

From: [Christine Rowe](#)
To: [MSFC-SSFL-EIS](#)
Cc: [Elliott, Allen \(MSFC-AS01\)](#); [ZORBA, PETER D. \(HQ-LP040\)](#); [Fellows, Merrilee \(HQ-LD000\)](#)
Subject: Fwd: Pierce College 2010 Traffic plan documents
Date: Monday, September 09, 2013 3:26:26 AM
Attachments: [LADOT MOU Pierce College 12 15 09.pdf](#)

Dear Mr. Elliott,

I am sending you two different documents related to Pierce College's traffic plan. One is this document, the second is the school's 2010 Master Plan.

The reason that I am sending it is due to your Section 4.5 Traffic and Transportation.

I would like you to be aware that I read and commented on both the 2002 Pierce College Master Plan relative to the 2010 Pierce College Master Plan. In doing so, I told the LADOT that the traffic plan that had been submitted to them was full of false assumptions - essentially not worth the paper it was printed on. That is because what the current traffic plan showed versus the planned changes to the routing within the Pierce campus under their 2010 Master Plan, would have changed the routing within the college itself, and it would have made the Mason entrance to the college on the north no longer a through street.

On your document Table 4.5 - 2 and Table 4.5 - 3 you reference the peak hour volume with a date of 2011.

Please understand that the Pierce College proposed construction has not been completed. Also, the enrollment at Pierce has fluctuated over the years by changes of up to 10,000 students in a decade. I would say that Pierce is at its lower end of enrollment at this time - partially due to the costs associated with community college tuition, and partially associated with a reduction in the number of classes offered.

I do want you to compare your numbers to the Pierce studies to see if the numbers that are projected in their traffic study are similar in nature to NASA's.

Respectfully submitted.

Christine L. Rowe

SCOPING FOR TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges Los Angeles Department of Transportation (LADOT) requirements of traffic impact analysis for the following project:

DOT Case No: _____ EAF No. _____
 Project Name: Pierce College Facilities Master Plan Update
 Project Address: 6201 Winnetka Avenue, Woodland Hills, California 91371
 Project Description: Increase in Student Full-time Equivalency of 1,909

Geographic Distribution: N 28% S 19% E 29% W 22% with 2% of trips within the immediate area surrounding the campus. See attached figures for both generalized and intersection project trip distribution. The trip distribution is based on student zip code data.

Trip Generation Rate(s): Other: Counts were taken at campus driveways in order to calculate the in/out rate of the campus during the AM/PM peak hours with the college's current and future (2015) Full-Time Equivalency (FTE) rate. Please see attached trip generation tables.

Land Use	Per FTE		Land Use	in	out
	in	out			
AM Trips	<u>206</u>	<u>42</u>			
PM Trips	<u>113</u>	<u>97</u>			

Project Buildout Year: 2015 Ambient or CMP Growth Rate: 1% Per Yr., Compounded

Related Projects: (To be researched by consultant under approval of LADOT)

Study Intersections PLEASE SEE ATTACHED PAGE (Additional study intersections have been added, per our meeting with LADOT)

(Subject to revision after CMP requirement, related projects, trip generation and distribution are determined)

- | | |
|----------|----------|
| 1. _____ | 4. _____ |
| 2. _____ | 5. _____ |
| 3. _____ | 6. _____ |

Trip Credits: (Exact amount of credit subject to approval by LADOT)	yes	no
Transportation Demand Management (TDM)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Existing Active Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Previous Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pass-By Trip.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transit Credit (per LADOT Traffic Study guidelines)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This analysis must follow latest LADOT Traffic Study guidelines.

	<u>Consultant</u>	<u>Developer</u>
Name	<u>Fehr & Peers</u>	<u>Pierce College – President Joy McCaslin</u>
Address	<u>15707 Rockfield Bl., Ste. 155, Irvine, 92618</u>	<u>6201 Winnetka Av., Woodland Hills, 91371</u>
Phone No.	<u>(949) 859-3200</u>	<u>(818) 719-6408</u>

