Vehicle Trip Rate (vehicle trips/employee)	NA	3.28
Daily-to-AM Peak Hour Inbound Vehicle Trip Rate Ratio	NA	7.92
Calculated Daily Vehicle Trip Rate (vehicle trips/employee)	2.65	NA
Added Project Employees	50	NA
Added Daily Vehicle Trips	133	NA

Appendix 7b

VMT Trip Generation and Construction Analysis

300 Corporate Pointe, Suite 470, Culver City, CA 90230
T: (310) 473-6508 | www.crainandassociates.com

Email Transmittal

October 1, 2020

Mr. Pedro B. Ayala
Transportation Engineering Associate III
LADOT West LA / Coastal Development Review
7166 W. Manchester Boulevard
Los Angeles, CA 90045

Re: Trip Generation Assessment & Construction Analysis for The Curtis School New Master Plan Project, City of Los Angeles

Dear Pedro,

The Curtis School (the "School") is proposing a new Master Plan at 15871 Mulholland Drive, in the Mulholland Scenic Parkway Specific Plan area of the City of Los Angeles (the "City"). The School is a private school, with approximately 70,123 square feet of existing facilities, serving a kindergarten through 6th grade (K-6) student population. The existing facilities floor area has been refined since the preparation of transportation impact study for the new Master Plan project in 2018, which described the existing facilities size as approximately 67,970 square feet. During the 2019-2020 academic year, the School had an enrollment of 487 students, while the maximum permitted enrollment is 675 students. The project site, approximately 27 acres in size, is bounded generally by Mulholland Drive to the west and south, Mulholland Place to the north, and the San Diego Freeway (Interstate 405 [I-405]) to the east. The location of the project site is shown in Figure 1, Project Site Vicinity Map. In order to determine the level of transportation analysis required for the new Master Plan project, a trip generation assessment has been performed and is presented in this technical letter. In addition, as specifically requested by the Department of City Planning, this technical letter also contains a project construction analysis.

PROJECT DESCRIPTION

The School proposes to reconfigure, remodel, and expand the existing educational facilities, with no increase in the maximum permitted student enrollment (the "Project"). The Project proposes the demolition of approximately 23,010 square feet of existing buildings and the construction of approximately 82,940

square feet of new school facilities, for a net addition of 59,930 square feet of new facilities. Upon completion of the Project, the School site will contain approximately 130,053 square feet of facilities. The proposed facilities floor area has been updated since the preparation of transportation impact study for the Project in 2018, which described the proposed facilities size as approximately 126,040 square feet. School staffing modifications in connection with the Project include an increase in employment of up to 50 faculty/staff members, resulting in the School's employment cap rising from 68 to 118 employees.

The Project would continue to provide parking on the Project site in the form of surface parking spaces. As proposed, 189 total parking spaces would be provided, which would meet the parking requirements of the City of Los Angeles Municipal Code. Primary vehicular access to the Project site would continue to be provided via the full-access main driveway (Walt Disney Drive) that intersects the north side of Mulholland Drive. The conceptual site plan is shown in Figure 2.

TRANSPORTATION ASSESSMENT SCREENING CRITERIA

In July 2019, the City of Los Angeles Department of Transportation (LADOT) updated the City's *Transportation Assessment Guidelines* (the "TAG") to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the *Transportation Impact Study Guidelines* (December 2016) and shifted the performance metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA) from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City. Per the TAG, a Transportation Assessment (TA) is required when a project is likely to add 250 or more daily vehicle trips to the local street system. The trip generation assessment portion of this technical letter has been conducted to determine if the Project would generate 250 or more net daily vehicle trips and would, thereby, require the preparation of a TA.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines Section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate the requirement of further analysis

of a land use project's impact based on VMT. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips.*
2. *The project would generate a net increase in daily VMT.*

PROJECT TRIP GENERATION ASSESSMENT

VMT CALCULATOR

Along with the updated TAG, LADOT developed the VMT Calculator Version 1.3 v141 (the "VMT Calculator"). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model.

The VMT Calculator was utilized to determine the net daily trip generation for the Project. The VMT Calculator contains a set of land-use categories with trip generation rates and corresponding trip type data that can be chosen as best matching a land use project's characteristics. For the Project land use, the trip generation rates and trip type percentages for the most similar land use were applied in the VMT Calculator.

As shown in Attachment A, the School | Private School (K-12) land use rates were applied to the Project use. As shown, based on the VMT Calculator, the Project would generate 0 net daily vehicle trips and 0 net daily VMT. This is due to the fact that the School | Private School (K-12) land use has only one independent variable available in the VMT Calculator for generating trips and VMT: number of students. As part of the Project, there will be no increase in the maximum number of permitted students. Therefore, using the tools available via the VMT Calculator, the Project would generate fewer than 250 net daily vehicle trips, and the Project would not require the preparation of a TA or further VMT analysis, per the screening thresholds in the TAG.

However, based on the Project description above, the Project would add up to 50 faculty/staff to the School's employment cap (from 68 to 118 employees). This increase in School employees is expected to generate an increase in the number of vehicle trips made to and from the Project site. Therefore, although

not required under the City's TAG, in order to provide a more conservative estimate of the Project's net daily vehicle trip generation, an alternative methodology based on the latest edition of the ITE *Trip Generation Manual* was utilized to forecast the Project's net daily vehicle trips. In addition, this alternative estimation is conservative because it assumes that the Project will immediately add 50 staff members, when the School will likely add staff gradually as the Master Plan buildout occurs over many years, and may never add all 50 requested staff members.

