

Table 12
Pre-MDP Project On-Site Parking Supply

Parking Area	Regular	Disabled	Total
Garfield Lot*	62	3	65
Campus Main Entrance Lot	20	0	20
Pre-School Lot	16	1	17
Total	98	4	102

* The regular spaces include 12 overhang spaces that are generally not utilized during the pick-up and drop-off periods.

Existing Parking Demand:

Parking observations were conducted at the PCS site to document the parking demand patterns with respect to parking utilization. Specifically, parking utilization was observed every hour from 9:00 AM to 3:00 PM on Tuesday, January 15, 2008.

The parking utilization data for the existing PCS is presented in Table 13. As shown in this table, PCS was observed to experience a peak demand between 9:00 AM and 11:00 AM with 52 parking spaces utilized (about 51 percent utilization of the total 102 parking spaces available). Therefore, approximately 50 parking spaces or about 49 percent of the parking supply remain available on the PCS site during the peak hour of parking demand. In addition, if the 12 overhang spaces were not included in the on-site parking supply of 102 spaces, the resulting parking supply of 90 spaces would still be sufficient to accommodate the maximum parking demand of 52 spaces.

**Table 13
Summary of Existing Pasadena Christian School Parking Utilization**

Parking Area	9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
	Spaces	% of Supply	Spaces	% of Supply	Spaces	% of Supply	Spaces	% of Supply	Spaces	% of Supply	Spaces	% of Supply
Garfield Lot	26	40%	29	45%	28	43%	26	40%	25	38%	25	38%
Campus Main Entrance Lot	16	80%	20	100%	15	75%	15	75%	15	75%	15	75%
Pre-School Lot	10	59%	3	18%	2	12%	3	18%	4	24%	6	35%
Total	52	51%	52	51%	45	44%	44	43%	44	43%	46	45%

Proposed Parking Supply:

The MDP proposes to replace the existing 20-space campus main entrance lot on Los Robles Avenue with a new 21-space parking facility during Phase 3 of the project. The MDP will also result in 79 spaces plus 1 loading space in the Garfield lot, or a net increase of about 15 spaces from the existing Garfield lot. The preschool lot will have 17 spaces including 15 regular spaces and 2 disabled spaces. In addition, five new loading spaces will be available in a new parking area located on the southwestern portion of the site. The new loading spaces will accommodate school buses that will be used for field trips and sports events. The completion of the MDP will add 21 spaces to the school site and result in a total parking supply of approximately 123 spaces as Table 14 shows. Figure 11 shows the locations and the number of spaces in the parking facilities on the project site with completion of the MDP.

**Table 14
Project On-Site Parking Supply With MDP**

Parking Area	Regular	Disabled	Tandem	Loading	Total
Garfield Lot	71	0	8	1	80
Campus Main Entrance Lot	19	2	0	0	21
Pre-School Lot	15	2	0	0	17
Loading/Unloading Lot	0	0	0	5	5
Total	105	4	8	6	123

