



SONORA HIGH SCHOOL

MATH & SCIENCE CLASSROOM BUILDING MODERNIZATION AND FIELD IMPROVEMENTS PROJECT

TRAFFIC CIRCUALTION MEMO

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1. Project Description

Sonora High School (SHS) is located in La Habra, California and serves students in grades 9 through 12. The Fullerton Joint Union High School District (FJUHS) is proposing improvements to the SHS math & science classroom building and to outdoor athletic facilities on the school campus as part of the proposed project.

The proposed project includes a comprehensive modernization of Building 400 and upgrades to the school's athletic facilities. Building 400 would undergo demolition and replacement of both exterior and interior elements, including doors, roofing, HVAC systems, plumbing, fire alarms, and lab infrastructure. Interior spaces would be reconfigured to create two biology and two chemistry classrooms, reducing the total number of classrooms from six to four while maintaining the existing building footprint. Exterior improvements would include repainting and replacement of select site features.

Athletic facility improvements would involve demolition of existing track and field features, including retaining walls, bleachers, equipment, and select landscaping, followed by construction of upgraded facilities. The project would add a new 3,015-square-foot restroom building, synthetic track and field surfaces, new jumping and throwing areas, golf practice amenities, and a PA system. Permanent bleachers with seating for 1,464 spectators would be installed, representing a net increase of 934 seats, along with new pedestrian lighting, a fire hydrant, a large scoreboard, and 24 field lights across multiple athletic areas. A portion of the animal grazing area would be converted into a new auxiliary field with sod, irrigation, lighting, and fencing.

Additional site improvements on campus would include new concrete walkways, ramps, fencing, gates, landscaping, and a 16,000-square-foot bioretention area to manage stormwater. The project would also replace fencing at the campus entrance and enhance access between athletic and agricultural areas. Operational changes are limited to the addition of evening practices for select sports between 3:30 p.m. and 8:00 p.m., without spectators, and occasional school assemblies at the track during school hours. Construction is proposed to occur in a single phase from approximately August 2026 through January 2027.

The proposed upgrades would enhance operations for existing classes, athletic activities, and school events, but would decrease school student capacity.

The primary purpose of this study is to assess the potential impacts of the proposed project on traffic and circulation conditions in the vicinity of SHS. The existing school site and proposed project area are shown in Figure 1.



LEGEND

- Sonora High School Boundary
- Project Boundary

Figure 1: Sonora High School Proposed Project Area

2. Traffic Analysis: Approach and Methodology

This traffic analysis reports average daily traffic volumes and trip distribution for a range of scenarios. Traffic conditions for study area roadway segments were evaluated for each of the following scenarios:

- Existing Conditions (2026) without Project
- Opening Year (2027) without Project
- Existing Conditions (2026) with Project
- Opening Year (2027) with Project

For the purpose of this analysis, the project opening year for traffic conditions is 2027. This is because the proposed project's construction period is scheduled to be completed during the 2027 calendar year. An ambient growth rate of 1% per year was used to forecast the future volumes.

The proposed project is expected to result in a reduction in AM or PM peak hour trips, and in the number of daily trips traveling to and from the school campus. As such, an analysis of off-site peak hour intersection performance due to the lighting structures and building renovation is not necessary.

2.1 Average Daily Traffic

Average daily traffic (ADT) data was collected on five roadway segments surrounding the study area for a full 24-hour period on Wednesday, January 7, 2026. The roadway segment locations are depicted in Figure 2 and listed below:

- A. S Palm Street north of E Lambert Road
- B. S Palm Street south of E La Habra Boulevard
- C. E La Habra Boulevard east of N Palm Street
- D. N Palm Street north of E La Habra Boulevard
- E. E La Habra Boulevard west of N Palm Street

2.1.1 Roadway descriptions

The study area roadways are described below with respect to existing geometry, pedestrian and bicycle facilities, speed limit, parking facilities, and adjacent land uses.

Palm Street

Palm Street is a north–south arterial roadway that consists of four travel lanes, with two lanes in each direction and dedicated left-turn pockets provided at select intersections, serving both local access and through traffic near SHS. The roadway accommodates moderate traffic volumes and functions as an important connector between residential neighborhoods and major east–west corridors within the city. Pedestrian facilities include sidewalks along both sides of the roadway, supporting student and neighborhood pedestrian activity. Bicycle facilities are limited, with bicyclists generally sharing the roadway with vehicular traffic. The posted speed limit is 35 miles per hour. On-street parking is permitted in select locations where not restricted, primarily serving nearby residential uses and school-related activity. Adjacent land uses include single-family residential neighborhoods, school facilities, and limited commercial development near major intersections.



La Habra Boulevard

La Habra Boulevard is an east–west arterial roadway that consists of four travel lanes, with two lanes in each direction and a continuous center two-way left-turn lane. The roadway serves as a major local corridor connecting residential neighborhoods with commercial areas and other north–south arterials throughout the city. Sidewalks are provided along both sides of the roadway, supporting pedestrian access. Bicycle facilities include a striping Class II bike lane east of Palm Street and a striped Class II bike lane on the south side of the street west of Palm Street. The posted speed limit is 40 miles per hour. On-street parking is allowed in select segments west of Palm Street. Adjacent land uses include a mix of residential development, commercial uses, and institutional uses near the school.

Lambert Road

Lambert Road is an east–west arterial roadway that consists of four travel lanes, with two lanes in each direction and a center two-way left-turn lane, serving local and regional traffic. The roadway provides an important east–west connection between residential neighborhoods and larger regional corridors. Pedestrian facilities include sidewalks along both sides of the street. Bicycle facilities are limited, and bicyclists typically share the roadway with vehicular traffic. The posted speed limit is 40 miles per hour. On-street parking is generally permitted where signage allows adjacent to both commercial and industrial land uses. Adjacent land uses consist primarily of commercial and industrial development.