Approved

by:  12/15/09
 Consultant's Representative Date LADOT Representative Date

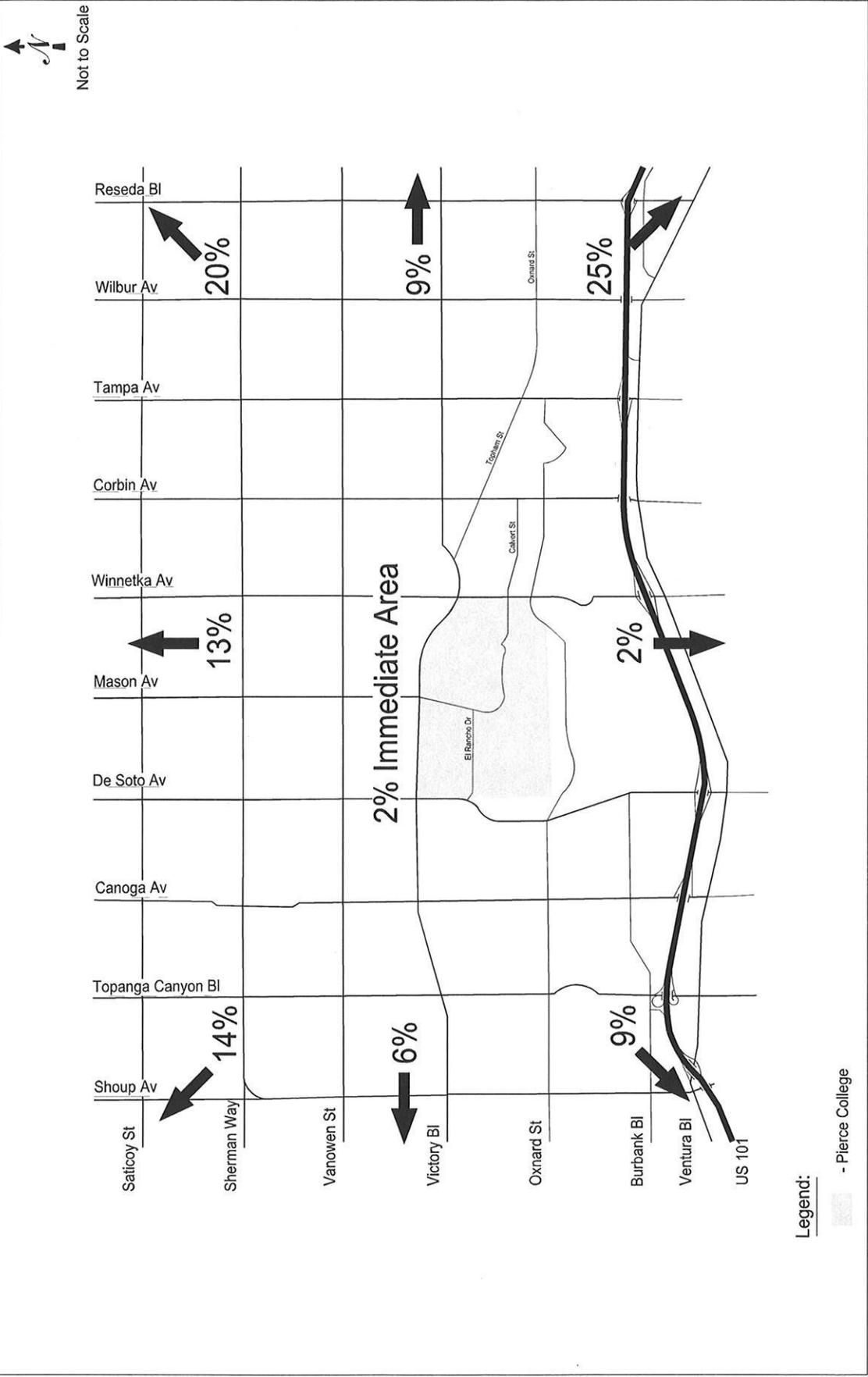
TRAFFIC STUDY APPROACH PIERCE COLLEGE FACILITIES MASTER PLAN UPDATE

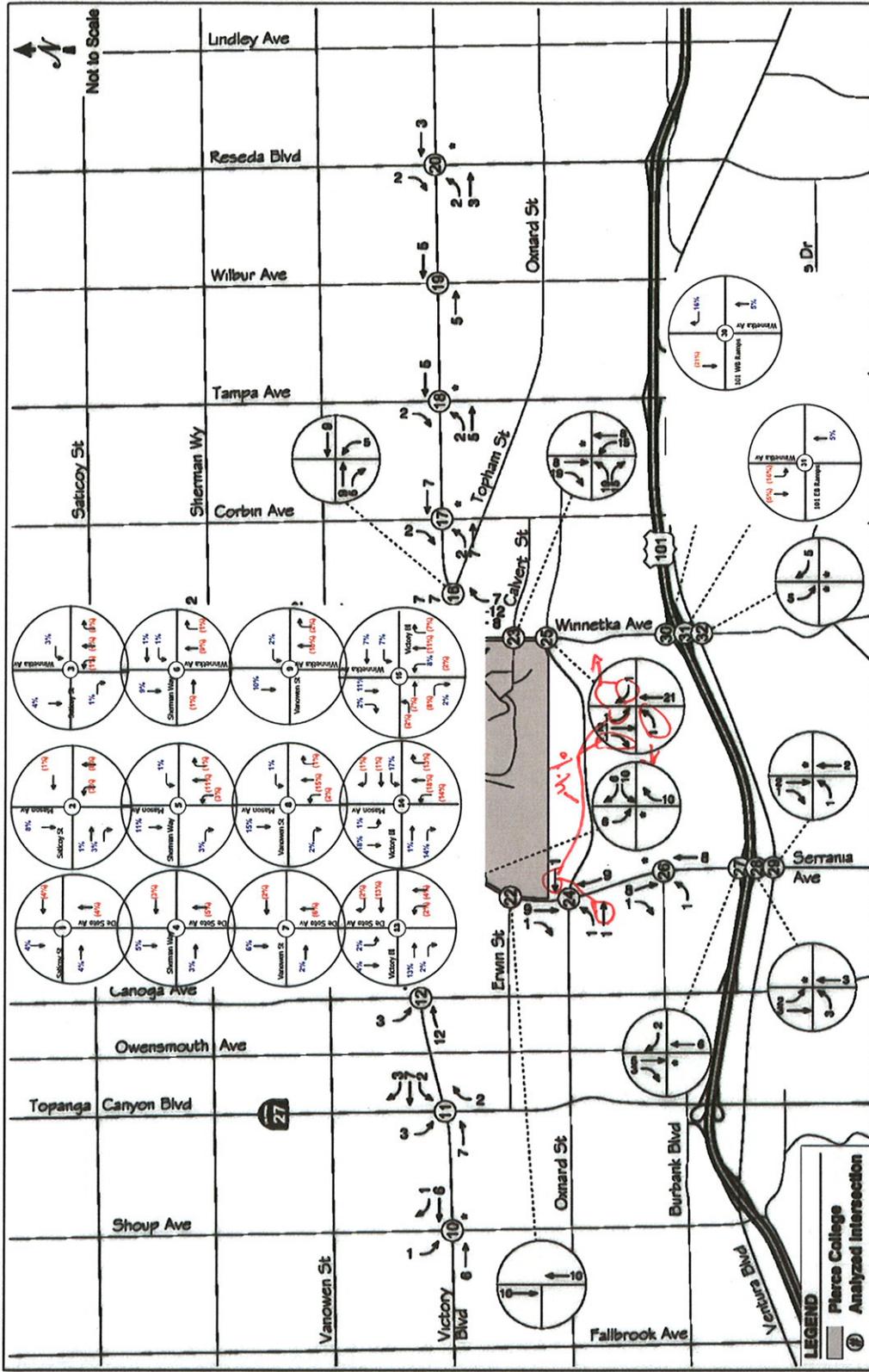
The Pierce College Facilities Master Plan Update project modifies and refines the Pierce College Facilities Master Plan approved in 2002. The traffic impact analysis is considered a supplemental analysis to the previous traffic impact analysis completed in July 2002 by Kaku Associates. The reason for this supplemental analysis is to determine whether or not the updated Master Plan would create new significant project impacts not identified in the original EIR. Since the current study is considered an amendment to the 2002 study, the baseline year for campus enrollment will remain at 2002. This assumption means the incremental growth produced by Pierce College in the future will continue to be measured from the full-time equivalent student (FTE) level in 2002 (13,591 FTE).

Existing street traffic conditions will be based on existing counts taken between 2007 and 2009, consistent with LADOT guidelines. In order to measure project impacts using 2002 enrollment as the campus baseline, the trips generated by the change in FTE from 2002 to 2009 (2,488 FTE) will be estimated and deducted from the existing counts prior to developing the future forecasts. Future baseline traffic for the year 2015 will be developed using a 1% per year compounded ambient growth rate and adding related projects, and then the total change in Pierce College-generated trips from 2002 to 2015 will be added to represent project trips.

The project's buildout year for the study will be Year 2015. The estimated FTE in 2014-2015 is 15,500, based on student enrollment trends and market conditions, a slight increase from the current 2009-2010 FTE of 14,763. As such, the campus is projected to add 1,909 FTE between 2002 and 2015 (15,500 in 2015 less 13,591 in 2002).

