
APPENDIX D

TRAFFIC IMPACT STUDY

APPENDIX

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FULLERTON UNION HIGH SCHOOL

FIELD IMPROVEMENTS AND NEW ATHLETIC BUILDING PROJECT

TRAFFIC CIRCULATION MEMO

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PlaceWorks

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1. Project Description

Fullerton Union High School (FUHS) is located in Fullerton, California. The approximately 31.9-acre campus serves 9th through 12th graders and has an enrollment capacity of 2,187 students. The Fullerton Joint Union High School District is proposing improvements to FUHS's sports fields as part of the FUHS Field Improvements and New Athletic Building Project (proposed project). These improvements include the addition of a new two-story athletic building that features locker rooms, coaches offices, training areas, storage areas, classrooms, a golf simulator, and more. The athletic building addition is estimated to increase FUHS's enrollment capacity by approximately 54 students. The proposed project also includes the addition of eight lighting fixtures at the varsity and junior varsity softball fields, and another eight lighting fixtures at the varsity and junior varsity baseball field. The addition of field lighting fixtures would accommodate practices during late afternoon and evening hours for approximately 17 sports and activities, such as soccer, football, track and field, and band. These practices would not be new events, instead they would be existing events that could be shifted in time to occur later in the evening with the new field lighting.

The proposed project would encompass approximately 4.2 acres of the western portion of the FUHS campus, and approximately 2.5 acres of the eastern portion of the FUHS campus, east of N Lemon St, for total of approximately 6.7 acres. The proposed project locations and Fullerton Union High School are depicted in Figure 1. Construction of the proposed project would occur in a single phase and is anticipated to start in June 2026 and end in January 2028.

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 FUHS.



LEGEND

- ▭ Fullerton Union High School Boundary
- ▭ Project Boundary

Figure 1: Fullerton Union High School Proposed Project Area



2. Traffic Analysis: Approach and Methodology

This traffic analysis reports average daily traffic conditions 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 (2025) without Project
- Opening Year (2028) without Project
- Existing Conditions (2025) with Project
- Opening Year (2028) with Project

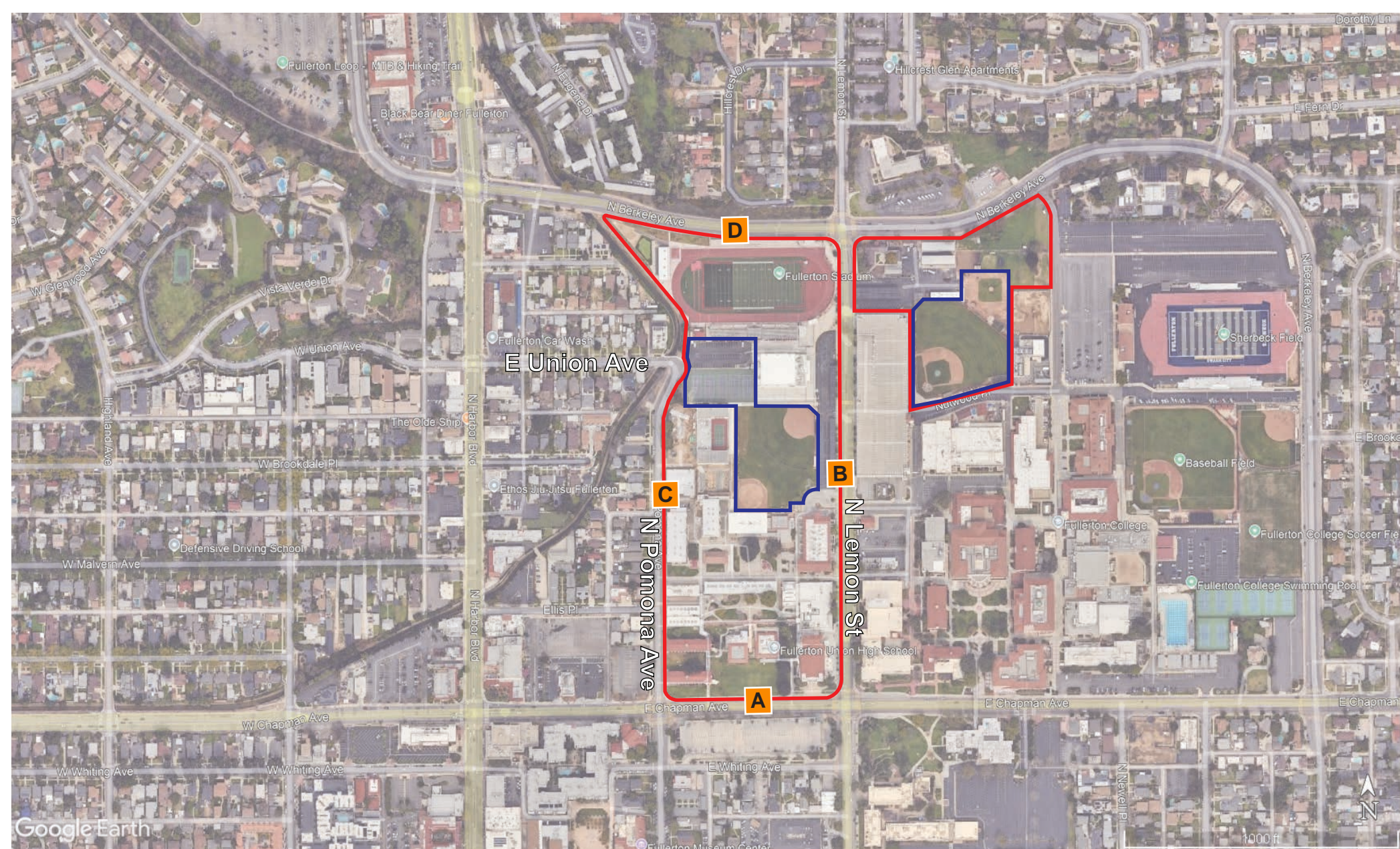
For the purpose of this analysis, the project opening year for traffic conditions is 2028. This is because the proposed project's construction period is scheduled to be completed during the 2028 calendar year. An ambient growth rate of 1% per year was used to forecast the future volumes.