2.2 Trip Generation

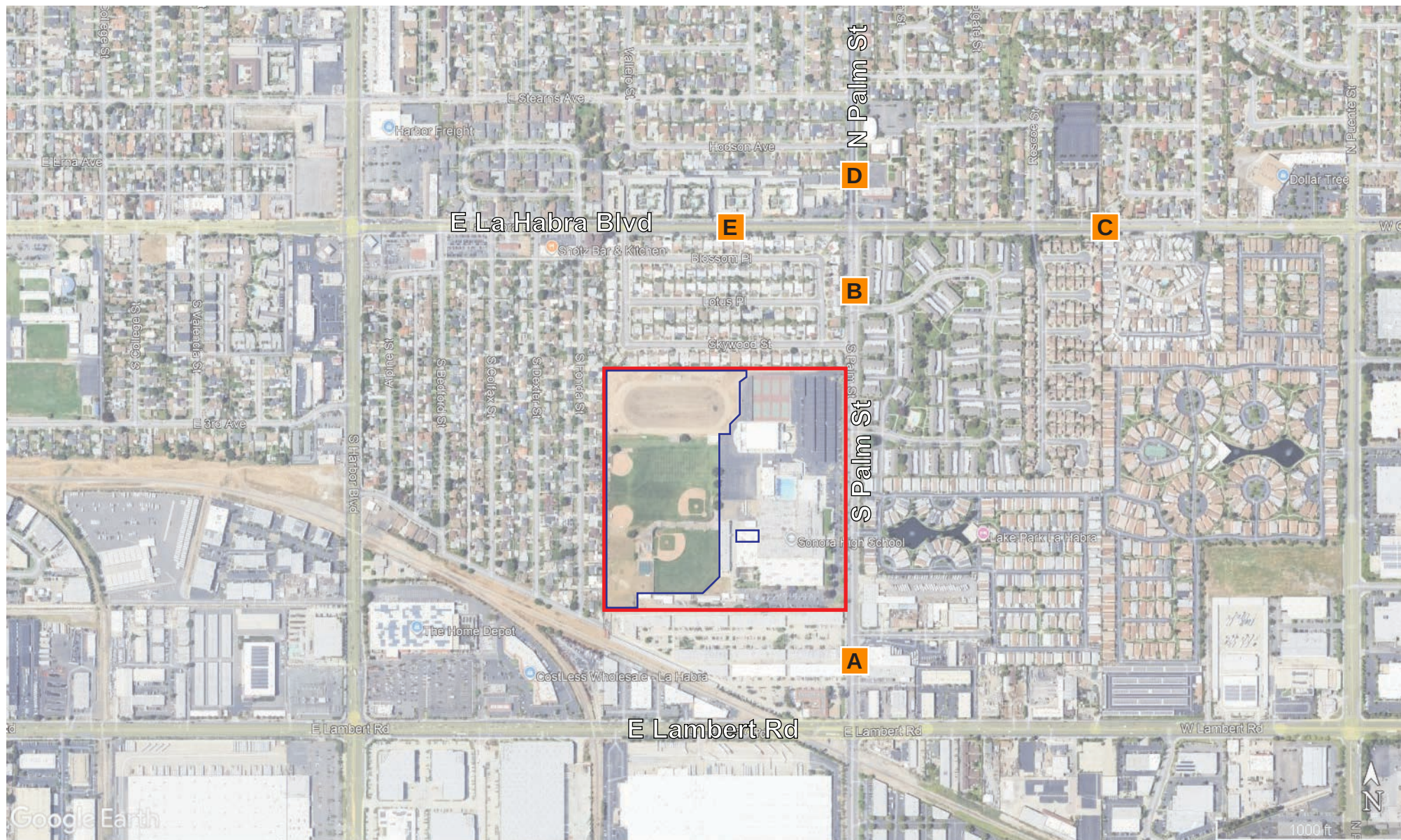
The forecast change in trip generation for SHS under with project conditions is estimated using rates published in the ITE Trip Generation Manual 12th Edition. The trips are based on rates for a high school (ITE Code 525). As previously mentioned, the proposed project is anticipated to reduce the student capacity at SHS by 54 students, resulting in a new capacity of 2,619 students.

Table 1 presents the trip generation reduction forecast for the project weekday daily period and the AM and PM peak hours. The trip generation reduction was used in this study to allocate the reduction in project-generated traffic volumes for the daily period to the adjacent street network.



Table 1 Trip Generation for Sonora High School

Land Use and Time Period	Students	Trip Generation Rate	Distribution		Trips		Total
			Inbound	Outbound	Inbound	Outbound	
Existing Condition							
High School – Daily	2,673	.14 trips / student	50%	50%	2,593	2,593	5,186
High School – AM Peak Hour	2,673	.14 trips / student	68%	32%	945	445	1,390
High School – PM Peak Hour	2,673	.14 trips / student	48%	52%	192	209	401
With Project Condition							
High School – Daily	2,619	.14 trips / student	50%	50%	2,540	2,541	5,081
High School – AM Peak Hour	2,619	.14 trips / student	68%	32%	926	436	1,362
High School – PM Peak Hour	2,619	.14 trips / student	48%	52%	189	204	393
Net Change							
High School – Daily	-54	-	-	-	-53	-52	-105
High School – AM Peak Hour	-54	-	-	-	-19	-9	-28
High School – PM Peak Hour	-54	-	-	-	-3	-5	-8



LEGEND

- | | |
|----------------------------------|----------------------------------|
| A) S Palm St n/o E Lambert Rd | D) N Palm St n/o E La Habra Blvd |
| B) S Palm St s/o E La Habra Blvd | E) E La Habra Blvd w/o N Palm St |
| C) E La Habra Blvd e/o N Palm St | |

Orange square: Roadway Segment Locations

Red rectangle: Sonora High School Boundary

Blue rectangle: Project Boundary

Figure 2: Roadway Segment Locations



3. Traffic Analysis: Without Project

This section of the memo summarizes the traffic analysis results for scenarios in the no project condition:

- Existing Conditions (2026) without Project
- Opening Year (2027) without Project

3.1 Average Daily Traffic Volumes

The average daily traffic (ADT) volumes for the study area roadway segments under Existing Conditions and in the Opening Year (2027) No Project scenario are summarized in Table 2. Existing roadway segment volumes are summarized from 24-hour counts which can be found in Appendix A. Year 2027 No Project traffic volumes were estimated by applying an assumed 1% annual growth rate to Existing Year (2026) counts.

Table 2 Estimated Roadway ADT Opening Year with No Project.

Roadway	Existing 2026 ADT	2027 No Project
S Palm Street n/o E Lambert Road	10,261	10,364
S Palm Street s/o E La Habra Boulevard	10,486	10,591
E La Habra Boulevard e/o N Palm Street	23,587	23,823
N Palm Street n/o E La Habra Boulevard	8,642	8,728
E La Habra Boulevard w/o N Palm Street	25,609	25,865

4. Traffic Analysis: With Project

This section includes a summary of traffic volumes for the with project scenarios:

- Existing Conditions (2026) with Project
- Opening Year (2027) with Project

4.1 Existing Year (2026) With Project

4.1.1 Average Daily Traffic

The ADT volumes for the study area roadway segments in the Existing Year (2026) With Project scenario are summarized in Table 3.

Table 3 Estimated Roadway ADT Existing Year (2026) With Project.