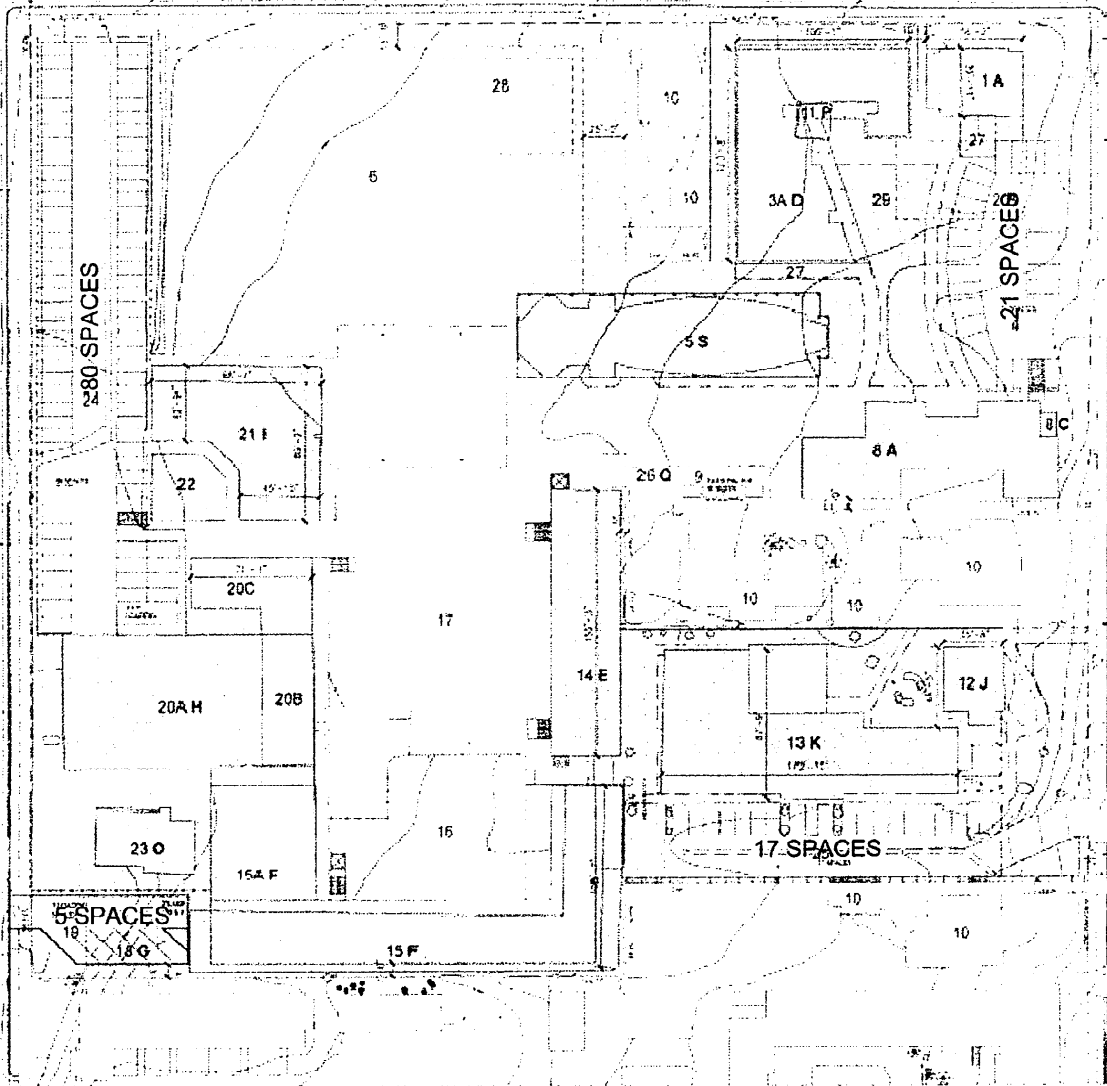


FIGURE 11

3/24/2008

FN: PASADENA CHRISTIAN SCHOOL\2008-03\PROJ-PARKING SUPPLY

PROJECT PARKING SUPPLY WITH MDP



Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles California 90025
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

Proposed Project Parking Requirements:

For this project, the City of Pasadena parking code requires 1.5 spaces per classroom plus 1 space for every two employees. It is estimated that the project will have a total of 36 classrooms including 31 classrooms for K-8 and 5 classrooms for the preschool and approximately 99 employees including 79 employees for the K-8 and 20 employees (10 full-time and 10 part-time employees) for the preschool with completion of the MDP.

Based on the above parking rates and the number of classrooms and employees, the project will be required to provide approximately 104 spaces. The MDP will result in approximately 123 spaces on site. Table 15 shows a summary of the quantity of parking required and provided on the PCS site after completion of the MDP.

**Table 15
City Code Parking Requirement Summary**

Description	Unit	City of Pasadena Code Parking Ratio *	Required Parking Spaces	Parking Provided ^[3]
Classroom ^[1]	36 classrooms	1.5 spaces per classroom	54	
Faculty/Administration/Staff ^[2]	99 employees	1 space per 2 employees	50	
Total			104	123
Parking Surplus/(Deficit)				19

* City of Pasadena Municipal Code, Title 17 Zoning Code, Chapter 17.46 - Parking and Loading, Section 17.46.040.

[1] Includes 31 classrooms for K-8 and 5 classrooms for the pre-school.

[2] Includes 79 employees for K-8, and 10 full-time and 10 part-time employees for the pre-school.

[3] The parking supply includes 1 loading space in the Garfield lot and 5 loading spaces in the new loading/unloading lot located near the southwest corner of the school site.

Parking Impact:

As shown in Table 15, the proposed parking supply of 123 spaces satisfies the parking code requirement of 104 spaces with a surplus of 19 parking spaces. Therefore, it is determined that the MDP would not have any adverse parking impacts.

SECTION 11.0: VEHICULAR QUEUING ANALYSIS

The City of Pasadena Department of Transportation has requested a review of traffic circulation and vehicular queuing conditions.

A vehicular queuing analysis was conducted along Garfield Avenue on January 15, 2007 during the peak drop-off (between 7:45 AM and 8:30 AM) and pick-up (between 2:45 PM and 3:30 PM) periods. As discussed previously in Section 2.0, Project Access and Circulation, the site currently provides student drop-off/pick-up for K-8 on-site in the Garfield lot. Vehicles enter the lot from Garfield Avenue in the northbound direction and exit the site via Howard Street. On site, approximately six to seven vehicles queue in front of the overhang spaces where the drop-off/pick-up is conducted. The school has monitors stationed in the parking lot and at the Garfield driveway entrance to direct traffic flow and to ensure that traffic circulation is controlled and orderly. During the morning drop-off and afternoon pick-up periods, the Garfield Avenue gate opens at approximately 8:00 AM and 3:00 PM, respectively. Vehicles were observed to begin queuing on Garfield Avenue prior to the gate opening. During the 7:45 AM to 8:30 AM period, the maximum number of vehicles that queued off-site along Garfield Avenue in the northbound direction was observed to be 12 vehicles and occurred at approximately 8:23 AM. Between 2:45 PM and 3:30 PM, a maximum of 23 vehicles were observed to queue off-site along Garfield Avenue in the northbound direction and occurred at approximately 2:59 PM. The count sheet for the vehicular queuing analysis is found in Appendix D.

For the preschool, the drop-off and pick-up periods are from 7:00 AM to 9:00 AM and 12:00 PM to 6:00 PM, respectively. Since parents are required to park their vehicles to sign in their children and parking in the preschool lot is sufficient to meet the current parking demand, no queuing problems currently exist at the preschool driveway or

along Los Robles Avenue. In addition, since the preschool will continue to operate under its current condition with the MDP, no queuing problems are anticipated along Los Robles Avenue as a result of the preschool.