The proposed project is not anticipated to significantly change the number of AM or PM peak hour trips. As such, a subsequent analysis of off-site peak hour intersection performance due to the lighting structures is not necessary per the City of Fullerton's requirements.

2.1 Average Daily Traffic

Average daily traffic (ADT) data was collected on four roadway segments surrounding the study area for a full 24-hour period on Wednesday, November 12, 2025. The roadway segment locations are depicted in Figure 2 and listed below:

- A. E Chapman Ave, between N Harbor Blvd and N Lemon St
- B. N Lemon St, between N Berkeley Ave and E Chapman Ave
- C. N Pomona Ave, between E Union Ave and E Chapman Ave
- D. N Berkeley Ave, between N Harbor Blvd and N Lemon St



LEGEND

- A) E Chapman Ave, between N Harbor Blvd and N Lemon St
- B) N Lemon St, between N Berkeley Ave and E Chapman Ave
- C) N Pomona Ave, between E Union Ave and E Chapman Ave
- D) N Berkeley Ave, between N Harbor Blvd and N Lemon St

■ Roadway Segment Locations

□ Fullerton Union High School Boundary

□ Project Boundary

Figure 2: Roadway Segment Locations



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.

E Chapman Ave

E Chapman Ave is a four-lane roadway that runs east and west and is located south of the project site. The surrounding land use is made up of primarily institutional uses. The road's speed limit is 30 miles per hour. E Chapman Ave has sidewalks on both sides of the road, and there are no bike lanes. Roadside parking is not permitted on either side of the street.

N Lemon St

N Lemon St is a four-lane roadway that runs north and south and is located in the heart of the project site. The road is situated west of the high school's baseball field and east of the softball fields, and it provides access to the school's eastern parking lot. The surrounding land use is made up of primarily institutional uses. The road's speed limit is 35 miles per hour. N Lemon St has sidewalks on both sides of the road, and there are no bike lanes. Roadside parking is not permitted on either side of the street.

N Pomona Ave

N Pomona Ave is a two-lane roadway that runs north and south and is located west of the project site. The surrounding land use is made up of residential and institutional uses. The road's speed limit is 25 miles per hour. N Pomona Ave has sidewalks on both sides of the road, and there are no bike lanes. On the roadside adjacent to the high school, roadside parallel parking is not permitted between 7:00 a.m. and 8:00 a.m., and between 1:00 p.m. and 3:00 p.m. on weekdays. On the roadside across from the high school, parking is limited to one-hour between 8:00 a.m. and 4:00 p.m. and is not limited during the hours outside of this window. On both sides of the road, roadside parking is not permitted between noon and 4:00 p.m. on Wednesdays for street sweeping.

N Berkeley Ave

N Berkeley Ave is a two-lane roadway between N Lemon St and E Chapman Ave and a four lane street between Harbor Boulevard and N Lemon St. The roadway runs north and south to the east of the project site and then curves north of the project site to become an east-west roadway. The surrounding land use is made up of institutional and residential uses. The road's speed limit is 35 miles per hour. N Berkeley Ave has sidewalks and dedicated bike lanes on both sides of the road. Both sides of the street have a designated lane for roadside parallel parking.