Roadway	Existing 2026 ADT	2026 With Project
S Palm St n/o E Lambert Rd	10,261	10,209
S Palm St s/o E La Habra Blvd	10,486	10,433
E La Habra Blvd e/o N Palm St	23,587	23,570
N Palm St n/o E La Habra Blvd	8,642	8,624
E La Habra Blvd w/o N Palm St	25,609	25,591

4.2 Opening Year (2027) With Project

4.2.1 Average Daily Traffic

Table 4 below shows the estimated ADT volumes for each roadway segment, by scenario, including the Opening Year (2027) With Project scenario. The Opening Year (2027) With Project ADT volumes were estimated using a 1% annual growth rate from the 2026 With Project scenario ADT volumes.

Table 4 Estimated Roadway ADT, by roadway and scenario.

Roadway	Existing 2026 ADT	2027 No Project	2026 With Project	2027 With Project
S Palm St n/o E Lambert Rd	10,261	10,364	10,209	10,312
S Palm St s/o E La Habra Blvd	10,486	10,591	10,433	10,538
E La Habra Blvd e/o N Palm St	23,587	23,823	23,570	23,806
N Palm St n/o E La Habra Blvd	8,642	8,728	8,624	8,710
E La Habra Blvd w/o N Palm St	25,609	25,865	25,591	25,847

5. Additional Analyses

5.1 VMT Screening

The proposed project would not generate new vehicle trips since the project decreases student capacity at SHS, nor would the field improvements result in new or additional activities occurring at the campus that would result in an increase in vehicle trips. Because there is no increase in trips forecast to be generated by the project, the project is eligible to be screened out from the need for full project level VMT analysis. No VMT impact is anticipated.

5.2 Pedestrian and Site Circulation

5.2.1 Existing conditions

The campus includes two parking lots: one located in the northeastern area of the site and another in the southeastern and eastern portion of the campus. Vehicular access to the northeastern parking lot is provided by two combined ingress–egress driveways along Palm Street and includes a designated student pick-up and drop-off zone serving the athletic facilities. The southeastern parking lot is accessed via a single combined ingress–egress driveway, also located along Palm Street. The internal circulation connection between the two parking lots functions as an additional designated pick-up and drop-off zone for the main school building and includes additional parking spaces.

Pedestrian access to the campus is provided by sidewalks within the public rights-of-way adjacent to the site. Alternative modes of transportation to the campus include bicycling and public bus service. La Habra Boulevard, located north of the campus, is a designated corridor featuring Class II bicycle lanes. Public transit service is provided by the Orange County Transportation Authority (OCTA). A bus stop serving Route 129 is located north of the campus along La Habra Boulevard. Although the Central–Palm stop is the closest Route 129 stop to the campus, pedestrians must walk approximately seven minutes south to reach the site.

5.2.2 Analysis

This subsection examines site access, circulation, and potential traffic safety issues related to SHS's proposed project driveways and parking areas. This review is completed at a high level based on the project description provided by FJUHS.

Intersection Sight Distance

Existing project driveways provide sufficient sight distance. No significant horizontal curves are proposed along the roadways in the vicinity of the project driveway locations. As such, no modifications to driveway sight distances are recommended as part of this analysis. This impact is anticipated to be less than significant.

Driveway Length

The existing site access driveways are designed to serve the school's typical peak AM and PM hour traffic volumes and turning movements. Since the proposed project would generate a reduction in AM and PM peak hour trips, driveway congestion and queues would not be significantly impacted. No modifications to existing driveway lengths are recommended as part of this analysis. This impact is anticipated to be less than significant.



Driveway Proximity and Corner Clearance

Per City of La Habra standards, the existing project driveways are sufficiently distanced from adjacent intersections and from each other.

Right-Turn Lanes at Driveways

The existing site access driveways are designed to serve the school's typical peak AM and PM hour traffic volumes and turning movements. Since the proposed project would not generate an increase in AM and PM peak hour trips, there is no need to change the configuration of right turn lanes at the study driveways.

Pedestrian and Bicycle Access

The proposed project is not anticipated to increase pedestrian and bicycle circulation. No pedestrian or bicycle infrastructure improvements are recommended.



6. Conclusion

This memo has analyzed the forecast change in traffic conditions with the implementation of the proposed SHS Building Modernization and Field Improvements Project.

The proposed project would result in a decrease in daily vehicle trips. Changes to AM and PM peak hour traffic volumes are anticipated to result in a reduction in vehicle trips due to the reduction in student capacity. No analysis is required.

Because the project is proposing development for a local-serving K-12 public school and would not result in a decrease in student capacity and no additional vehicle trips, the project is exempt from a full VMT analysis.

Since the proposed project would generate a reduction in AM and PM peak hour trips, site circulation will not be significantly impacted, and no improvements to the existing site access driveways are recommended based on this analysis.



References

California Department of Transportation. (July 2, 2018). *Highway Design Manual, Chapter 200: Geometric Design and Structure Standards*.
<https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp0200-032020.pdf>



Appendix A – Roadway Segment Counts

ADT1 N Palm Street north of E Lambert Rd.

Suhsduhg#e | #DlpWG#OOF##who1#:47#586#;;;

AM Period	NB		SB			PM Period	NB		SB		
0:00	6		5			12:00	58		55		
0:15	9		3			12:15	45		59		
0:30	11		4			12:30	55		59		
0:45	1	27	5	17	44	12:45	56	214	59	232	446
1:00	2		2			13:00	80		56		
1:15	3		3			13:15	90		103		
1:30	5		1			13:30	86		66		
1:45	1	11	3	9	20	13:45	71	327	92	317	644
2:00	1		0			14:00	94		69		
2:15	5		2			14:15	75		68		
2:30	0		2			14:30	84		71		
2:45	1	7	4	8	15	14:45	80	333	112	320	653
3:00	2		4			15:00	91		64		
3:15	0		4			15:15	107		82		
3:30	6		12			15:30	147		235		
3:45	1	9	6	26	35	15:45	181	526	135	516	1042
4:00	5		11			16:00	144		99		
4:15	4		12			16:15	125		91		
4:30	7		25			16:30	130		87		
4:45	7	23	37	85	108	16:45	130	529	80	357	886
5:00	9		30			17:00	149		93		
5:15	2		28			17:15	110		57		
5:30	8		38			17:30	163		59		
5:45	5	24	52	148	172	17:45	119	541	70	279	820
6:00	16		53			18:00	107		40		
6:15	18		52			18:15	111		83		
6:30	14		62			18:30	83		60		
6:45	14	62	92	259	321	18:45	76	377	53	236	613
7:00	25		84			19:00	65		42		
7:15	25		93			19:15	57		49		
7:30	44		101			19:30	60		34		
7:45	34	128	113	391	519	19:45	48	230	41	166	396
8:00	80		127			20:00	43		30		
8:15	74		117			20:15	48		27		
8:30	62		96			20:30	39		68		
8:45	64	280	122	462	742	20:45	50	180	32	157	337
9:00	144		204			21:00	46		36		
9:15	155		256			21:15	51		26		
9:30	101		193			21:30	30		16		
9:45	39	439	78	731	1170	21:45	15	142	13	91	233
10:00	37		53			22:00	19		12		
10:15	62		69			22:15	27		19		
10:30	49		55			22:30	19		4		
10:45	36	184	56	233	417	22:45	18	83	12	47	130
11:00	34		51			23:00	23		12		
11:15	31		57			23:15	22		12		
11:30	47		59			23:30	14		12		
11:45	52	164	65	232	396	23:45	5	64	2	38	102
Total Vol.	1358		2601		3959		3546		2756		6302
							Daily Totals				
							NB		SB		Combined
							4904		5357		10261
AM						PM					
Split %	34.3%		65.7%		38.6%		56.3%		43.7%		61.4%
Peak Hour	8:45		8:45		8:45		15:30		15:30		15:30
Volume	464		775		1239		597		560		1157
P.H.F.	0.75		0.76		0.75		0.85		0.60		0.76

