APPENDIX H
LEVEL OF SERVICE (LOS) SCREENING ANALYSIS

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E | P | D SOLUTIONS, INC

WHERE EXPERIENCE AND PASSION MEET

To:	City of Glendora
From:	Meghan Macias, Jordan Mower, EPD Solutions Inc
Date:	3/14/2025
Site:	South Hills Park 701 E Mauna Loa Ave, Glendora, CA 91740
Subject:	Level of Service (LOS) Screening Analysis

This technical memorandum provides an evaluation of the proposed Glendora South Hills Bike Park located at 701 E Mauna Loa Ave in the city of Glendora. The purpose of this analysis is to determine whether a Traffic Impact Analysis (TIA) would be required for the Project to assess Level of Service (LOS). This memo will evaluate the Project using the City of Glendora Traffic Impact Analysis Guidelines (October 2015) (City Guidelines).

Project Description

The primary core of the Glendora Family Bike Park will be located on the west side of the South Hills Wilderness area with access via Glendora Avenue. Improvements are proposed to existing park access roads to serve the project. The main entrance will be from the Glendora Avenue Access Road just north of I-210. Parking will be provided along the access road and in a dedicated lot. A total of 24 spaces will be provided. There is an existing flat pad of approximately one acre where the core bike park is proposed to be constructed. To the east of the bike core, fairly steep side slopes lead into the site, making them an ideal location for downhill mountain bike trails. Two downhill bike-only trails are planned for this area, with a multi-use, multi-directional “pedal up” trail to provide access. Lastly, a longer “cross country” style trail is planned to ring the entire park, giving hikers and bikers more trail options. This loop trail will be multi-use and bi-directional. The proposed Project site plan is shown in Figure 1.

Project Trip Generation

The proposed Project trip generation was prepared using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021). The proposed Project trip generation was analyzed using the Public Park (Land Use Code 411) trip rate. The trip generation was calculated based on the number of employees expected to be at the park each day. This variable was selected because the trip generation of the project based on park acreage was unreasonable low for an active park, such as the proposed bike park. Table 1 presents the trip generation estimate for the proposed Project. The proposed Project would generate a total of 60 daily trips, with 5 AM and 7 PM peak hour trips.

Level of Service (LOS) Screening

According to section 2.2 Analysis Methodology in the City of Glendora Traffic Impact Analysis Guidelines, all roadways and intersections with 50 or more peak-hour net project trips must be included in the study area. As shown in Table 1 the Project would generate fewer than 10 trips during both the AM and PM peak hour, therefore no intersections or roadway segments would need to be studied.

Summary

The Project was evaluated using the City of Glendora Traffic Impact Analysis Guidelines to determine if the project would require a Level of Service (LOS) Traffic Impact Analysis. The Project would generate 5 AM and 7 PM peak hour trips, which is less than the 50 peak hour trip threshold. Therefore, it is presumed that the effects of traffic would not be measurable and therefore, a Level of Service (LOS) Traffic Impact Analysis would not be required.

Figure 1: Project Site Plan

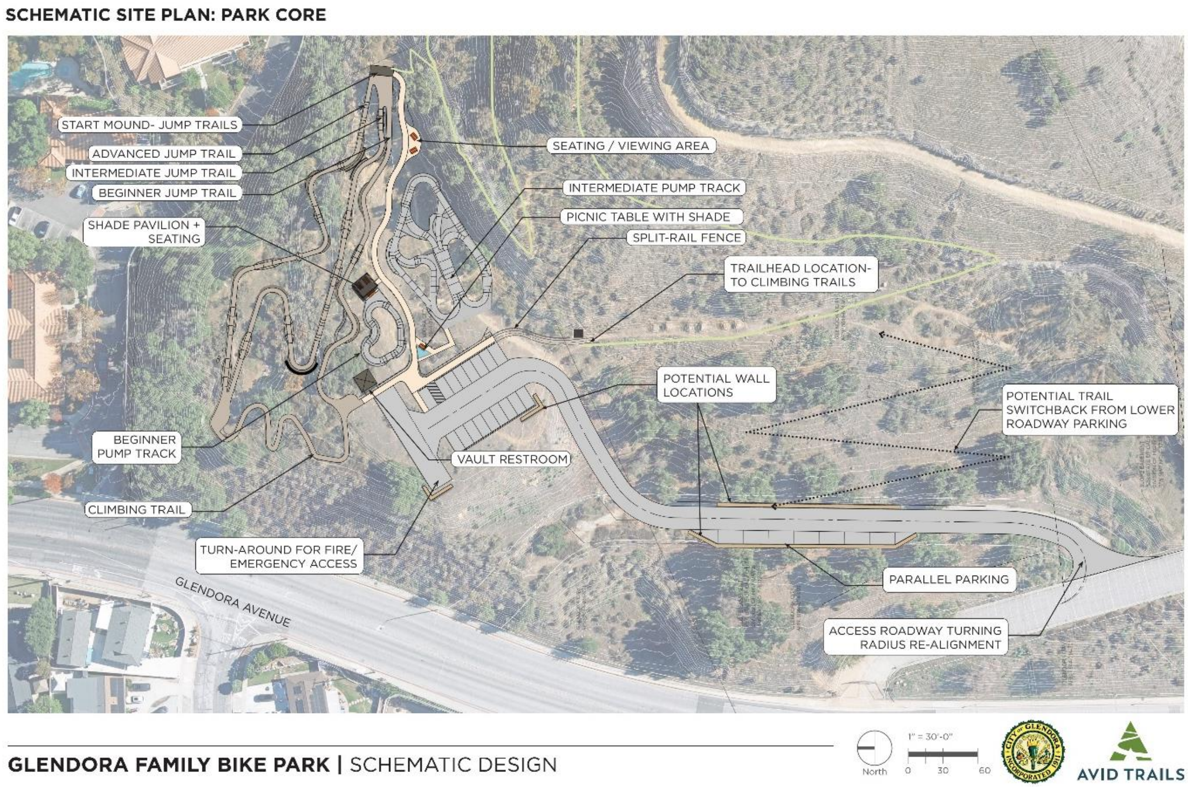

Table 1: Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
411 Public Park[1]		Employees	59.53	2.98	1.61	4.59	3.33	4.08	7.41
Project Trip Generation									
Public Park[1]	1	Employees	60	3	2	5	3	4	7
Total Project Trip Generation			**60**	**3**	**2**	**5**	**3**	**4**	**7**

[1]Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 411 - Public Park (Average Rate)