3. Traffic Analysis: Without Project

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

- Existing Conditions (2025) without Project
- Opening Year (2028) without Project

3.1 Existing Conditions

3.1.1 Average Daily Traffic

The average daily traffic (ADT) volumes for the study area roadway segments under Existing Conditions are summarized in Table 1. Existing roadway segment volumes are summarized from 24-hour counts which can be found in Appendix A. This scenario will serve as the base against which all subsequent scenarios are assessed.

Table 1 Roadway ADT: Existing Conditions (2025).

Roadway	Source	Date	Existing ADT
E Chapman Ave, between N Harbor Blvd and N Lemon St	AimTD LLC	11/12/25	24,907
N Lemon St, between N Berkeley Ave and E Chapman Ave	AimTD LLC	11/12/25	13,959
N Pomona Ave, between E Union Ave and E Chapman Ave	AimTD LLC	11/12/25	2,614
N Berkeley Ave, between N Harbor Blvd and N Lemon St	AimTD LLC	11/12/25	15,526

3.2 Opening Year (2028) Without Project

3.2.1 Average Daily Traffic

The ADT volumes for the study area roadway segments in the Opening Year (2028) No Project scenario are summarized in Table 2. Year 2028 No Project traffic volumes were estimated by applying an assumed 1% annual growth rate to Existing Year (2025) counts.

Table 2 Estimated Roadway ADT Opening Year with No Project.

Roadway	Existing ADT	2028 No Project
E Chapman Ave, between N Harbor Blvd and N Lemon St	24,907	25,662
N Lemon St, between N Berkeley Ave and E Chapman Ave	13,959	14,382
N Pomona Ave, between E Union Ave and E Chapman Ave	2,614	2,693
N Berkeley Ave, between N Harbor Blvd and N Lemon St	15,526	15,996

4. Traffic Analysis: With Project

This section includes the trip generation and distribution estimates for the proposed project. It also includes a summary of the traffic analysis results for the with project scenarios:

- Existing Conditions (2025) with Project
- Opening Year (2028) with Project

4.1 Trip Generation and Distribution

The trip generation for the FUHS Field Improvements and New Athletic Building Project was estimated using rates published in the ITE Trip Generation Manual 12th Edition for Land Use Code 525 High School. Per the project description, the athletic building addition is estimated to increase FUHS's enrollment capacity by approximately 54 students. The addition of lighting fixtures and its impact on afternoon and evening sporting activities will not significantly change the number of students and/or athletes during the AM or PM peak hour trips.

A summary of the ITE Trip Generation estimates for weekday daily conditions, weekday AM peak hour conditions, and weekday PM peak hour conditions are presented in Table 3. Appendix B presents the original ITE Trip Generation reports.

The proposed project is expected to generate 105 daily new trips on weekdays. During the AM peak hour, the proposed project is expected to generate 28 new vehicle trips. Sixty-eight percent of these vehicle trips (19 trips) are forecasted to enter the project site, and 32% (9 trips) are forecasted to exit the site. During the PM peak hour, the proposed project is expected to generate 8 new vehicle trips. During the PM peak hour, 48% of these vehicle trips (4 trips) are forecasted to enter the project site, and 52% (4 trips) are forecasted to exit the site.

The City of Fullerton's threshold for conducting an intersection level of service analysis is a generation of at least 50 peak hour vehicle trips as a result of a proposed project. As such, this proposed project would not require an intersection level of service analysis because peak hour trips for both the AM and PM peak hours are less than 50 vehicles.

Table 3 Trip Generation and Distribution.

Land Use and Time Period	Students	Trip Generation Rate	Distribution		Trips		Total
			Inbound	Outbound	Inbound	Outbound	
High School – Weekday	54	1.94 trips / student	50%	50%	52	53	105
High School – AM Peak	54	0.52 trips / student	68%	32%	19	9	28
High School – PM Peak	54	0.15 trips / student	48%	52%	4	4	8

4.2 Existing Year (2025) With Project

4.2.1 Average Daily Traffic

The ADT volumes for the study area roadway segments in the Existing Year (2025) With Project scenario are summarized in Table 4. The ADT volumes were estimated using a combination of the existing ADT volumes, the ITE Trip Generation estimate of 105 new daily trips, and proportions of vehicle traffic volumes on each of the roadway segments.



Table 4 Estimated Roadway ADT Existing Year (2025) With Project.