Wednesday, January 07, 2026

CITY: La Habra

PROJECT: SC5828

ADT2 N Palm St south fo E La Habra Blvd.

Suhsduhg#e | #DlpWG#OOF##who1#:47#586#;;

AM Period	NB	SB		PM Period	NB	SB	
0:00	7	5		12:00	57	48	
0:15	6	4		12:15	38	52	
0:30	8	8		12:30	60	46	
0:45	2	23	3 20	12:45	67	222	70 216
			43				438
1:00	1	2		13:00	79	57	
1:15	3	3		13:15	115	70	
1:30	7	0		13:30	78	83	
1:45	2	13	2 7	13:45	81	353	99 309
			20				662
2:00	1	0		14:00	88	80	
2:15	5	3		14:15	59	68	
2:30	1	1		14:30	109	92	
2:45	3	10	4 8	14:45	102	358	98 338
			18				696
3:00	3	5		15:00	73	111	
3:15	0	3		15:15	94	146	
3:30	9	9		15:30	195	136	
3:45	4	16	9 26	15:45	182	544	110 503
			42				1047
4:00	5	15		16:00	141	84	
4:15	7	12		16:15	121	93	
4:30	10	20		16:30	156	78	
4:45	8	30	47 94	16:45	141	559	88 343
			124				902
5:00	8	28		17:00	161	98	
5:15	12	27		17:15	113	66	
5:30	16	39		17:30	152	66	
5:45	3	39	60 154	17:45	141	567	59 289
			193				856
6:00	13	44		18:00	98	56	
6:15	24	47		18:15	87	57	
6:30	25	58		18:30	79	66	
6:45	18	80	102 251	18:45	69	333	56 235
			331				568
7:00	27	85		19:00	92	41	
7:15	27	74		19:15	63	33	
7:30	38	86		19:30	62	44	
7:45	48	140	102 347	19:45	43	260	42 160
			487				420
8:00	78	143		20:00	45	26	
8:15	78	159		20:15	46	24	
8:30	76	99		20:30	52	34	
8:45	56	288	134 535	20:45	64	207	33 117
			823				324
9:00	86	270		21:00	68	22	
9:15	121	357		21:15	41	25	
9:30	112	138		21:30	24	14	
9:45	40	359	59 824	21:45	10	143	18 79
			1183				222
10:00	40	53		22:00	11	18	
10:15	76	67		22:15	26	16	
10:30	50	62		22:30	16	8	
10:45	42	208	50 232	22:45	17	70	12 54
			440				124
11:00	36	53		23:00	25	12	
11:15	45	66		23:15	23	7	
11:30	47	63		23:30	19	12	
11:45	57	185	52 234	23:45	2	69	4 35
			419				104
Total Vol.	1391	2732	4123		3685	2678	6363

Daily Totals

NB	SB	Combined
5076	5410	10486

AM

PM

Split %	33.7%	66.3%	39.3%	57.9%	42.1%	60.7%
Peak Hour	8:45	8:45	8:45	15:30	15:00	15:15
Volume	375	899	1274	639	503	1088
P.H.F.	0.77	0.63	0.67	0.84	0.86	0.82

cs@aimtd.com

Tell. 714 253 7888

Wednesday, January 07, 2026

CITY: La Habra

PROJECT: SC5828

ADT3 E La Habra Blvd east of N Palm St.

Suhsduhg#e|#DlpWG#OOF##who1#:47#586#;;;

AM Period	EB		WB			PM Period	EB		WB		
0:00	12		21			12:00	128		205		
0:15	20		17			12:15	146		172		
0:30	11		22			12:30	154		166		
0:45	9	52	18	78	130	12:45	154	582	157	700	1282
1:00	6		16			13:00	133		171		
1:15	10		7			13:15	174		199		
1:30	15		13			13:30	156		223		
1:45	8	39	11	47	86	13:45	195	658	183	776	1434
2:00	5		13			14:00	163		189		
2:15	11		4			14:15	148		192		
2:30	13		10			14:30	163		241		
2:45	19	48	10	37	85	14:45	152	626	220	842	1468
3:00	4		12			15:00	158		228		
3:15	17		8			15:15	180		251		
3:30	35		17			15:30	98		240		
3:45	33	89	14	51	140	15:45	159	595	275	994	1589
4:00	38		19			16:00	167		302		
4:15	51		16			16:15	198		248		
4:30	92		40			16:30	163		281		
4:45	98	279	52	127	406	16:45	184	712	307	1138	1850
5:00	58		42			17:00	166		296		
5:15	95		55			17:15	173		283		
5:30	147		64			17:30	183		272		
5:45	146	446	91	252	698	17:45	178	700	256	1107	1807
6:00	104		106			18:00	188		257		
6:15	112		102			18:15	168		259		
6:30	148		144			18:30	160		185		
6:45	196	560	175	527	1087	18:45	147	663	211	912	1575
7:00	140		184			19:00	122		182		
7:15	183		195			19:15	122		131		
7:30	190		235			19:30	116		150		
7:45	181	694	230	844	1538	19:45	83	443	137	600	1043
8:00	174		212			20:00	105		118		
8:15	165		230			20:15	69		127		
8:30	164		193			20:30	85		110		
8:45	143	646	234	869	1515	20:45	96	355	125	480	835
9:00	158		182			21:00	106		111		
9:15	165		179			21:15	81		101		
9:30	145		183			21:30	66		73		
9:45	145	613	162	706	1319	21:45	41	294	80	365	659
10:00	140		147			22:00	47		79		
10:15	144		174			22:15	34		61		
10:30	141		141			22:30	47		64		
10:45	145	570	155	617	1187	22:45	35	163	54	258	421
11:00	139		147			23:00	31		32		
11:15	126		167			23:15	21		41		
11:30	131		185			23:30	14		42		
11:45	166	562	165	664	1226	23:45	8	74	18	133	207
Total Vol.	4598		4819		9417		5865		8305		14170
						Daily Totals			Combined		
						EB	WB				
						10463	13124		23587		
AM						PM					
Split %	48.8%	51.2%	39.9%				41.4%	58.6%	60.1%		
Peak Hour	7:15	7:30	7:30				17:15	16:30	16:45		
Volume	728	907	1617				722	1167	1864		
P.H.F.	0.96	0.96	0.95				0.97	0.95	0.95		

cs@aimtd.com

Tell. 714 253 7888

ADT4 N Palm St north of E La Habra Blvd.