ITE TRIP GENERATION MANUAL & SCHOOL TDM PROGRAM TRIP MONITORING

In order to estimate the net daily vehicle trips associated with the Project's additional 50 faculty/staff employees, trip generation rates were reviewed from the latest version of the ITE *Trip Generation Manual* (10th Edition, 2017). ITE Land Use Code (LUC) 710 – General Office Building was selected, as it represents a land use for which the vast majority of trips are associated with employees. Table 1 presents the trip generation rates and equations used to generate weekday daily and peak-hour vehicle trip estimates for ITE LUC 710.

Table 1
General Office Building
Weekday Trip Generation Rates

General Office Building, ITE LUC 710 - General Urban/Suburban setting (trips per employee)

Daily:	T = 3.28 (E)
AM Peak Hour of Generator:	T = 0.47 (E); IB = 88%, OB = 17%

Where: T = Trip ends, E = Employees, IB = Inbound, OB = Outbound

In addition, School employee trip behavior during the weekday AM peak hour was reviewed based on empirical data collected for the School's existing employment population. As part of the School's existing transportation demand management (TDM) program, the School's traffic is monitored on an annual basis. The results of the School's annual monitoring for the past five years (2015 through 2019) are included in Attachment B. As shown, the annual monitoring includes a study of vehicle occupancy for all inbound vehicles during the AM peak hour and outbound vehicles during the early afternoon School PM peak hour, with specific information on existing School employees. Given that the ITE manual does not include a

midday peak hour (such as the School PM peak hour) trip rate for the General Office Building LUC, the comparison will focus on the weekday AM peak hour of the generator.

As shown in Attachment B, between 29 and 40 existing employees (of the School's total 68 employees) arrived during the weekday AM peak hour of the School over the five-year monitoring period. They did so using between 19 and 26 vehicles. From this information, the existing School employees generated inbound vehicle trips during the AM peak hour at an average rate of approximately 0.335 arriving vehicles per employee.

Examining the general office building information from Table 1 above, the weekday daily vehicle trip rate is 3.28 trips per employee and the weekday AM peak hour of generator vehicle trip rate is 0.47 trips per employee. With an inbound/outbound split of 88 percent/12 percent during the AM peak hour of generator, the inbound vehicle trip rate is approximately 0.414 arriving vehicles per employee (0.47 x 0.88). From these office use trip rates, we can develop a weekday daily-to-inbound AM peak hour trip rate factor of approximately 7.92 (3.28 ÷ 0.414).

Applying this weekday daily-to-inbound AM peak hour trip rate factor to the School's average inbound vehicle trip rate observed during the AM peak hour over the past five years (approximately 0.335 arriving vehicles per employee), the School's weekday daily trip rate is estimated to be approximately 2.65 trips per employee. Using this daily trip rate, the Project's proposed increase in employment cap of 50 faculty/staff is anticipated to generate approximately 133 daily vehicle trips. It should be noted that the use of the monitoring results is appropriate for estimating trip activity for the Project. The School's TDM program rideshare requirements apply to existing faculty/staff and will continue to apply to the Project's potential additional 50 employees. Thus, it is reasonable to assume that the added employees will exhibit trip and rideshare behavior similar to existing employees. The overall Project trip generation derivation is summarized in Table 2 on the following page.

Thus, using trip generation tools more conservative than the VMT Calculator, the Project would generate fewer than 250 net daily vehicle trips, and the Project would not require the preparation of a TA or further VMT analysis, per the screening thresholds in the TAG.

Table 2
The Curtis School New Master Plan Project
Weekday Daily Vehicle Trip Generation Estimation

	The Curtis School	General Office Building (ITE LUC 710)
Measured AM Peak-Hour Inbound Vehicle Trip Rate (vehicle trips/employee)	0.335	0.414
Measured Daily Vehicle Trip Rate (vehicle trips/employee)	NA	3.28
Daily-to-AM Peak Hour Inbound Vehicle Trip Rate Ratio	NA	7.92
Calculated Daily Vehicle Trip Rate (vehicle trips/employee)	2.65	NA
Added Project Employees	50	NA
Added Daily Vehicle Trips	133	NA

PROJECT CONSTRUCTION ANALYSIS

The updated TAG requires an evaluation of potential impacts to pedestrian, bicycle, transit, and vehicle circulation resulting from the construction activities of development projects. In order to assist in determining whether further analysis of these construction impacts is required, the TAG establishes seven screening criteria to identify development projects that may reduce the functionality of nearby roadways. Further analysis of construction activities is required if any of the following screening criteria are met:

1. *The project requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in Mobility Plan 2035), which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if a residential street).*
2. *The project requires construction activities to take place within the right-of-way of a Collector or Local Street, which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and overnight closures if a residential street).*
3. *In-street construction activities would result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking, to an existing land use for more than one day, including day and evening and overnight closures if access is lost to residential units.*
4. *In-street construction activities would result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours.*

5. *In-street construction activities would result in the temporary loss of an existing bus stop or the rerouting of a bus route that serves the project site for more than one day.*
6. *Construction activities would result in the temporary removal and/or loss of on-street metered parking for more than 30 days.*
7. *The project would involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24 feet in width in a hillside area.*

All construction activities for the Project are anticipated to be contained within the Project site. No traffic lanes, alleys, or streets will require closure. There will be no off-site staging of trucks. No temporary fencing or barricades will be installed along any public roadways. Additionally, construction activities would not interfere with transit stops and would not limit access to adjacent properties. There are no existing bicycle facilities or metered parking spaces adjacent to the Project site that would be impacted by construction activities. Also, the Project construction would not require heavy vehicle hauling on roadways under 24 feet in width within a hillside area.