Roadway	Existing ADT	2025 With Project
E Chapman Ave, between N Harbor Blvd and N Lemon St	24,907	24,972
N Lemon St, between N Berkeley Ave and E Chapman Ave	13,959	14,047
N Pomona Ave, between E Union Ave and E Chapman Ave	2,614	2,631
N Berkeley Ave, between N Harbor Blvd and N Lemon St	15,526	15,566

4.3 Opening Year (2028) With Project

4.3.1 Average Daily Traffic

Table 5 below shows the estimated ADT volumes for each roadway segment, by scenario, including the Opening Year (2028) With Project scenario. The Opening Year (2028) With Project ADT volumes were estimated assuming a 1% annual growth rate from the 2025 With Project scenario ADT volumes.

Table 5 Estimated Roadway ADT, by roadway and scenario.

Roadway	Existing ADT	2028 No Project	2025 With Project	2028 With Project
E Chapman Ave, between N Harbor Blvd and N Lemon St	24,907	25,662	24,972	25,728
N Lemon St, between N Berkeley Ave and E Chapman Ave	13,959	14,382	14,047	14,473
N Pomona Ave, between E Union Ave and E Chapman Ave	2,614	2,693	2,631	2,710
N Berkeley Ave, between N Harbor Blvd and N Lemon St	15,526	15,996	15,566	16,038

5. Additional Analyses

5.1 VMT Screening

The proposed project is evaluated for potential impacts related to Vehicle Miles Traveled (VMT) consistent with the requirements contained in the City of Fullerton Transportation Assessment Policies and Procedures document. The guidelines establish that proposed projects with one or more of the following attributes may be exempt from a full VMT Analysis:

- Criteria 1: Project is located in a Transit Priority Area (TPA).** The project is within 0.5 miles of a TPA, which includes a major transit stop or an existing stop along a high-quality transit corridor.
- Criteria 2: Project is located in a Low VMT Area.** A low VMT area is defined as an individual traffic analysis zone where total daily Origin/Destination VMT per service population is 15% or more less than the City average total daily Origin/Destination VMT per service population.

- **Criteria 3: Project Type Screening.** Projects for the following land uses can be presumed to have a less than significant impact:
 - Local-serving K-12 public schools
 - Local-serving parks Day care centers
 - Local-serving retail uses less than 50,000 square feet
 - Local-serving hotels (e.g. non -destination hotels)
 - Local-serving student housing projects Local -serving assembly uses (places of worship, community organizations)
 - Community institutions (public libraries, fire stations, local government)
 - Affordable, supportive or transitional housing
 - Assisted living facilities
 - Senior housing (as defined by HUD)
 - Projects generating less than 836 daily VMT

The FUHS Field Improvements and New Athletic Building Project would be eligible to be screened out from the need for a full project level VMT analysis under the Criteria 3 screening attribute because the project is proposing development for a local-serving K-12 public school. No additional VMT analysis is required for the project.

5.2 Pedestrian and Site Circulation

5.2.1 Existing conditions

The campus has three parking lots in the central, eastern, and northern portions of campus. Vehicular access to the centrally located parking lot is provided by four driveways. These driveways consist of one ingress-only driveway, an ingress-egress driveway, and two-egress only driveways along N Lemon St. The centrally located parking lot also has a student pick-up/drop-off zone. Vehicular access to the eastern parking lot is provided by one ingress-only driveway and by one egress-only driveway located along N Lemon St. Vehicular access to the northern parking lot is provided by an ingress-egress driveway along N Pomona Ave/E Union Ave. Additional campus parking is provided at the Fullerton College parking garage for sporting events, located along N Lemon St.

Pedestrian access to the campus is provided from sidewalks along public rights-of-way bordering the campus. Alternative forms of transportation to the campus include bicycling and public bus service. A bicycle lane is located along N Berkeley Ave on the north side of campus. The Orange County Transportation Authority has one bus stop serving Route 143 near the eastern portion of the campus and bus stops serving routes 43 and 123 approximately 0.15 miles south of the campus.



5.2.2 Analysis

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

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. No impact is anticipated.

The District should follow California Department of Transportation (Caltrans) sight distance guidelines when designing the new ingress-egress driveway for the northern parking lot.

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 not generate a significant change to the current volume of AM and PM peak hour trips, driveway congestion and queues will not be significantly impacted. No modifications to existing driveway lengths are recommended as part of this analysis. No impact is anticipated.

Driveway Proximity and Corner Clearance

Per City of Fullerton standards, the new ingress-egress driveway designed for the northern parking lot should be sufficiently distanced from adjacent intersections and from the existing driveway for the northern parking lot.