Suhsduhg#e|#DlpWG#OOF##who1#:47#586#;;;

AM Period	NB		SB		PM Period	NB		SB	
0:00	4		4		12:00	56		45	
0:15	10		2		12:15	43		49	
0:30	6		4		12:30	50		45	
0:45	6	26	2	12	38	12:45	47	196	56 195
1:00	2		1		13:00	64		62	
1:15	3		4		13:15	92		50	
1:30	6		1		13:30	95		107	
1:45	0	11	3	9	20	13:45	64	315	115 334
2:00	4		2		14:00	65		77	
2:15	0		2		14:15	59		72	
2:30	0		2		14:30	70		63	
2:45	2	6	4	10	16	14:45	83	277	61 273
3:00	3		4		15:00	75		71	
3:15	1		7		15:15	96		86	
3:30	4		4		15:30	149		52	
3:45	1	9	11	26	35	15:45	135	455	69 278
4:00	3		7		16:00	132		54	
4:15	1		18		16:15	127		67	
4:30	5		23		16:30	130		70	
4:45	1	10	26	74	84	16:45	116	505	74 265
5:00	2		19		17:00	159		63	
5:15	4		35		17:15	136		83	
5:30	16		38		17:30	164		50	
5:45	10	32	50	142	174	17:45	167	626	55 251
6:00	8		37		18:00	103		57	
6:15	21		59		18:15	93		51	
6:30	18		51		18:30	73		45	
6:45	19	66	73	220	286	18:45	81	350	39 192
7:00	31		62		19:00	67		34	
7:15	17		80		19:15	49		23	
7:30	47		108		19:30	54		24	
7:45	63	158	121	371	529	19:45	49	219	33 114
8:00	89		123		20:00	37		25	
8:15	65		114		20:15	42		27	
8:30	40		107		20:30	42		21	
8:45	48	242	82	426	668	20:45	46	167	37 110
9:00	44		137		21:00	44		25	
9:15	65		159		21:15	29		20	
9:30	55		95		21:30	26		12	
9:45	37	201	45	436	637	21:45	23	122	9 66
10:00	32		46		22:00	17		11	
10:15	30		49		22:15	16		9	
10:30	33		48		22:30	16		11	
10:45	32	127	51	194	321	22:45	18	67	13 44
11:00	26		39		23:00	14		8	
11:15	37		40		23:15	12		11	
11:30	35		46		23:30	12		7	
11:45	56	154	64	189	343	23:45	5	43	1 27
Total Vol.	1042		2109		3151		3342		2149
					Daily Totals				Combined
						NB	SB		
						4384	4258		8642
AM					PM				
Split %	33.1%	66.9%	36.5%		60.9%	39.1%	63.5%		
Peak Hour	7:30	8:30	7:30		17:00	13:30	17:00		
Volume	264	485	730		626	371	877		
P.H.F.	0.74	0.76	0.86		0.95	0.81	0.99		

ADT5 E La Habra west of N Palm St.

Suhsduhg#e|#D1pWG#OOF##who1#:47#586#::;

AM Period	EB		WB			PM Period	EB		WB		
0:00	9		21			12:00	162		204		
0:15	23		18			12:15	160		172		
0:30	11		17			12:30	167		171		
0:45	10	53	18	74	127	12:45	157	646	169	716	1362
1:00	10		19			13:00	159		206		
1:15	9		6			13:15	190		202		
1:30	13		14			13:30	192		234		
1:45	7	39	13	52	91	13:45	222	763	233	875	1638
2:00	6		12			14:00	186		214		
2:15	9		7			14:15	171		205		
2:30	13		10			14:30	183		260		
2:45	19	47	13	42	89	14:45	174	714	224	903	1617
3:00	6		11			15:00	187		231		
3:15	14		8			15:15	238		253		
3:30	35		19			15:30	257		279		
3:45	33	88	15	53	141	15:45	232	914	317	1080	1994
4:00	34		18			16:00	196		311		
4:15	46		17			16:15	226		251		
4:30	89		39			16:30	204		275		
4:45	107	276	55	129	405	16:45	214	840	304	1141	1981
5:00	63		39			17:00	208		293		
5:15	95		62			17:15	188		280		
5:30	138		65			17:30	180		296		
5:45	150	446	91	257	703	17:45	177	753	271	1140	1893
6:00	112		103			18:00	196		245		
6:15	96		111			18:15	210		263		
6:30	136		133			18:30	200		182		
6:45	211	555	168	515	1070	18:45	174	780	204	894	1674
7:00	169		195			19:00	148		189		
7:15	203		224			19:15	132		142		
7:30	201		247			19:30	130		145		
7:45	242	815	236	902	1717	19:45	96	506	125	601	1107
8:00	205		231			20:00	91		112		
8:15	222		224			20:15	78		128		
8:30	176		232			20:30	101		111		
8:45	178	781	220	907	1688	20:45	92	362	136	487	849
9:00	227		191			21:00	102		121		
9:15	298		191			21:15	76		115		
9:30	184		217			21:30	69		74		
9:45	150	859	144	743	1602	21:45	50	297	71	381	678
10:00	139		145			22:00	53		73		
10:15	157		200			22:15	37		69		
10:30	146		145			22:30	43		61		
10:45	164	606	154	644	1250	22:45	35	168	50	253	421
11:00	159		154			23:00	31		40		
11:15	143		171			23:15	20		46		
11:30	152		175			23:30	16		47		
11:45	170	624	164	664	1288	23:45	10	77	14	147	224
Total Vol.	5189		4982		10171		6820		8618		15438
							Daily Totals		Combined		
							EB	WB			
							12009	13600	25609		
AM						PM					
Split %	51.0%	49.0%	39.7%				44.2%	55.8%	60.3%		
Peak Hour	8:45	7:15	7:30				15:15	16:45	15:15		
Volume	887	938	1808				923	1173	2083		
P.H.F.	0.74	0.95	0.95				0.93	0.96	0.95		