SECTION 12.0: BICYCLE SPACE ANALYSIS

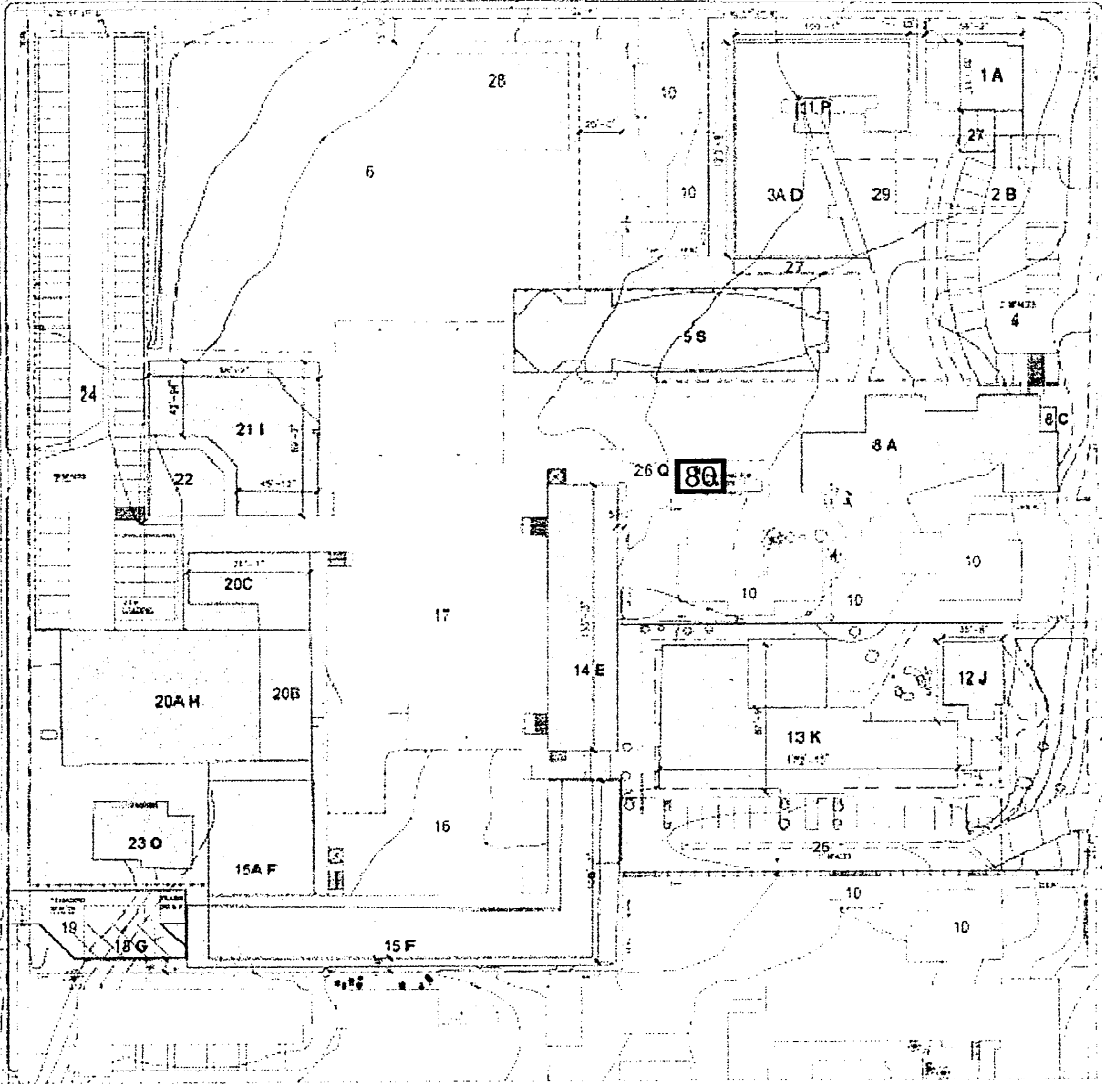
The City of Pasadena Zoning Code requires bicycle spaces to be provided for any new structure, or an addition to any existing structure, that exceeds 15,000 square feet in gross floor area. The number of bicycle spaces required per the Zoning Code is as follows:

Type of Use	Minimum Number of Bicycle Parking Space Required
All nonresidential structures less than 15,000 square feet	4 parking spaces (all Class 2)
All nonresidential structures 15,000 square feet or more	5 percent of the required motor vehicle parking; but not less than 4 parking spaces

As shown in Table 16, it is estimated that 5 bicycle spaces are required based on the number of parking spaces required for classrooms and faculty/administration/staff. The MDP project will provide approximately 80 new bicycle spaces, which satisfies the City bicycle space requirement. The availability of these spaces will encourage the use of bicycles as an alternative mode of transportation. Figure 12 shows the approximate location of the bicycle spaces on the project site.

**Table 16
City Code Bicycle Parking Standards**

Description	Required Parking Spaces	City of Pasadena Bicycle Parking Standards	Required Bicycle Spaces	Bicycle Spaces Provided
<u>Pasadena Christian School with MDP</u>		5 percent of required motor vehicle parking; But not less than 4 parking spaces.		
Classroom	54			
Faculty/Administration/Staff	50			
Total	104		5	80
Parking Surplus/(Deficit)				75



□ - NUMBER OF BICYCLE SPACES

FIGURE 12

3/24/2008

FN: PASADENA CHRISTIAN SCHOOL/2006-03/PROPOSED BIKE SPAECs

PROPOSED BICYCLE SPACES

CA CRAIN Transportation Planning
Traffic Engineering
&
ASSOCIATES www.crainandassociates.com
2007 Sawtelle Boulevard
Los Angeles, California 90025
PH (310) 473 6508 F (310) 444 9771

SECTION 13.0: CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Prior to the start of construction or the issuance of any demolition, grading or building permits, the applicant shall submit a Construction Staging and Traffic Management Plan to the City of Pasadena Department of Public Works for review and approval. This plan shall show the impact of the various construction stages on the public right-of-way including hours of construction operations, any street occupations, lane closures, detours, staging areas, routes of construction vehicles entering and exiting the construction site, methods of pedestrian protection and construction fencing along the public right-of-way.

It is estimated that the construction period would occur during an approximate 4.5-month, 36-month and 10-month periods for Phases 1, 2 and 3 of the project, respectively. Although the specific number of construction workers and trucks is not known at this time, it is assumed that they would vary throughout the construction process in order to maintain a reasonable schedule of completion. During the construction period, heavy duty equipment, particularly those not involved in the removal of export dirt from the site, would be moved onto or off of the site as infrequently as possible, and would be staged on-site during ongoing construction operations. Construction workers are anticipated to park on-site and/or in existing off-site parking areas.