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 a significant change to the current volume of AM and PM peak hour trips, there is no need to change the configuration of right turn lanes at the study driveways.

When designing the new ingress-egress driveway for the northern parking lot, the District should follow City of Fullerton guidelines to ensure that the right turn lane can accommodate anticipated traffic volumes.

Pedestrian and Bicycle Access

To accommodate a potential increase in pedestrian and bicycle circulation due to changes in student enrollment, the proposed project would include a total of 10 bike parking spaces located on the south side of the new athletic building. It would also include the installation of walkways around the athletic building site that would connect to the existing public sidewalks located along N Pomona Ave and E Union Ave and to the rest of the FUHS campus. Sidewalks would continue to provide pedestrian access to the parking lot entrances. No additional pedestrian or bicycle crossing locations are recommended.



6. Conclusion

This memo has analyzed if and how traffic conditions are expected to change with the implementation of the proposed FUHS Field Improvements and New Athletic Building Project.

The proposed project would generate 105 daily vehicle trips, which includes 28 AM peak hour and 8 PM peak hour vehicle trips based on the ITE Trip Generation Forecast. The number of new peak hour trips does not exceed the City of Fullerton's threshold for conducting a more thorough transportation analysis under CEQA.

Because the project is proposing development for a local-serving K-12 public school, the project is exempt from a full VMT analysis by way of the Criteria 3 VMT screening attribute.

This memo reports the analysis results for the existing site access driveways for FUHS. Since the proposed project would not generate a significant change to the current volume of 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>

City of Fullerton. (2020, June 16). *Transortation Assessment Policies and Procedures*.

<https://www.cityoffullerton.com/home/showpublisheddocument/1536/637449005647300000>

ITE (Institute of Transportation Engineers). *Trip Generation Manual*. 12th ed. 2025



Appendix A – Roadway Segment Counts

ADT1 E Chapman Ave between N Harbor Blvd and N Lemon St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB	
0:00	28		17		12:00	173		195	
0:15	18		19		12:15	210		197	
0:30	19		19		12:30	186		185	
0:45	11	76	15	70	12:45	179	748	222	799
1:00	3		6		13:00	204		217	
1:15	9		14		13:15	159		222	
1:30	8		14		13:30	227		187	
1:45	6	26	5	39	13:45	187	777	190	816
2:00	8		6		14:00	202		199	
2:15	7		6		14:15	183		230	
2:30	6		5		14:30	195		266	
2:45	8	29	5	22	14:45	196	776	248	943
3:00	6		6		15:00	215		253	
3:15	5		12		15:15	228		203	
3:30	13		8		15:30	232		248	
3:45	22	46	7	33	15:45	200	875	281	985
4:00	11		6		16:00	170		290	
4:15	15		20		16:15	181		263	
4:30	25		25		16:30	196		239	
4:45	43	94	20	71	16:45	234	781	254	1046
5:00	34		21		17:00	222		301	
5:15	52		27		17:15	220		276	
5:30	78		57		17:30	186		262	
5:45	78	242	42	147	17:45	186	814	269	1108
6:00	90		55		18:00	184		266	
6:15	107		48		18:15	207		227	
6:30	182		58		18:30	164		252	
6:45	251	630	95	256	18:45	171	726	175	920
7:00	271		106		19:00	160		178	
7:15	276		163		19:15	141		156	
7:30	302		177		19:30	130		116	
7:45	291	1140	148	594	19:45	113	544	132	582
8:00	275		173		20:00	95		137	
8:15	276		188		20:15	105		125	
8:30	255		194		20:30	91		145	
8:45	216	1022	157	712	20:45	98	389	86	493
9:00	190		114		21:00	95		144	
9:15	174		105		21:15	83		88	
9:30	188		138		21:30	73		85	
9:45	212	764	153	510	21:45	65	316	80	397
10:00	182		172		22:00	68		107	
10:15	159		168		22:15	46		62	
10:30	182		149		22:30	50		89	
10:45	138	661	137	626	22:45	41	205	53	311
11:00	154		145		23:00	44		46	
11:15	184		190		23:15	49		48	
11:30	180		200		23:30	42		25	
11:45	178	696	199	734	23:45	40	175	22	141

Total Vol. 5426 3814 **9240** 7126 8541 **15667**

Daily Totals
EB WB **Combined**

12552 12355 **24907**

AM

PM

Split %	58.7%	41.3%	37.1%	45.5%	54.5%	62.9%
Peak Hour	7:15	11:30	7:30	15:00	17:00	16:45
Volume	1144	791	1830	875	1108	1955
P.H.F.	0.95	0.99	0.96	0.94	0.92	0.93