Appendix B – ITE Trip Generation Reports

High School (525)

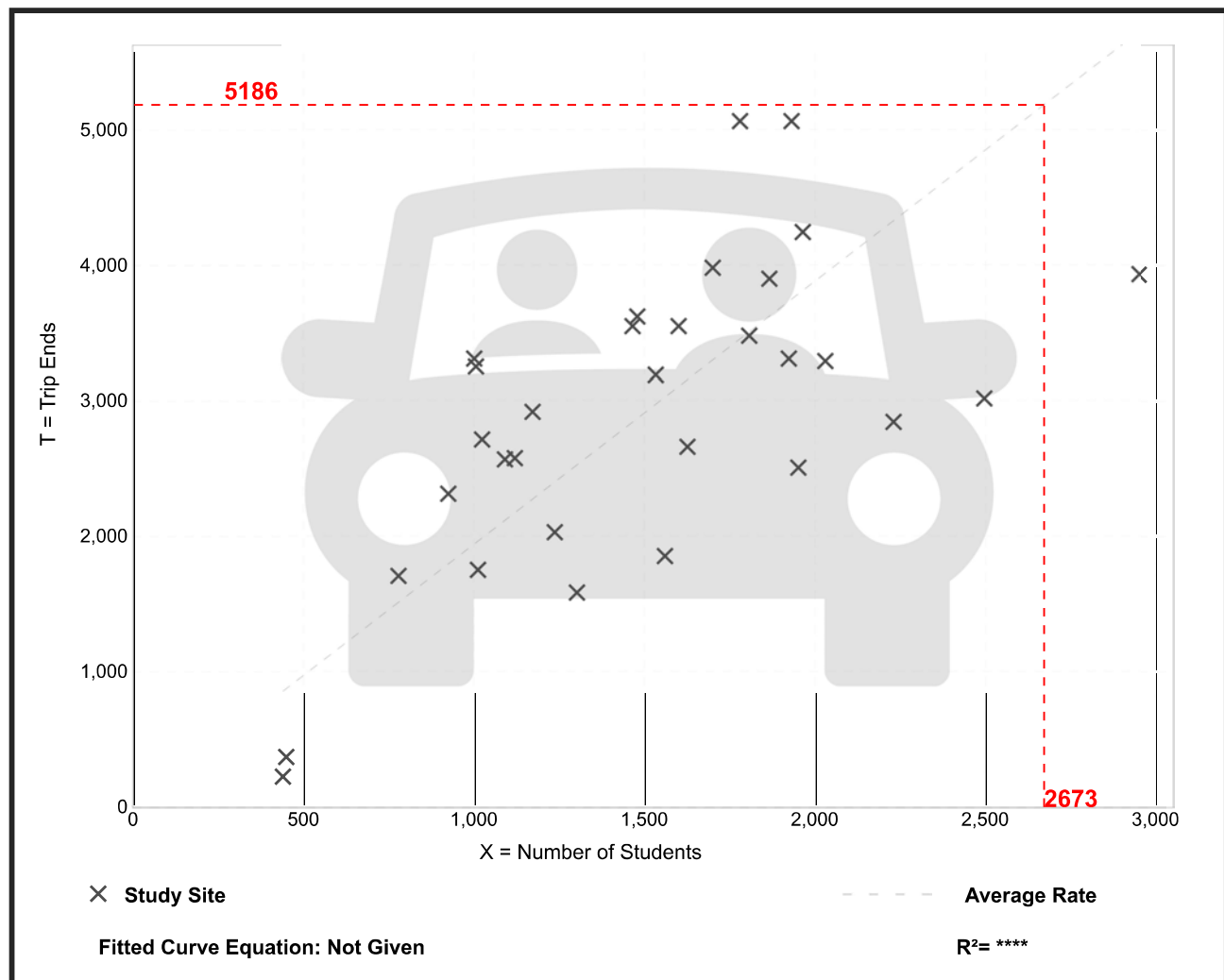
Vehicle Trip Ends vs: **Students**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. Num. of Students: 1498
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.94	0.51 - 3.30	0.61

Data Plot and Equation



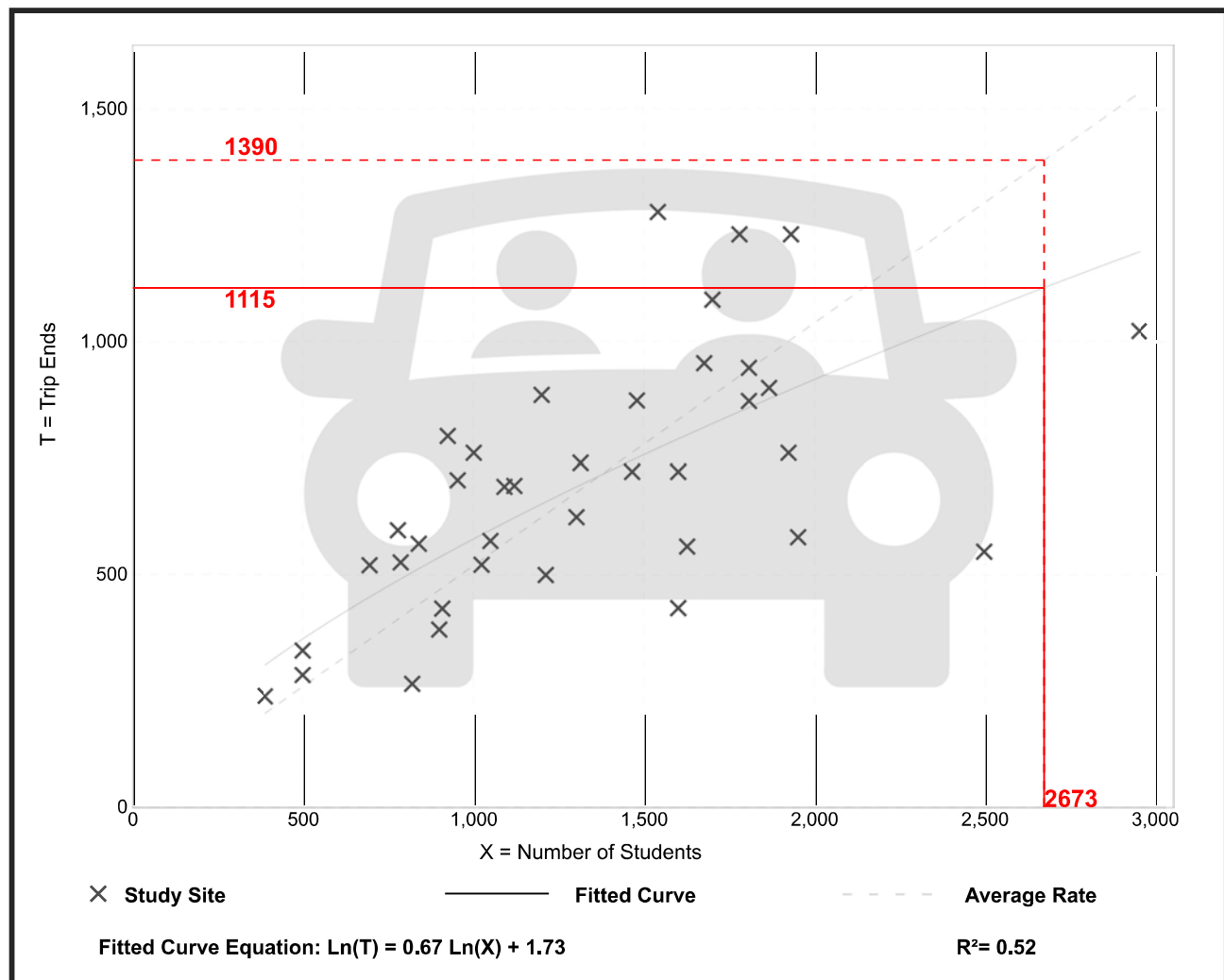
High School (525)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 38
 Avg. Num. of Students: 1329
 Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.52	0.22 - 0.86	0.17