Any potential traffic impacts would be further reduced with the implementation of the following design features to the extent possible:

- Maintain existing access for land uses in proximity of the project site;
- Limit any potential lane closures to off-peak travel periods;
- Schedule receipt of construction materials during non-peak travel periods;

- Coordinate deliveries to reduce the potential for trucks waiting to unload for extended periods of time; and
- Prohibit parking by construction workers on adjacent streets and direct construction workers to park on-site or at available parking as determined in conjunction with City staff.

Any associated effects due to construction would be temporary and would not adversely impact traffic flow with implementation of construction management practices.

SECTION 14.0: MITIGATION MEASURES

As discussed previously, the project traffic is anticipated to significantly impact two study intersections and two study street segments, prior to any mitigation measures. The mitigation measures described below are recommended in order to address significant traffic impacts of the project. In addition, a parking management plan is recommended to enhance the drop-off and pick-up procedures at the Garfield lot in order to mitigate queuing on Garfield Avenue.

Study Intersection Improvements

The following study intersection improvements are recommended for implementation by the project:

- Washington Boulevard and Garfield Avenue – Install a traffic signal at this location. A traffic signal warrant analysis was performed based on information contained in the Manual on Uniform Traffic Control Devices (MUTCD), 2003 Edition and the MUTCD 2003 California Supplement, May 20, 2004. The analysis shows that traffic volumes at this two-way STOP sign-controlled intersection will warrant a traffic signal. Appendix E contains the traffic signal warrant worksheets for this location.
- Washington Boulevard and Los Robles Avenue – Participate in the funding of the Traffic Management System (TMS) that may include the following features:
 - Upgrade Transportation Management Center hardware, software, and monitoring equipment;
 - Expand Intelligent Transportation System (ITS) components, such as CCTV and Changeable Message Signs (CMS);
 - Expand the City's communication/fiber-optic backbone;

- Install additional arterial loop detectors (system loops); and
- Deploy traffic monitoring network in residential neighborhoods.

In order to determine the effectiveness of the recommended mitigation measure at the intersection of Washington Boulevard and Garfield Avenue, a supplemental analysis was performed utilizing the same methodologies and procedures as described earlier. The results of the With Mitigation analysis are summarized in Table 9. As shown in Table 9, implementation of the mitigation measure would reduce the significant project traffic impact at the intersection of Washington Boulevard and Garfield Avenue to a less than significant level. It should be noted that the project traffic impact at the intersection of Washington Boulevard and Los Robles Avenue is considered mitigated to a less than significant level with participation in funding the City's TMS, as discussed with City staff.

Street Segment Improvements

The following traffic mitigation measures are recommended in response to the project's street segment impacts:

- o No. 1 Howard St. between Garfield Ave. and Los Robles Ave. – PCS will implement a Transportation Demand Management (TDM) program to the satisfaction of the City of Pasadena.
- o No. 2 Garfield Ave. between Howard St. and Washington Blvd. – PCS will implement a Transportation Demand Management (TDM) program to the satisfaction of the City of Pasadena.

Parking Management and Drop-off/Pick-up Procedure Improvements

In addition, due to the existing queuing of vehicles off-site on Garfield Avenue south of the Garfield lot driveway during the morning drop-off and afternoon pick-up periods, it is recommended that PCS implement a Parking and Drop-off/Pick-up Plan in order to provide adequate queuing capacity on the project site. The Parking and Drop-off/Pick-up Plan shall be prepared by one of the City's pre-qualified traffic consultants. Pasadena Christian School may retain services directly with this consultant. The preparer shall coordinate with the Department of Transportation for required information to be included into the submittals.

APPENDIX A

MANUAL AND 24-HOUR TRAFFIC COUNT DATA

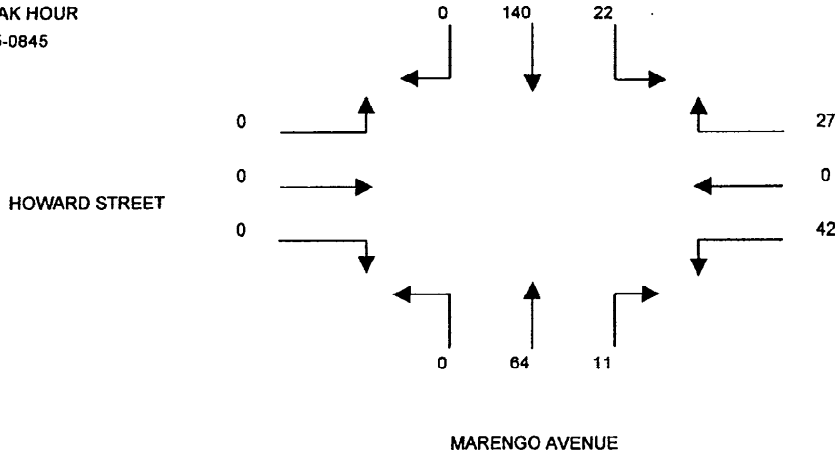
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S MARENGO AVENUE
 E/W HOWARD STREET
 FILE NUMBER: 8-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	0	19	1	1	0	3	2	5	0	0	0	0
715-730	0	20	2	2	0	2	2	7	0	0	0	0
730-745	0	29	5	3	0	4	4	17	0	0	0	0
745-800	0	28	3	7	0	5	2	13	0	0	0	0
800-815	0	30	7	7	0	10	2	15	0	0	0	0
815-830	0	55	8	6	0	18	3	17	0	0	0	0
830-845	0	27	4	7	0	9	4	19	0	0	0	0
845-900	0	15	2	3	0	5	2	13	0	0	0	0

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	0	96	11	13	0	14	10	42	0	0	0	0	186
715-815	0	107	17	19	0	21	10	52	0	0	0	0	226
730-830	0	142	23	23	0	37	11	62	0	0	0	0	298
745-845	0	140	22	27	0	42	11	64	0	0	0	0	306
800-900	0	127	21	23	0	42	11	64	0	0	0	0	288