ADT3 N Pomona Ave between E Union Ave and E Chapman Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period	NB		SB		
0:00	0		0		12:00	3		17		
0:15	0		1		12:15	6		11		
0:30	0		1		12:30	12		22		
0:45	0	0	0	2	12:45	17	38	16	66	104
1:00	0		0		13:00	23		13		
1:15	1		0		13:15	7		17		
1:30	0		0		13:30	13		5		
1:45	0	1	0	0	13:45	13	56	15	50	106
2:00	0		0		14:00	16		8		
2:15	1		0		14:15	31		13		
2:30	0		0		14:30	34		33		
2:45	0	1	0	0	14:45	13	94	11	65	159
3:00	0		1		15:00	18		12		
3:15	0		0		15:15	29		22		
3:30	1		0		15:30	49		76		
3:45	0	1	1	2	15:45	40	136	39	149	285
4:00	1		1		16:00	38		35		
4:15	1		1		16:15	39		20		
4:30	0		2		16:30	13		19		
4:45	0	2	0	4	16:45	24	114	23	97	211
5:00	0		0		17:00	21		23		
5:15	0		1		17:15	15		33		
5:30	1		2		17:30	18		13		
5:45	1	2	2	5	17:45	33	87	25	94	181
6:00	6		3		18:00	28		21		
6:15	7		9		18:15	24		28		
6:30	7		8		18:30	17		14		
6:45	5	25	17	37	18:45	8	77	16	79	156
7:00	17		21		19:00	24		22		
7:15	81		86		19:15	14		25		
7:30	20		35		19:30	4		9		
7:45	42	160	42	184	19:45	9	51	8	64	115
8:00	61		59		20:00	8		10		
8:15	91		101		20:15	2		2		
8:30	23		51		20:30	6		3		
8:45	18	193	13	224	20:45	7	23	24	39	62
9:00	20		13		21:00	6		30		
9:15	18		18		21:15	4		3		
9:30	18		12		21:30	3		0		
9:45	11	67	10	53	21:45	0	13	2	35	48
10:00	9		15		22:00	2		0		
10:15	19		14		22:15	7		3		
10:30	9		13		22:30	2		1		
10:45	9	46	16	58	22:45	1	12	0	4	16
11:00	14		10		23:00	1		2		
11:15	6		15		23:15	1		1		
11:30	8		16		23:30	1		1		
11:45	12	40	12	53	23:45	1	4	3	7	11
Total Vol.	538	622	1160			705	749	1454		

Daily Totals		
NB	SB	Combined
1243	1371	2614

	AM			PM		
Split %	46.4%	53.6%	44.4%	48.5%	51.5%	55.6%
Peak Hour	7:45	7:45	7:45	15:30	15:15	15:30
Volume	217	253	470	166	172	336
P.H.F.	0.60	0.63	0.61	0.85	0.57	0.67

ADT4 N Berkeley Ave between N Harbor Blvd and N Lemon St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	3		10		12:00	106		130		
0:15	2		8		12:15	106		124		
0:30	1		4		12:30	110		140		
0:45	5	11	1	23	34	107	429	148	542	971
1:00	1		3		13:00	119		122		
1:15	2		2		13:15	93		146		
1:30	3		2		13:30	88		117		
1:45	5	11	2	9	20	107	407	164	549	956
2:00	4		7		14:00	97		160		
2:15	2		3		14:15	99		136		
2:30	0		4		14:30	142		194		
2:45	5	11	7	21	32	118	456	218	708	1164
3:00	0		2		15:00	111		200		
3:15	1		3		15:15	135		175		
3:30	2		11		15:30	163		185		
3:45	0	3	11	27	30	143	552	199	759	1311
4:00	4		9		16:00	126		176		
4:15	3		8		16:15	156		171		
4:30	4		9		16:30	145		214		
4:45	5	16	14	40	56	150	577	182	743	1320
5:00	5		11		17:00	149		167		
5:15	10		24		17:15	140		180		
5:30	12		30		17:30	129		163		
5:45	26	53	40	105	158	105	523	173	683	1206
6:00	24		31		18:00	108		154		
6:15	36		43		18:15	98		140		
6:30	60		47		18:30	101		126		
6:45	86	206	93	214	420	74	381	112	532	913
7:00	155		84		19:00	82		106		
7:15	171		151		19:15	73		85		
7:30	172		149		19:30	62		83		
7:45	175	673	173	557	1230	41	258	68	342	600
8:00	184		163		20:00	35		56		
8:15	232		156		20:15	44		61		
8:30	167		186		20:30	43		58		
8:45	142	725	150	655	1380	37	159	54	229	388
9:00	123		131		21:00	26		85		
9:15	110		111		21:15	32		38		
9:30	105		113		21:30	23		39		
9:45	121	459	115	470	929	24	105	34	196	301
10:00	119		141		22:00	17		45		
10:15	112		113		22:15	12		28		
10:30	91		120		22:30	14		33		
10:45	91	413	117	491	904	10	53	16	122	175
11:00	85		115		23:00	17		17		
11:15	114		107		23:15	8		13		
11:30	125		147		23:30	9		13		
11:45	117	441	122	491	932	7	41	12	55	96
Total Vol.		3022		3103	6125		3941		5460	9401
							Daily Totals			
							EB	WB	Combined	
							6963	8563	15526	
							AM		PM	
Split %		49.3%		50.7%	39.4%		41.9%		58.1%	60.6%
Peak Hour		7:30		7:45	7:45		16:15		14:30	16:15
Volume		763		678	1436		600		787	1334
P.H.F.		0.82		0.91	0.93		0.96		0.90	0.93