Data Plot and Equation



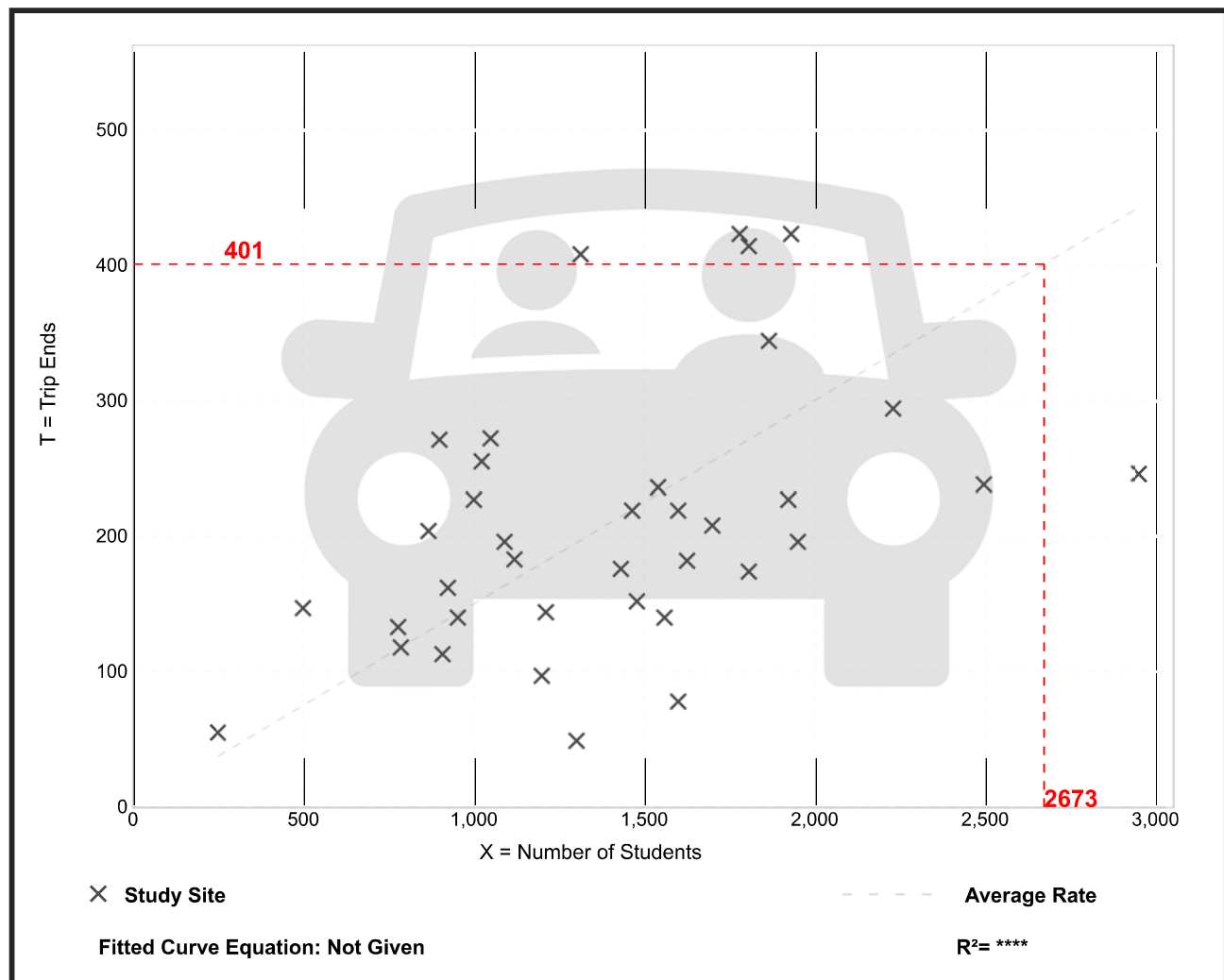
High School (525)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 37
 Avg. Num. of Students: 1404
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.15	0.04 - 0.31	0.07

Data Plot and Equation



High School (525)