New empirical trip generation rates were developed for the campus academic trips by counting the campus driveways in fall 2008 and spring 2009 and comparing the observed driveway counts to the 2008-2009 FTE of 16,079. An adjustment was made to these rates to account for the fact that some Pierce College students park on street and are not captured in the driveway counts.





FEHR & PEERS
TRANSPORTATION CONSULTANTS

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ACADEMIC PROJECT PERCENTAGE TRIP DISTRIBUTION
FIGURE

**TABLE 6
PIERCE COLLEGE FACILITIES MASTER PLAN UPDATE
TRIP GENERATION ESTIMATES: ACADEMIC GROWTH**

	Student FTE	Daily	AM Peak Hour [a]			PM Peak Hour [a]		
			In	Out	Total	In	Out	Total
Existing Pierce College In/Out Trips (November 2008/March 2009)								
Mason Street Driveway			624	146	770	327	352	679
Lot 7 Driveway on Victory Boulevard			447	65	512	159	122	281
Calvert Street Driveway			388	90	478	197	250	447
El Rancho Drive Driveway			<u>171</u>	<u>41</u>	<u>212</u>	<u>207</u>	<u>42</u>	<u>249</u>
Total Driveway Trips		19,720	1,630	342	1,972	890	766	1,656
Estimate for On-Street Parkers [b]		<u>990</u>	<u>82</u>	<u>17</u>	<u>99</u>	<u>45</u>	<u>38</u>	<u>83</u>
Estimated Total Existing Trips		20,710	1,712	359	2,071	935	804	1,739
Empirical Trip Rates Based on 2008-2009 Data								
FTE (2008-2009) [c]	16,079							
2008-2009 Trip Rate per FTE		1.29	83%	17%	0.13	54%	46%	0.11
Base and Future FTE								
FTE (2001-2002 Base) [d]	13,591							
FTE (2008-2009 Existing) [c]	16,079							
FTE (2014-2015 Buildout) [c]	15,500							
Trips Added by Pierce College Academic Growth								
Change in FTE: 2002 to 2009	2,488	3,210	268	55	323	148	126	274
Change in FTE: 2009 to 2015	(579)	(750)	(62)	(13)	(75)	(35)	(29)	(64)
Change in FTE: 2002 to 2015	1,909	2,460	206	42	248	113	97	210

Notes:

- a. Trip estimates are based on November 2008 and March 2009 manual in/out counts and estimated FTE.
- b. Estimated existing trips generated by Pierce College students parked on surrounding street frontages (Victory Boulevard and Winnetka Avenue). Assumed to be 5% addition to driveway trips, based on percent of existing peak parking demands that are on-street
- c. Source: Pierce College, November 2009.
- d. Source: Pierce College, June 2002.

Pierce College Study Intersection List

1. De Soto Avenue & Saticoy Street
2. Mason Avenue & Saticoy Street
3. Winnetka Avenue & Saticoy Street
4. De Soto Avenue & Sherman Way
5. Mason Avenue & Sherman Way
6. Winnetka Avenue & Sherman Way
7. De Soto Avenue & Vanowen Street
8. Mason Avenue & Vanowen Street
9. Winnetka Avenue & Vanowen Street
10. Shoup Avenue & Victory Boulevard
11. Topanga Canyon Boulevard & Victory Boulevard
12. Canoga Avenue & Victory Boulevard
13. De Soto Avenue & Victory Boulevard
14. Mason Avenue & Victory Boulevard
15. Winnetka Avenue & Victory Boulevard
16. Topham Street & Victory Boulevard
17. Corbin Avenue & Victory Boulevard
18. Tampa Avenue & Victory Boulevard
19. Wilbur Avenue & Victory Boulevard
20. Reseda Boulevard & Victory Boulevard
21. De Soto Avenue & El Rancho Drive
22. De Soto Avenue & Erwin Street
23. Winnetka Avenue & Calvert Street
24. De Soto Avenue & Oxnard Street
25. Winnetka Avenue & Oxnard Street
26. De Soto Avenue & Burbank Boulevard
27. De Soto Avenue & US 101 WB ramps
28. De Soto Avenue & US 101 EB ramps
29. De Soto Avenue & Ventura Boulevard
30. Winnetka Avenue & US 101 WB ramps
31. Winnetka Avenue & US 101 EB ramps
32. Winnetka Avenue & Ventura Boulevard