Appendix B – ITE Trip Generation Reports

High School (525)

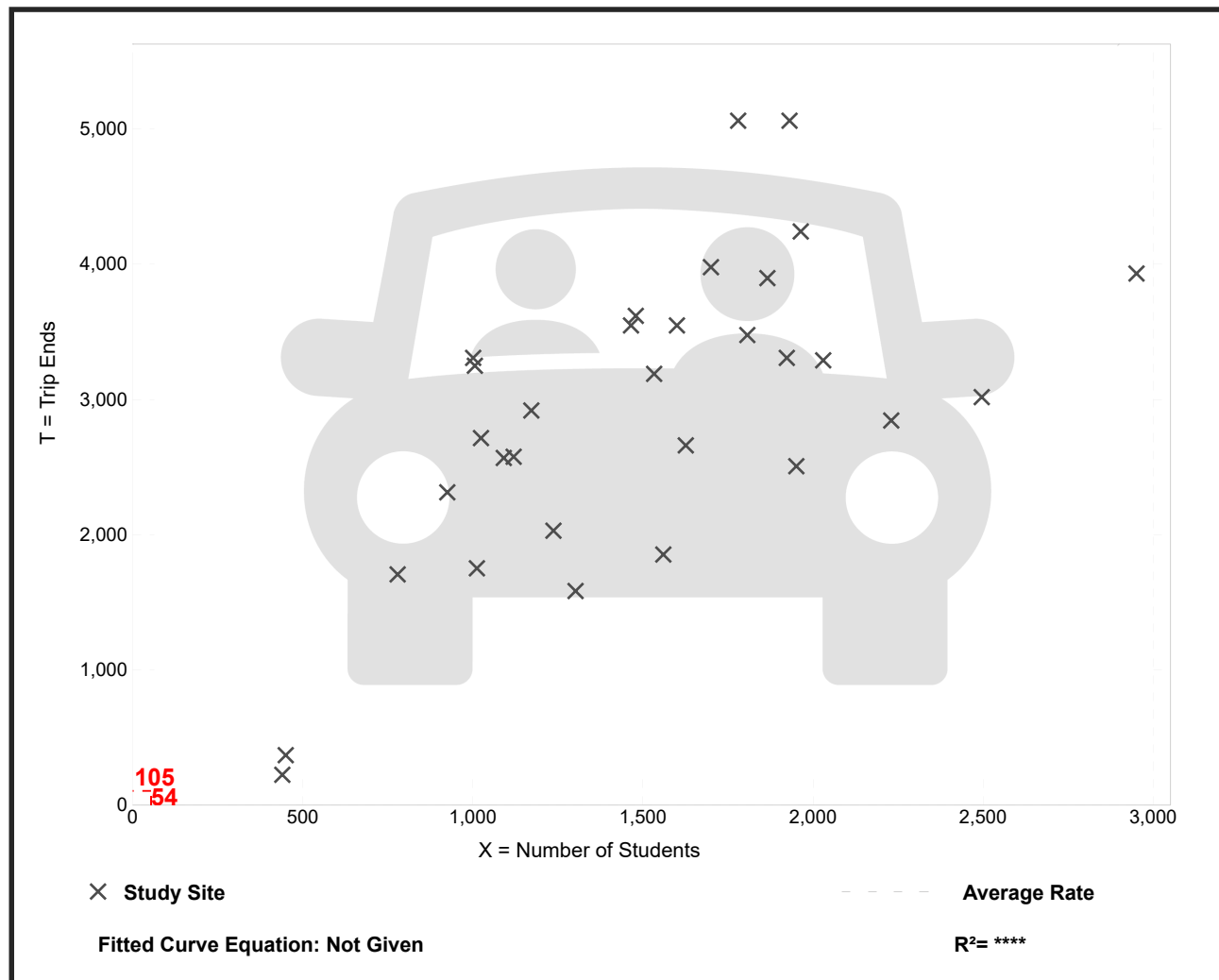
Vehicle Trip Ends vs: Students
On a: Weekday