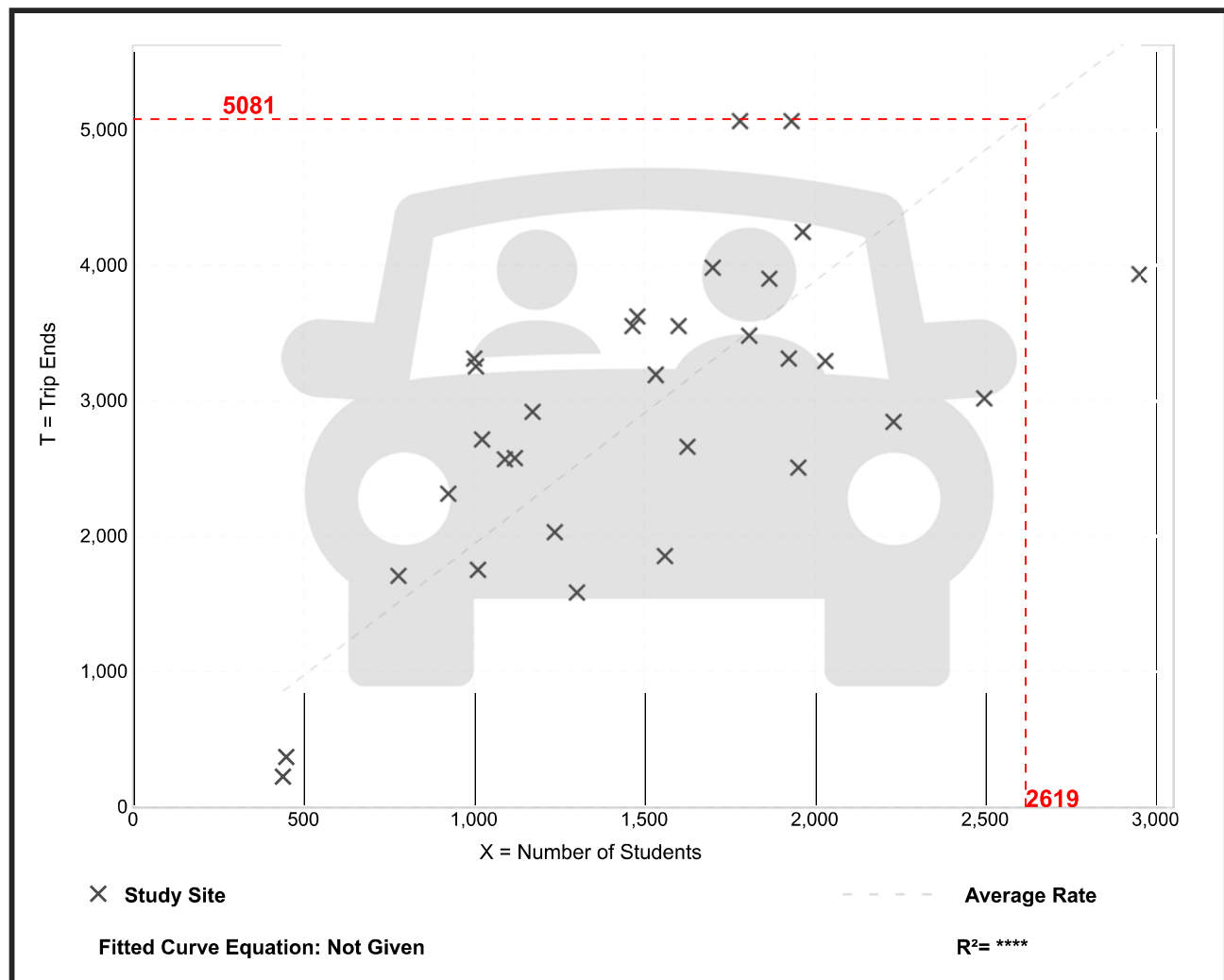
Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Students: 1498
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.94	0.51 - 3.30	0.61

Data Plot and Equation



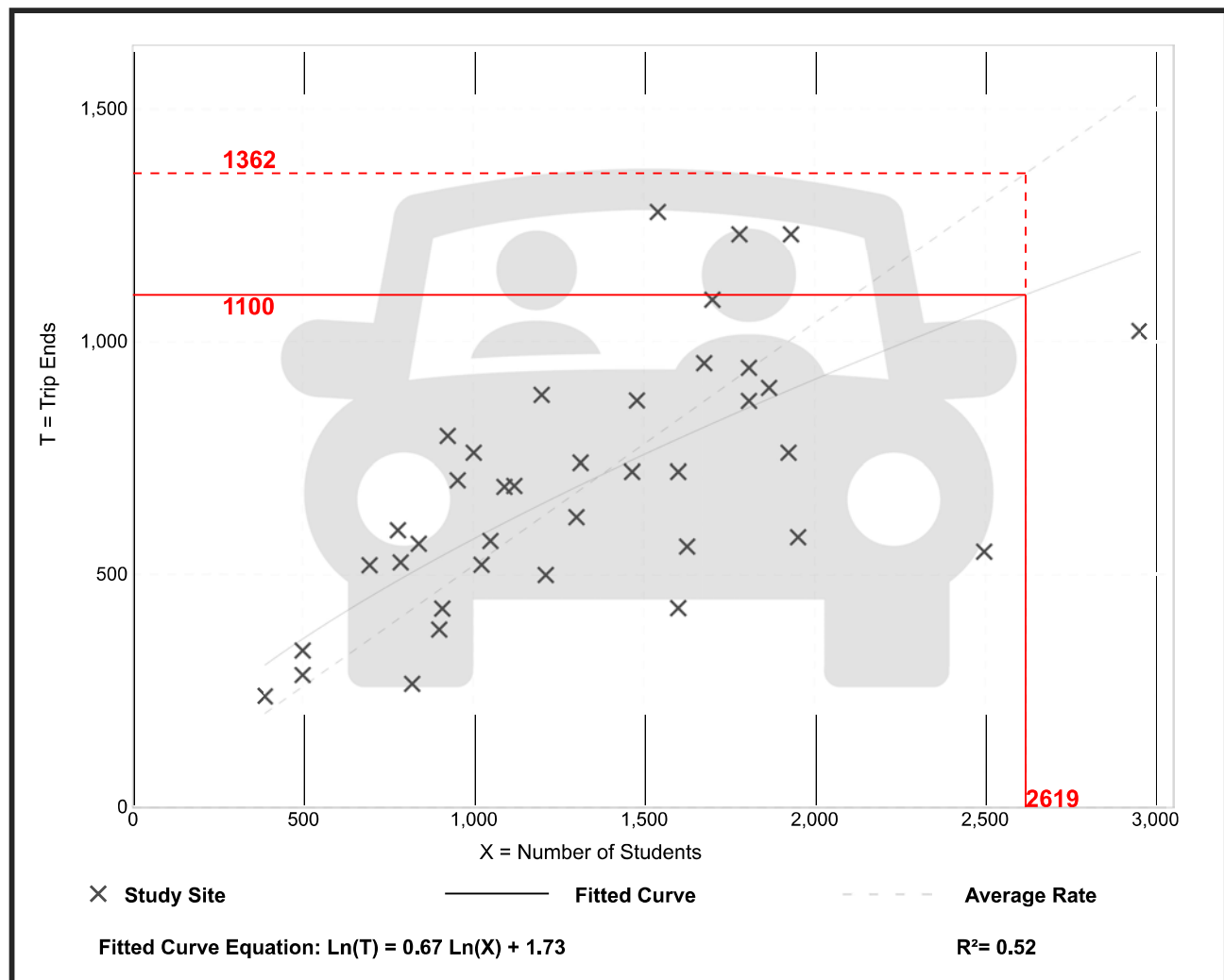
High School (525)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 38
 Avg. Num. of Students: 1329
 Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.52	0.22 - 0.86	0.17

Data Plot and Equation



High School (525)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 37
 Avg. Num. of Students: 1404
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.15	0.04 - 0.31	0.07

Data Plot and Equation