A.M. PEAK HOUR
0745-0845



NORTH	NORTH
APPROACH	EXIT

EAST	EAST
APPROACH	EXIT

SOUTH	SOUTH
APPROACH	EXIT

WEST	WEST
APPROACH	EXIT

PERIOD	NORTH APPROACH	NORTH EXIT	EAST APPROACH	EAST EXIT	SOUTH APPROACH	SOUTH EXIT	WEST APPROACH	WEST EXIT
700-800	107	55	27	21	52	110	0	0
715-815	124	71	40	27	62	128	0	0
730-830	165	85	60	34	73	179	0	0
745-845	162	91	69	33	75	182	0	0
800-900	148	87	65	32	75	169	0	0

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

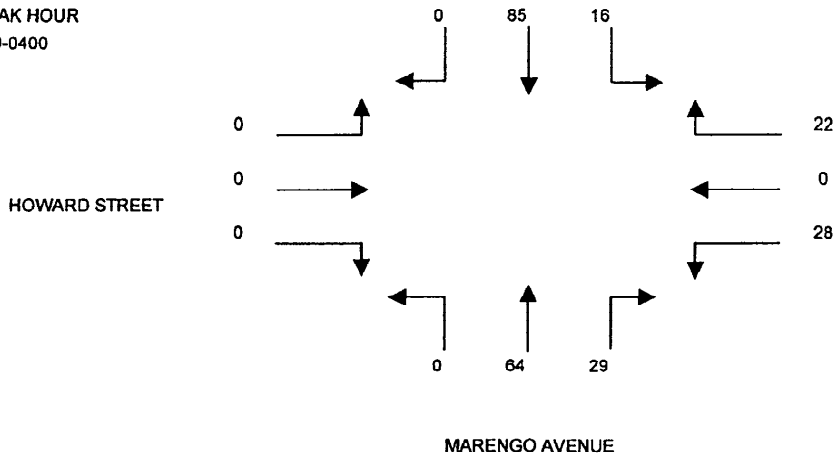
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 02:00 PM TO 04:00 PM
 INTERSECTION: N/S MARENGO AVENUE
 E/W HOWARD STREET
 FILE NUMBER: 8-MD

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
200-215	0	9	1	2	0	2	3	9	0	0	0	0
215-230	0	10	3	1	0	1	1	10	0	0	0	0
230-245	0	17	3	2	0	1	1	10	0	0	0	0
245-300	0	18	3	2	0	3	3	12	0	0	0	0
300-315	0	17	3	5	0	7	7	18	0	0	0	0
315-330	0	25	5	7	0	9	7	19	0	0	0	0
330-345	0	20	4	7	0	7	9	16	0	0	0	0
345-400	0	23	4	3	0	5	6	11	0	0	0	0

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
200-300	0	54	10	7	0	7	8	41	0	0	0	0	127
215-315	0	62	12	10	0	12	12	50	0	0	0	0	158
230-330	0	77	14	16	0	20	18	59	0	0	0	0	204
245-345	0	80	15	21	0	26	26	65	0	0	0	0	233
300-400	0	85	16	22	0	28	29	64	0	0	0	0	244

M.D. PEAK HOUR
0300-0400



NORTH	NORTH
APPROACH	EXIT

EAST	EAST
APPROACH	EXIT

SOUTH	SOUTH
APPROACH	EXIT

WEST	WEST
APPROACH	EXIT

PERIOD

200-300	64	48	14	18	49	61	0	0
215-315	74	60	22	24	62	74	0	0
230-330	91	75	36	32	77	97	0	0
245-345	95	86	47	41	91	106	0	0
300-400	101	86	50	45	93	113	0	0

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
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 626.446.7978

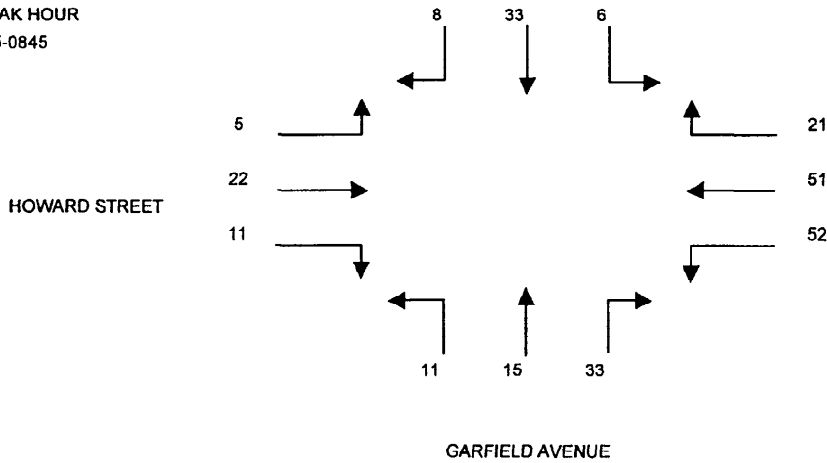
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S GARFIELD AVENUE
 E/W HOWARD STREET
 FILE NUMBER: 2-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	0	8	2	0	3	3	3	3	0	0	3	0
715-730	0	11	0	2	4	3	2	5	0	1	4	1
730-745	0	10	0	2	4	5	5	4	0	0	8	1
745-800	2	10	1	2	10	5	8	2	2	0	4	0
800-815	2	11	0	5	16	15	9	3	4	3	5	3
815-830	3	7	3	11	17	24	11	6	3	5	7	2
830-845	1	5	2	3	8	8	5	4	2	3	6	0
845-900	0	7	2	0	3	2	2	2	0	2	3	0

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	2	39	3	6	21	16	18	14	2	1	19	2	143
715-815	4	42	1	11	34	28	24	14	6	4	21	5	194
730-830	7	38	4	20	47	49	33	15	9	8	24	6	260
745-845	8	33	6	21	51	52	33	15	11	11	22	5	268
800-900	6	30	7	19	44	49	27	15	9	13	21	5	245