In addition, the Project will prepare a Construction Staging and Traffic Management Plan, to be approved by the LADOT. This plan will detail the measures enacted to mitigate traffic impacts during construction related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Project shall obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction will be coordinated with the City of Los Angeles Department of Building and Safety (LADBS) to minimize the impact of construction traffic to congested roadways and residential streets. Haul routes also require review and coordination with the LADOT. With the implementation of these measures, the Project construction would not adversely affect the pedestrian, bicycle, transit, and vehicular circulation around the Project site, and no further analysis is required.

CONCLUSIONS

Per the updated TAG, a TA is required when a project is likely to add 250 or more vehicle trips to the local roadway system. Given that the Project is anticipated to generate fewer net daily vehicle trips than this threshold, the Project is not expected to result in a significant transportation impact to the transportation system. Therefore, a TA or further analysis of transportation impacts is not required for the Project. Still,

an analysis of Project construction activities per the TAG was performed at the request of the Department of City Planning. As outlined above, the Project construction activities would not adversely affect local pedestrian, bicycle, transit, or vehicle circulation.

Please contact me if you have any questions.

Sincerely,

Ryan J. Kelly, TE
Senior Transportation Engineer
TR 2547

RK
C22677R2

FIGURE 1

PROJECT SITE VICINITY MAP

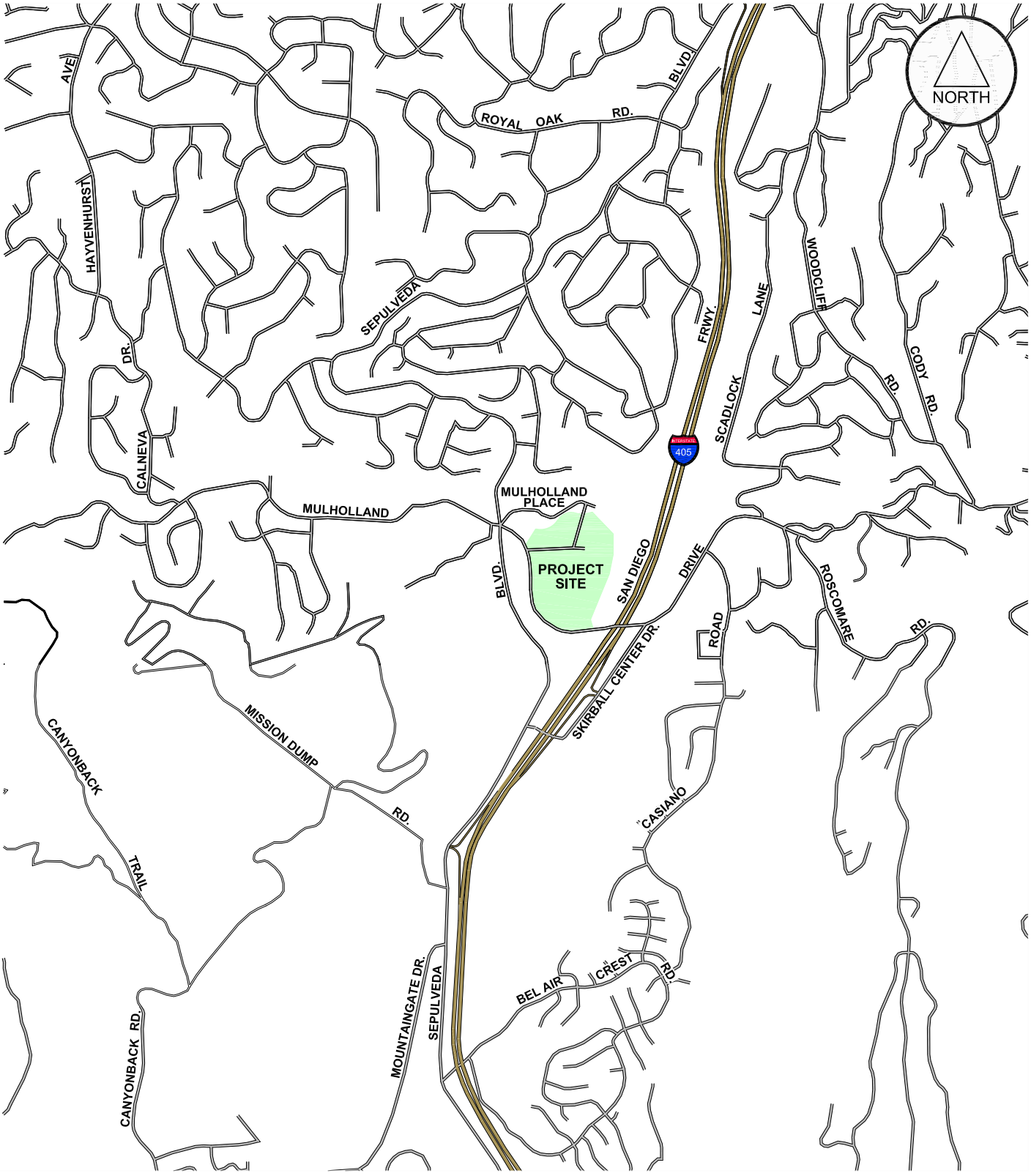


FIGURE 1

2/28/2018

FN: CURTIS SCHOOL/REPORT-GRAPHICS20151111/SITE-VICINITY

PROJECT SITE VICINITY MAP

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

FIGURE 2

PROJECT SITE PLAN

* LIMITED HEIGHT TO 36' (IF THE ROOF HAS A SLOPE OF 25% OR GREATER) OR 30' (IF THE ROOF HAS A SLOPE OF LESS THAN 25%) UNLESS WE APPLY FOR A ZONING ADMINISTRATOR DETERMINATION. (LAMC SECTION 12.21.C.10(d).