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



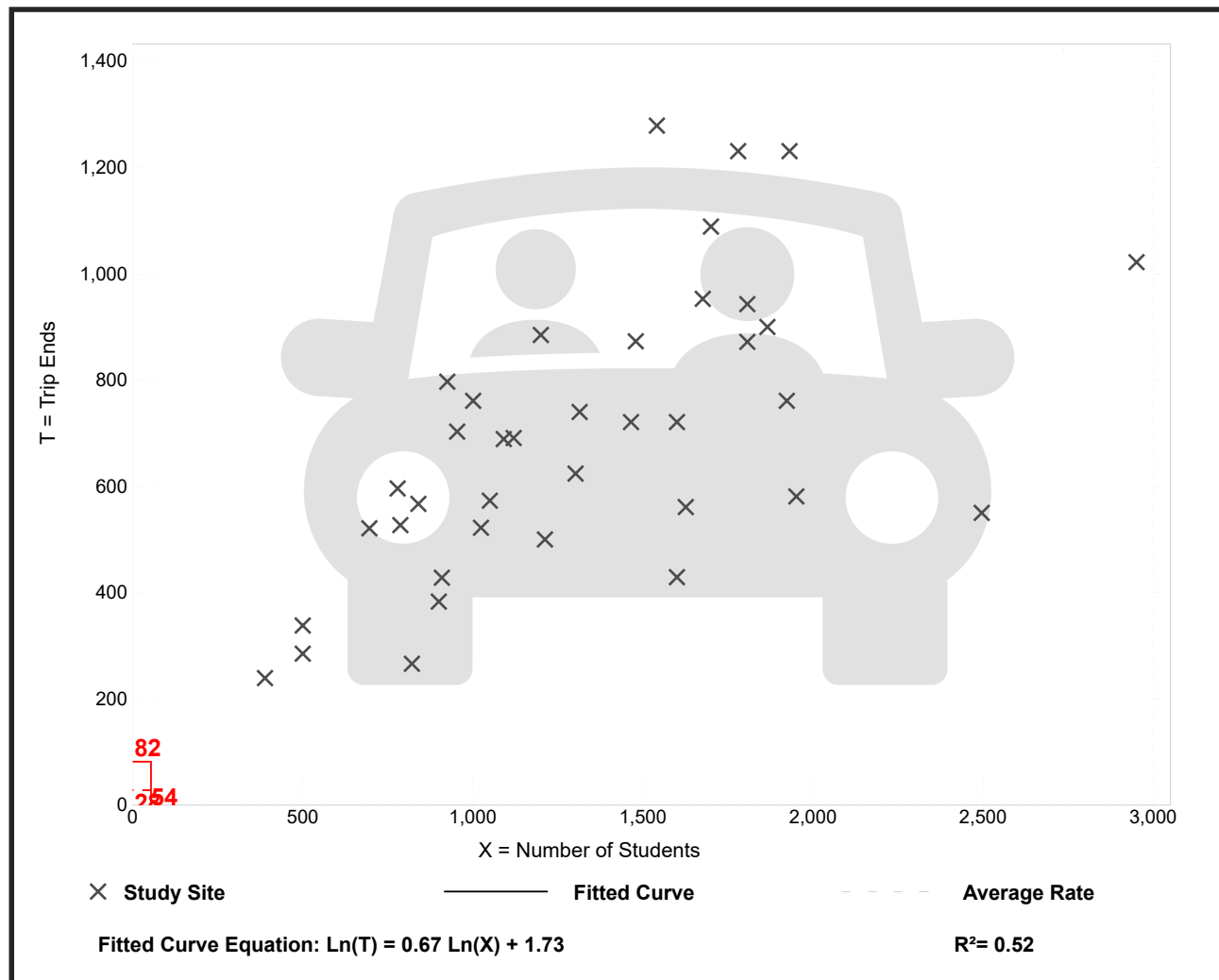
High School (525)

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