A.M. PEAK HOUR
0745-0845



PERIOD	NORTH		EAST		SOUTH		WEST	
	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT
700-800	44	22	43	40	34	56	22	25
715-815	47	30	73	46	44	74	30	44
730-830	49	41	116	61	57	95	38	63
745-845	47	41	124	61	59	96	38	70
800-900	43	39	112	55	51	92	39	59

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

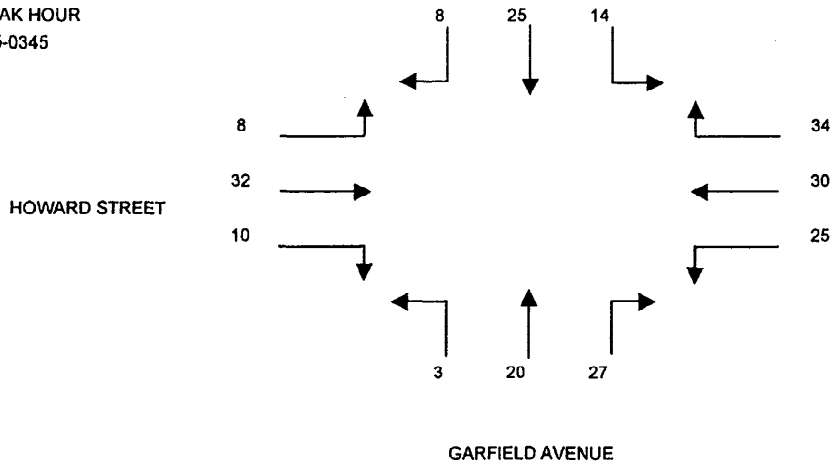
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 02:00 PM TO 04:00 PM
 INTERSECTION: N/S GARFIELD AVENUE
 E/W HOWARD STREET
 FILE NUMBER: 2-MD

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
200-215	0	2	2	1	2	3	1	6	0	1	4	0
215-230	0	3	1	0	3	4	1	4	1	0	3	0
230-245	2	4	2	3	7	4	2	3	1	1	3	0
245-300	2	7	3	7	7	3	4	6	0	2	5	2
300-315	2	5	6	11	8	7	8	3	2	3	10	3
315-330	2	9	3	9	10	10	8	4	0	3	10	1
330-345	2	4	2	7	5	5	7	7	1	2	7	2
345-400	0	4	1	3	5	3	3	4	1	1	4	0

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
200-300	4	16	8	11	19	14	8	19	2	4	15	2	122
215-315	6	19	12	21	25	18	15	16	4	6	21	5	168
230-330	8	25	14	30	32	24	22	16	3	9	28	6	217
245-345	8	25	14	34	30	25	27	20	3	10	32	8	236
300-400	6	22	12	30	28	25	26	18	4	9	31	6	217

M.D. PEAK HOUR
0245-0345



PERIOD	NORTH		EAST		SOUTH		WEST	
	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT
200-300	28	32	44	31	29	34	21	25
215-315	37	42	64	48	35	43	32	35
230-330	47	52	86	64	41	58	43	43
245-345	47	62	89	73	50	60	50	41
300-400	40	54	83	69	48	56	46	38

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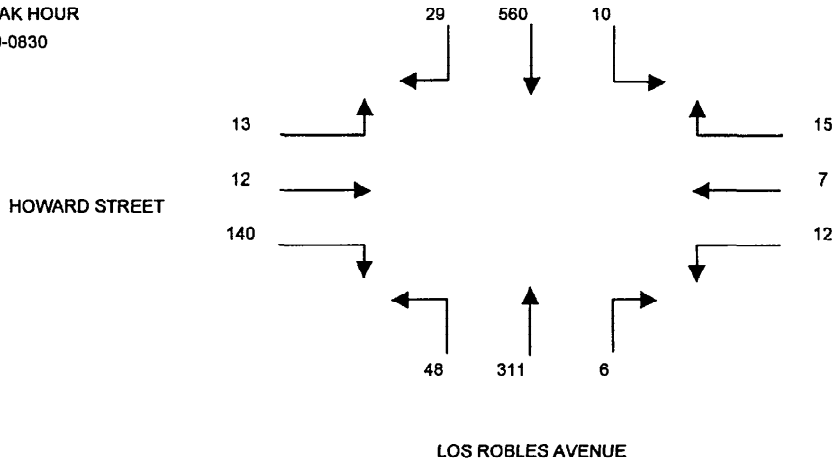
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S LOS ROBLES AVENUE
 E/W HOWARD STREET
 FILE NUMBER: 1-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	4	125	1	2	0	2	1	67	5	5	0	1
715-730	3	138	4	2	1	1	1	70	7	8	1	1
730-745	6	145	2	4	3	3	2	72	6	12	4	0
745-800	5	113	2	3	2	2	2	66	8	13	2	2
800-815	8	148	2	5	0	2	2	89	15	41	3	6
815-830	10	154	4	3	2	5	0	84	19	74	3	5
830-845	5	110	2	2	0	2	0	50	6	17	2	3
845-900	3	111	2	3	0	3	2	54	3	6	0	0

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	18	521	9	11	6	8	6	275	26	38	7	4	929
715-815	22	544	10	14	6	8	7	297	36	74	10	9	1037
730-830	29	560	10	15	7	12	6	311	48	140	12	13	1163
745-845	28	525	10	13	4	11	4	289	48	145	10	16	1103
800-900	26	523	10	13	2	12	4	277	43	138	8	14	1070

A.M. PEAK HOUR
0730-0830



NORTH	NORTH
APPROACH	EXIT

EAST	EAST
APPROACH	EXIT

SOUTH	SOUTH
APPROACH	EXIT

WEST	WEST
APPROACH	EXIT

PERIOD

700-800	548	290	25	22	307	567	49	50
715-815	576	320	28	27	340	626	93	64
730-830	599	339	34	28	365	712	165	84
745-845	563	318	28	24	341	681	171	80
800-900	559	304	27	22	324	673	160	71