KEY:

- BUILDING PAD
- BUILDING HEIGHT
- EXISTING BUILDINGS
- PROPOSED BUILDINGS
- PARKING & ROADS
- LANDSCAPE
- PEDESTRIAN PATHWAY
- WILDLIFE CORRIDOR

The Curtis School
15871 Mulholland Drive, Los Angeles, CA 90049
Tel.: (310) 476-1251 Fax: (310) 476-1542

EHRENKRANTZ ECKSTUT & KUHN ARCHITECTS

Curtis School Los Angeles, CA

DRAWING TITLE: SITE PLAN | SCALE: NTS | DATE: 02.14.2020 | A-008

ATTACHMENT A

VMT CALCULATOR OUTPUT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

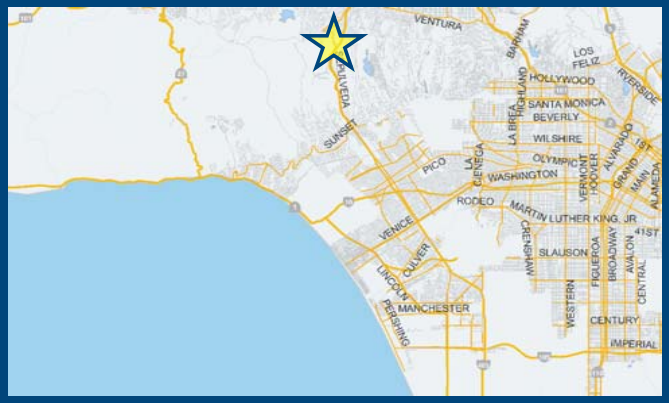
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: The Curtis School New Master Plan

Scenario: With Project

Address: 15871 W MULHOLLAND DR, 90049



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	487	Students
School | Private School (K-12)	487	Students

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	487	Students
School | Private School (K-12)	487	Students

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
1,077 Daily Vehicle Trips	1,077 Daily Vehicle Trips
12,820 Daily VMT	12,820 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	0 Net Daily Trips
The net increase in daily VMT ≤ 0	0 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

8/26/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: The Curtis School New Master Plan

Scenario: With Project

Address: 15871 W MULHOLLAND DR, 90049

Proposed Project Land Use Type	Value	Unit
School | Private School (K-12)		

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

189 city code parking provision for the project site

189 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

75 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,077 Daily Vehicle Trips	**1,077** Daily Vehicle Trips
12,820 Daily VMT	**12,820** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 7.4 15% Below APC	**Household: N/A** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

8/26/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 25, 2020
Project Name: The Curtis School New Master Plan
Project Scenario: With Project
Project Address: 15871 W MULHOLLAND DR, 90049

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	487	Students
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 25, 2020
Project Name: The Curtis School New Master Plan
Project Scenario: With Project
Project Address: 15871 W MULHOLLAND DR, 90049

Version 1.3

Analysis Results			
Total Employees: 73 Total Population: 0			
Proposed Project		***With Mitigation***	
1,077	**Daily Vehicle Trips**	**1,077**	**Daily Vehicle Trips**
12,820	**Daily VMT**	**12,820**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**
Significant VMT Impact?			
APC: West Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	N/A	Household > 7.4	N/A
Work > 11.1	N/A	Work > 11.1	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) ($)	$0.00	$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 25, 2020
Project Name: The Curtis School New Master Plan
Project Scenario: With Project
Project Address: 15871 W MULHOLLAND DR, 90049

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 25, 2020
Project Name: The Curtis School New Master Plan
Project Scenario: With Project
Project Address: 15871 W MULHOLLAND DR, 90049

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	12.2	0	0
Home Based Other Production	0	0.0%	0	11.0	0	0
Non-Home Based Other Production	93	0.0%	93	13.1	1,218	1,218
Home-Based Work Attraction	111	-2.7%	108	12.1	1,343	1,307
Home-Based Other Attraction	912	-14.1%	783	11.9	10,853	9,318
Non-Home Based Other Attraction	93	0.0%	93	10.5	977	977

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	93	1,218	0.0%	93	1,218
Home-Based Work Attraction	0.0%	108	1,307	0.0%	108	1,307
Home-Based Other Attraction	0.0%	783	9,318	0.0%	783	9,318
Non-Home Based Other Attraction	0.0%	93	977	0.0%	93	977

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 73
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**1,307**	**1,307**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

ATTACHMENT B

THE CURTIS SCHOOL EMPLOYEE TRIP MONITORING CALCULATIONS

Attachment B
The Curtis School Employee Trip Monitoring Calculations[1]

Weekday AM Peak Hour

Employee vehicles arriving during the weekday AM peak hour:

	Arriving Vehicles	/	Employees	=	AM Peak-Hour Arriving Vehicles per Employee
2015	25	/	68		0.368
2016	23	/	68		0.338
2017	21	/	68		0.309
2018	19	/	68		0.279
2019	26	/	68		0.382

Inbound Vehicle Trip Rate (arriving vehicles per employee)	
Average:	0.335

Notes

[1] Per the attached The Curtis School Annual Traffic Monitoring Results for 2015 through 2019.

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 7, 2015
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 30-Apr-15
PERIOD: 07:30 AM TO 09:00 AM

	NON-FACULTY VEHICLES							SCHOOL BUS		TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 CHILD	2 CHILDREN	3 CHILDREN	4 CHILDREN	5 CHILDREN	6 CHILDREN	7 CHILDREN	# OF BUS	CHILDREN	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
730 - 745	6	11	5	3	0	0	0	0	0	25	55	0	49	0
745 - 800	3	23	4	5	0	1	0	2	42	38	129	0	126	0
800 - 815	8	26	7	2	0	0	0	4	86	47	175	0	167	0
815 - 830	2	11	3	0	0	0	0	0	0	16	33	0	31	0
830 - 845	0	0	1	0	0	0	0	0	0	1	3	0	3	0
845 - 900	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN)							TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 / 1	1 / 2	1 / 3	1/4	2/1	2/2	3/1	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
730 - 745	2	0	0	0	0	0	0	2	2	2	2	2
745 - 800	0	1	0	0	0	0	0	1	2	1	2	1
800 - 815	1	0	0	0	0	0	1	2	2	4	2	4
815 - 830	0	0	0	0	0	0	0	0	0	0	0	0
830 - 845	0	0	0	0	0	0	0	0	0	0	0	0
845 - 900	0	0	0	0	0	0	0	0	0	0	0	0

	FACULTY ONLY VEHICLES						TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 ADULT	2 ADULTS	3 ADULTS	4 ADULTS	5 ADULTS	6 ADULTS	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
730 - 745	2	2	1	0	0	0	5	0	9	0	7
745 - 800	5	5	0	0	0	0	10	0	15	0	10
800 - 815	3	2	0	0	0	0	5	0	7	0	4
815 - 830	0	0	0	0	0	0	0	0	0	0	0
830 - 845	0	0	0	0	0	0	0	0	0	0	0
845 - 900	0	0	0	0	0	0	0	0	0	0	0

	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
PEAK HOUR (7:30 - 8:30 AM)TOTAL:	**151**	**398**	**38**	**379**	**28**
PEAK HOUR CARPOOL PERCENTAGE:				**95%**	**74%**

NOTE:	BUSES			
	23	10 CHILDREN	7:54
	6	32 CHILDREN	7:57
	6A	28 CHILDREN	8:01
	5A	21 CHILDREN	8:01
	7	23 CHILDREN	8:01
	5	14 CHILDREN	8:10

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 7, 2015
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 30-Apr-15
PERIOD: 02:45 PM TO 04:00 PM

	NON-FACULTY VEHICLES							SCHOOL BUS							
PERIOD:	1 CHILD	2 CHILDREN	3 CHILDREN	4 CHILDREN	5 CHILDREN	6 CHILDREN	7 CHILDREN	# OF BUS	CHILDREN	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
245-300	2	0	0	0	0	0	0	0	0	2	2	0	0	0
300-315	0	0	0	2	0	0	0	0	0	2	8	0	8	0
315-330	2	21	11	11	2	1	0	6	114	54	251	0	249	0
330-345	5	5	3	2	0	0	0	0	0	15	32	0	27	0
345-400	1	0	1	0	0	0	0	0	0	2	4	0	3	0

	FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN)												
PERIOD:	1 / 1	1 / 2	1 / 3	1/4	2/1	2/2	3/1	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
245-300	0	0	0	0	0	0	0	0	0	0	0	0
300-315	0	0	0	0	0	0	0	0	0	0	0	0
315-330	0	0	0	0	0	0	0	0	0	0	0	0
330-345	0	0	0	0	0	0	0	0	0	0	0	0
345-400	0	0	0	0	0	0	0	0	0	0	0	0

	FACULTY ONLY VEHICLES										
PERIOD:	1 ADULT	2 ADULTS	3 ADULTS	4 ADULTS	5 ADULTS	6 ADULTS	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
245-300	0	0	0	0	0	0	0	0	0	0	0
300-315	0	0	0	0	0	0	0	0	0	0	0
315-330	2	0	0	0	0	0	2	0	2	0	0
330-345	0	3	0	0	0	0	3	0	6	0	6
345-400	1	1	0	0	0	0	2	0	3	0	2

	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
PEAK HOUR (3:00 - 4:00 PM)TOTAL:	**80**	**295**	**11**	**287**	**8**
PEAK HOUR CARPOOL PERCENTAGE:				**97%**	**73%**

NOTE:	BUSES			
	7	23	CHILDREN	3:24
	6A	22	CHILDREN	3:24
	6	31	CHILDREN	3:24
	5A	17	CHILDREN	3:24
	5	9	CHILDREN	3:26
	23	12	CHILDREN	3:27

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 24, 2016
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 18-May-16
PERIOD: 07:30 AM TO 09:00 AM

	NON-FACULTY VEHICLES							SCHOOL BUS							
PERIOD:	1 CHILD	2 CHILDREN	3 CHILDREN	4 CHILDREN	5 CHILDREN	6 CHILDREN	7 CHILDREN	# OF BUS	CHILDREN	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
730 - 745	15	15	3					2	49	35	103	0	88	0
745 - 800	11	13	7	1		1		3	67	36	135	0	124	0
800 - 815	16	36	12	3	2			0	0	69	146	0	130	0
815 - 830	8	13	3					0	0	24	43	0	35	0
830 - 845								0	0	0	0	0	0	0
845 - 900								0	0	0	0	0	0	0

	FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN)												
PERIOD:	1 / 1	1 / 2	1 / 3	1/4	2/1	2/2	3/1	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
730 - 745								0	0	0	0	0
745 - 800								0	0	0	0	0
800 - 815		1		1			1	3	7	5	7	5
815 - 830								0	0	0	0	0
830 - 845								0	0	0	0	0
845 - 900								0	0	0	0	0

	FACULTY ONLY VEHICLES										
PERIOD:	1 ADULT	2 ADULTS	3 ADULTS	4 ADULTS	5 ADULTS	6 ADULTS	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
730 - 745	3	2					5	0	7	0	4
745 - 800	6	2	2				10	0	16	0	10
800 - 815	2	2					4	0	6	0	4
815 - 830	1						1	0	1	0	0
830 - 845	1						1	0	1	0	0
845 - 900							0	0	0	0	0

	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
PEAK HOUR (7:30 - 8:30 AM)TOTAL:	**187**	**434**	**35**	**384**	**23**
PEAK HOUR CARPOOL PERCENTAGE:				**88%**	**66%**

NOTE:

BUSES 27	36 CHILDREN	7:30-7:45 am
106	16 CHILDREN	7:45-8:00 am
143	13 CHILDREN	7:30-7:45 am
127	19 CHILDREN	7:45-8:00 am
95	32 CHILDREN	7:45-8:00 am

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 24, 2016
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 18-May-16
PERIOD: 02:45 PM TO 04:00 PM

	NON-FACULTY VEHICLES							SCHOOL BUS		TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 CHILD	2 CHILDREN	3 CHILDREN	4 CHILDREN	5 CHILDREN	6 CHILDREN	7 CHILDREN	# OF BUS	CHILDREN	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
245-300								0	0	0	0	0	0	0
300-315								0	0	0	0	0	0	0
315-330		29	20	4	4			5	112	62	266	0	266	0
330-345	1	9	1			1		0	0	12	28	0	27	0
345-400	2	2	3	2				0	0	9	23	0	21	0

	FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN)							TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 / 1	1 / 2	1 / 3	1/4	2/1	2/2	3/1	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
245-300								0	0	0	0	0
300-315								0	0	0	0	0
315-330								0	0	0	0	0
330-345	1							1	1	1	1	1
345-400								0	0	0	0	0

	FACULTY ONLY VEHICLES						TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 ADULT	2 ADULTS	3 ADULTS	4 ADULTS	5 ADULTS	6 ADULTS	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
245-300	1	1					2	0	3	0	2
300-315							0	0	0	0	0
315-330							0	0	0	0	0
330-345	4	2	1				7	0	11	0	7
345-400	3	2	1				6	0	10	0	7

	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
PEAK HOUR (3:00 - 4:00 PM)TOTAL:	**97**	**318**	**22**	**315**	**15**
PEAK HOUR CARPOOL PERCENTAGE:				**99%**	**68%**

NOTE:

BUSES	27	33 CHILDREN	3:25-3:30pm
	106	17 CHILDREN	3:25-3:30pm
	143	12 CHILDREN	3:25-3:30pm
	127	24 CHILDREN	3:25-3:30pm
	95	26 CHILDREN	3:25-3:30pm

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 18, 2017
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 16-May-17
PERIOD: 07:30 AM TO 09:00 AM

	NON-FACULTY VEHICLES							SCHOOL BUS							
PERIOD:	1 CHILD	2 CHILDREN	3 CHILDREN	4 CHILDREN	5 CHILDREN	6 CHILDREN	7 CHILDREN	# OF BUS	CHILDREN	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
730 - 745	15	9	4					0	0	28	45	0	30	0
745 - 800	11	25	4	1				1	44	42	121	0	110	0
800 - 815	28	35	8	1				4	66	76	192	0	164	0
815 - 830	11	13	2					0	0	26	43	0	32	0
830 - 845	2	1						0	0	3	4	0	2	0
845 - 900								0	0	0	0	0	0	0

	FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN)												
PERIOD:	1 / 1	1 / 2	1 / 3	1/4	2/1	2/2	3/1	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
730 - 745	1	1						2	3	2	3	2
745 - 800						1		1	2	2	2	2
800 - 815	1					1		2	3	3	3	3
815 - 830	1							1	1	1	1	1
830 - 845								0	0	0	0	0
845 - 900								0	0	0	0	0

	FACULTY ONLY VEHICLES										
PERIOD:	1 ADULT	2 ADULTS	3 ADULTS	4 ADULTS	5 ADULTS	6 ADULTS	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
730 - 745	5	2	1				8	0	12	0	7
745 - 800	1	4					5	0	9	0	8
800 - 815							0	0	0	0	0
815 - 830	1	1					2	0	3	0	2
830 - 845	1						1	0	1	0	0
845 - 900							0	0	0	0	0

	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
PEAK HOUR (7:30 - 8:30 AM)TOTAL:	**193**	**410**	**32**	**345**	**25**
PEAK HOUR CARPOOL PERCENTAGE:				**84%**	**78%**

NOTE:	BUSES			
	124	44 CHILDREN	7:45-8:00 am
	106	19 CHILDREN	8:00-8:15 am
	27	24 CHILDREN	8:00-8:15 am
	42	11 CHILDREN	8:00-8:15 am
	127	12 CHILDREN	8:00-8:15 am