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

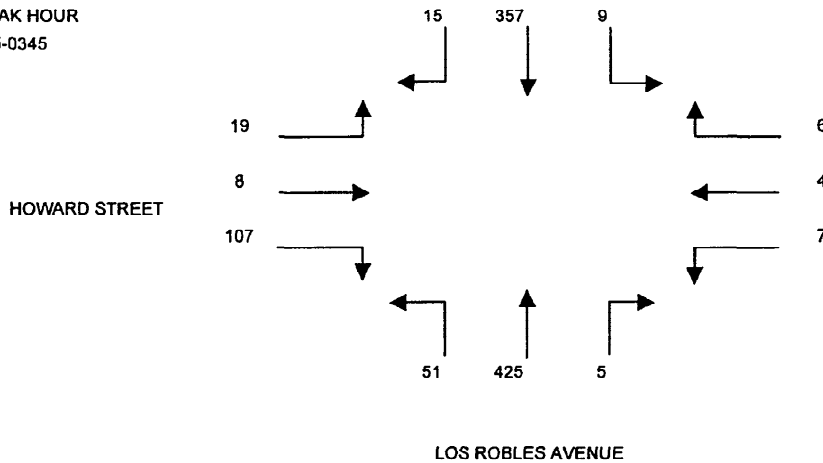
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 02:00 PM TO 04:00 PM
 INTERSECTION: N/S LOS ROBLES AVENUE
 E/W HOWARD STREET
 FILE NUMBER: 1-MD

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
200-215	1	86	1	1	0	3	1	97	3	5	3	1
215-230	1	81	2	1	0	2	3	99	7	4	0	2
230-245	3	91	3	1	0	0	1	92	12	5	1	3
245-300	3	89	2	1	1	2	2	83	19	10	0	3
300-315	4	107	3	2	0	1	3	107	13	46	3	5
315-330	5	75	3	1	3	2	0	125	14	39	4	7
330-345	3	86	1	2	0	2	0	110	5	12	1	4
345-400	0	94	0	0	1	3	0	99	8	7	1	1

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
200-300	8	347	8	4	1	7	7	371	41	24	4	9	831
215-315	11	368	10	5	1	5	9	381	51	65	4	13	923
230-330	15	362	11	5	4	5	6	407	58	100	8	18	999
245-345	15	357	9	6	4	7	5	425	51	107	8	19	1013
300-400	12	362	7	5	4	8	3	441	40	104	9	17	1012

M.D. PEAK HOUR
0245-0345



NORTH	NORTH
APPROACH	EXIT

EAST	EAST
APPROACH	EXIT

SOUTH	SOUTH
APPROACH	EXIT

WEST	WEST
APPROACH	EXIT

PERIOD	363	384	12	19	419	378	37	50
200-300	363	384	12	19	419	378	37	50
215-315	389	399	11	23	441	438	82	63
230-330	388	430	14	25	471	467	126	77
245-345	381	450	17	22	481	471	134	70
300-400	381	463	17	19	484	474	130	56

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
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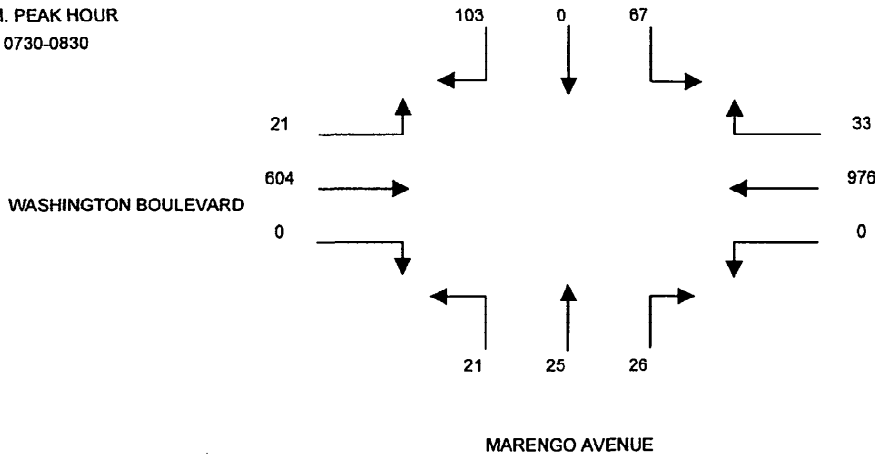
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S MARENGO AVENUE
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 3-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	12	0	11	4	159	0	7	2	5	0	107	2
715-730	15	0	10	6	181	0	8	5	7	0	122	4
730-745	15	0	13	8	237	0	7	5	4	0	139	5
745-800	25	0	16	10	273	0	10	6	7	0	161	4
800-815	25	0	17	10	271	0	4	6	6	0	157	8
815-830	38	0	21	5	195	0	5	8	4	0	147	4
830-845	36	0	17	4	168	0	5	4	5	0	120	2
845-900	20	0	12	5	136	0	6	6	3	0	121	4

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	67	0	50	28	850	0	32	18	23	0	529	15	1612
715-815	80	0	56	34	962	0	29	22	24	0	579	21	1807
730-830	103	0	67	33	976	0	26	25	21	0	604	21	1876
745-845	124	0	71	29	907	0	24	24	22	0	585	18	1804
800-900	119	0	67	24	770	0	20	24	18	0	545	18	1605

A.M. PEAK HOUR
0730-0830



NORTH	NORTH
APPROACH	EXIT

EAST	EAST
APPROACH	EXIT

SOUTH	SOUTH
APPROACH	EXIT

WEST	WEST
APPROACH	EXIT

PERIOD	NORTH APPROACH	NORTH EXIT	EAST APPROACH	EAST EXIT	SOUTH APPROACH	SOUTH EXIT	WEST APPROACH	WEST EXIT
700-800	117	61	878	611	73	0	544	940
715-815	136	77	996	664	75	0	600	1066
730-830	170	79	1009	697	72	0	625	1100
745-845	195	71	936	680	70	0	603	1053
800-900	186	66	794	632	62	0	563	907