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
May 18, 2017
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 16-May-17
PERIOD: 02:45 PM TO 04:00 PM

	NON-FACULTY VEHICLES							SCHOOL BUS							
PERIOD:	1 CHILD	2 CHILDREN	3 CHILDREN	4 CHILDREN	5 CHILDREN	6 CHILDREN	7 CHILDREN	# OF BUS	CHILDREN	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
245-300								0	0	0	0	0	0	0
300-315								0	0	0	0	0	0	0
315-330	5	29	12	9	1			5	117	61	257	0	252	0
330-345	4	7	1		1			0	0	13	26	0	22	0
345-400	1	2						0	0	3	5	0	4	0

	FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN)												
PERIOD:	1 / 1	1 / 2	1 / 3	1/4	2/1	2/2	3/1	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
245-300								0	0	0	0	0
300-315								0	0	0	0	0
315-330								0	0	0	0	0
330-345								0	0	0	0	0
345-400								0	0	0	0	0

	FACULTY ONLY VEHICLES						TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 ADULT	2 ADULTS	3 ADULTS	4 ADULTS	5 ADULTS	6 ADULTS	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
245-300							0	0	0	0	0
300-315	3						3	0	3	0	0
315-330	2						2	0	2	0	0
330-345	1	3					4	0	7	0	6
345-400	2	3					5	0	8	0	6

	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
PEAK HOUR (3:00 - 4:00 PM)TOTAL:	**91**	**288**	**20**	**278**	**12**
PEAK HOUR CARPOOL PERCENTAGE:				**97%**	**60%**

NOTE: BUSES
11 CHILDREN
17 CHILDREN
45 CHILDREN
14 CHILDREN
30 CHILDREN

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
April 20, 2018
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 20-Apr-18
PERIOD: 07:30 AM TO 09:00 AM

	NON-FACULTY VEHICLES							SCHOOL BUS		TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 CHILD	2 CHILDREN	3 CHILDREN	4 CHILDREN	5 CHILDREN	6 CHILDREN	7 CHILDREN	# OF BUS	CHILDREN	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
730 - 745	18	19	1	1	0	0	0	0	0	39	63	0	45	0
745 - 800	17	18	2	2	0	0	0	4	75	43	142	0	125	0
800 - 815	27	38	9	3	1	0	0	1	23	79	170	0	143	0
815 - 830	13	3	0	0	0	0	0	0	0	16	19	0	6	0
830 - 845	1	0	0	0	0	0	0	0	0	1	1	0	0	0
845 - 900	1	1	0	0	0	0	0	0	0	2	3	0	2	0

	FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN)								TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 / 1	1 / 2	1 / 3	1/4	2/1	2/2	2/3	3/1	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
730 - 745	1	1							2	3	2	3	2
745 - 800	2	2				1			5	8	6	8	6
800 - 815									0	0	0	0	0
815 - 830									0	0	0	0	0
830 - 845									0	0	0	0	0
845 - 900									0	0	0	0	0

	FACULTY ONLY VEHICLES						TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 ADULT	2 ADULTS	3 ADULTS	4 ADULTS	5 ADULTS	6 ADULTS	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
730 - 745	2	3	1				6	0	11	0	9
745 - 800	1	2					3	0	5	0	4
800 - 815	1	1					2	0	3	0	2
815 - 830		1					1	0	2	0	2
830 - 845							0	0	0	0	0
845 - 900							0	0	0	0	0

	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
PEAK HOUR (7:30 - 8:30 AM)TOTAL:	**196**	**405**	**29**	**330**	**25**
PEAK HOUR CARPOOL PERCENTAGE:				**81%**	**86%**

NOTE: BUSES

124	Route 8	27 CHILDREN	7:45-8:00 am
106	Route 10	12 CHILDREN	7:45-8:00 am
127	Route 6	24 CHILDREN	7:45-8:00 am
156	Route 9	12 CHILDREN	7:45-8:00 am
107	Route 7	23 CHILDREN	8:00-8:15 am

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
April 20, 2018
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 20-Apr-18
PERIOD: 02:45 PM TO 04:00 PM

	NON-FACULTY VEHICLES							SCHOOL BUS		TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 CHILD	2 CHILDREN	3 CHILDREN	4 CHILDREN	5 CHILDREN	6 CHILDREN	7 CHILDREN	# OF BUS	CHILDREN	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
245-300	1	0	0	0	0	0	0	0	0	1	1	0	0	0
300-315	1	0	0	0	0	0	0	0	0	1	1	0	0	0
315-330	3	29	21	6	6	0	0	5	111	70	289	0	286	0
330-345	4	18	0	1	0	0	0	0	0	23	44	0	40	0
345-400	4	0	0	0	0	0	0	0	0	4	4	0	0	0

	FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN)							TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 / 1	1 / 2	1 / 3	1/4	2/1	2/2	3/1	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
245-300								0	0	0	0	0
300-315								0	0	0	0	0
315-330								0	0	0	0	0
330-345								0	0	0	0	0
345-400		2						2	4	2	4	2

	FACULTY ONLY VEHICLES						TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 ADULT	2 ADULTS	3 ADULTS	4 ADULTS	5 ADULTS	6 ADULTS	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
245-300	1						1	0	1	0	0
300-315	1						1	0	1	0	0
315-330	1	1					2	0	3	0	2
330-345	3	3	1				7	0	12	0	9
345-400							0	0	0	0	0

	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
PEAK HOUR (3:00 - 4:00 PM)TOTAL:	**110**	**342**	**18**	**330**	**13**
PEAK HOUR CARPOOL PERCENTAGE:				**96%**	**72%**

NOTE: BUSES

Route 6	9 CHILDREN	3:15-3:30 pm
Route 7	18 CHILDREN	3:15-3:30 pm
Route 8	26 CHILDREN	3:15-3:30 pm
Route 9	29 CHILDREN	3:15-3:30 pm
Route 10	29 CHILDREN	3:15-3:30 pm

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
April 23, 2019
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 23-Apr-19
PERIOD: 07:30 AM TO 09:00 AM

	NON-FACULTY VEHICLES							SCHOOL BUS		TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 CHILD	2 CHILDREN	3 CHILDREN	4 CHILDREN	5 CHILDREN	6 CHILDREN	7 CHILDREN	# OF BUS	CHILDREN	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
7:30 - 7:45	18	11	4					0	0	33	52	0	34	0
7:45 - 8:00	16	23	5	1				4	129	49	210	0	194	0
8:00 - 8:15	27	45	11	2				1	40	86	198	0	171	0
8:15 - 8:30	11	2	1					0	0	14	18	0	7	0
8:30 - 8:45								0	0	0	0	0	0	0
8:45 - 9:00								0	0	0	0	0	0	0

	FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN)								TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 / 1	1 / 2	1 / 3	1/4	2/1	2/2	2/3	3/1	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
7:30 - 7:45		1			2				3	4	5	4	5
7:45 - 8:00	1								1	1	1	1	1
8:00 - 8:15		1				1			2	4	3	4	3
8:15 - 8:30	1								1	1	1	1	1
8:30 - 8:45									0	0	0	0	0
8:45 - 9:00									0	0	0	0	0

	FACULTY ONLY VEHICLES						TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 ADULT	2 ADULTS	3 ADULTS	4 ADULTS	5 ADULTS	6 ADULTS	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
7:30 - 7:45	3	5					8	0	13	0	10
7:45 - 8:00	6	1	1				8	0	11	0	5
8:00 - 8:15	1		1				2	0	4	0	3
8:15 - 8:30		1					1	0	2	0	2
8:30 - 8:45							0	0	0	0	0
8:45 - 9:00							0	0	0	0	0

	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
PEAK HOUR (7:30 - 8:30 AM)TOTAL:	**208**	**488**	**40**	**416**	**30**
PEAK HOUR CARPOOL PERCENTAGE:				**85%**	**75%**

NOTE:	BUSES	67	Route 8	43 CHILDREN	7:45-8:00 am
		109	Route 10	26 CHILDREN	7:45-8:00 am
		106	Route 9	41 CHILDREN	7:45-8:00 am
		158	Route 6	19 CHILDREN	7:45-8:00 am
		107	Route 7	40 CHILDREN	8:00-8:15 am

VEHICLE OCCUPANCY STUDY - RESULTS

Crain & Associates
April 23, 2019
DRAFT

PROJECT: CURTIS SCHOOL
DATE: 23-Apr-19
PERIOD: 02:45 PM TO 04:00 PM

	NON-FACULTY VEHICLES							SCHOOL BUS		TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 CHILD	2 CHILDREN	3 CHILDREN	4 CHILDREN	5 CHILDREN	6 CHILDREN	7 CHILDREN	# OF BUS	CHILDREN	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
2:45-3:00								0	0	0	0	0	0	0
3:00-3:15								0	0	0	0	0	0	0
3:15-3:30	8	23	19	6	1			5	113	62	253	0	245	0
3:30-3:45		7						0	0	7	14	0	14	0
3:45-4:00								0	0	0	0	0	0	0

	FACULTY VEHICLES NUMBER OF ADULTS (CHILDREN)								TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 / 1	1 / 2	1 / 3	1/4	2/1	2/2	2/3	3/1	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
2:45-3:00									0	0	0	0	0
3:00-3:15									0	0	0	0	0
3:15-3:30					1				1	1	2	1	2
3:30-3:45	2								2	2	2	2	2
3:45-4:00									0	0	0	0	0

	FACULTY ONLY VEHICLES						TOTAL	TOTAL	TOTAL	TOTAL CARPOOLED	TOTAL CARPOOLED
PERIOD:	1 ADULT	2 ADULTS	3 ADULTS	4 ADULTS	5 ADULTS	6 ADULTS	VEHICLES	CHILDREN	ADULTS	CHILDREN	ADULTS
2:45-3:00	1						1	0	1	0	0
3:00-3:15			1				1	0	3	0	3
3:15-3:30	3						3	0	3	0	0
3:30-3:45	1	1					2	0	3	0	2
3:45-4:00	2	6					8	0	14	0	12

	TOTAL VEHICLES	TOTAL CHILDREN	TOTAL ADULTS	TOTAL CARPOOLED CHILDREN	TOTAL CARPOOLED ADULTS
PEAK HOUR (3:00 - 4:00 PM)TOTAL:	**86**	**270**	**27**	**262**	**21**
PEAK HOUR CARPOOL PERCENTAGE:				**97%**	**78%**

NOTE: BUSES

Route 19	35 CHILDREN	3:15-3:30 pm
Route 20	27 CHILDREN	3:15-3:30 pm
Route 21	23 CHILDREN	3:15-3:30 pm
Route 22	12 CHILDREN	3:15-3:30 pm
Route 23	16 CHILDREN	3:15-3:30 pm