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
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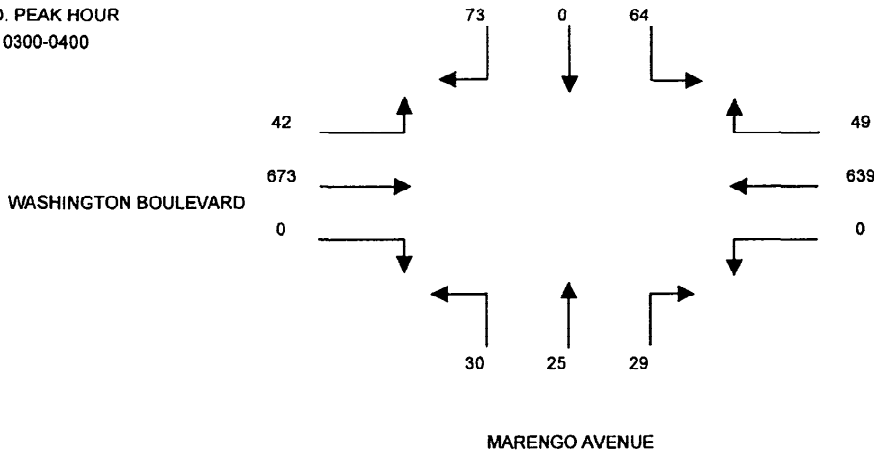
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 02:00 PM TO 04:00 PM
 INTERSECTION: N/S MARENGO AVENUE
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 3-MD

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
200-215	7	0	9	2	111	0	6	3	5	0	128	5
215-230	9	0	8	5	141	0	5	8	8	0	133	5
230-245	15	0	11	10	160	0	10	3	8	0	151	6
245-300	11	0	7	10	132	0	9	3	5	0	126	5
300-315	19	0	10	15	143	0	5	4	5	0	173	9
315-330	20	0	18	12	163	0	6	8	8	0	165	13
330-345	19	0	17	12	181	0	9	7	7	0	176	9
345-400	15	0	19	10	152	0	9	6	10	0	159	11

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
200-300	42	0	35	27	544	0	30	15	26	0	538	21	1278
215-315	54	0	36	40	576	0	29	16	26	0	583	25	1385
230-330	65	0	46	47	598	0	30	18	26	0	615	33	1478
245-345	69	0	52	49	619	0	29	22	25	0	640	36	1541
300-400	73	0	64	49	639	0	29	25	30	0	673	42	1624

M.D. PEAK HOUR
0300-0400



PERIOD	NORTH		EAST		SOUTH		WEST	
	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT
200-300	77	63	571	603	71	0	559	612
215-315	90	81	616	648	71	0	608	656
230-330	111	98	645	691	74	0	648	689
245-345	121	107	668	721	76	0	676	713
300-400	137	116	688	766	84	0	715	742

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
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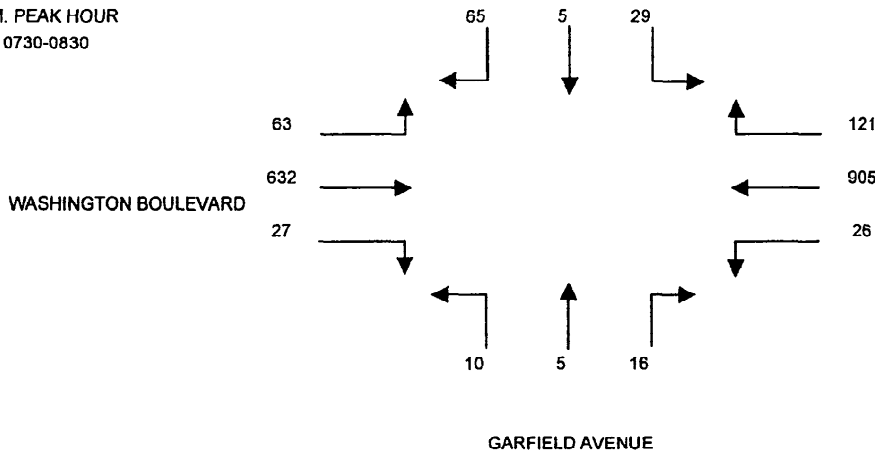
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S GARFIELD AVENUE
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 4-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	7	2	2	5	128	3	8	2	1	4	107	3
715-730	8	3	2	5	175	4	9	3	2	3	139	3
730-745	12	0	4	5	227	7	5	0	3	4	170	6
745-800	14	2	9	15	274	10	3	1	5	6	182	16
800-815	29	1	5	44	219	6	5	2	2	11	141	27
815-830	10	2	11	57	185	3	3	2	0	6	139	14
830-845	7	1	8	11	162	6	3	1	1	7	142	8
845-900	6	0	5	8	151	5	2	1	0	5	138	6

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	41	7	17	30	804	24	25	6	11	17	598	28	1608
715-815	63	6	20	69	895	27	22	6	12	24	632	52	1828
730-830	65	5	29	121	905	26	16	5	10	27	632	63	1904
745-845	60	6	33	127	840	25	14	6	8	30	604	65	1818
800-900	52	4	29	120	717	20	13	6	3	29	560	55	1608

A.M. PEAK HOUR
0730-0830



PERIOD	NORTH		EAST		SOUTH		WEST	
	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT
700-800	65	64	858	640	42	48	643	856
715-815	89	127	991	674	40	57	708	970
730-830	99	189	1052	677	31	58	722	980
745-845	99	198	992	651	28	61	699	908
800-900	85	181	857	602	22	53	644	772

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
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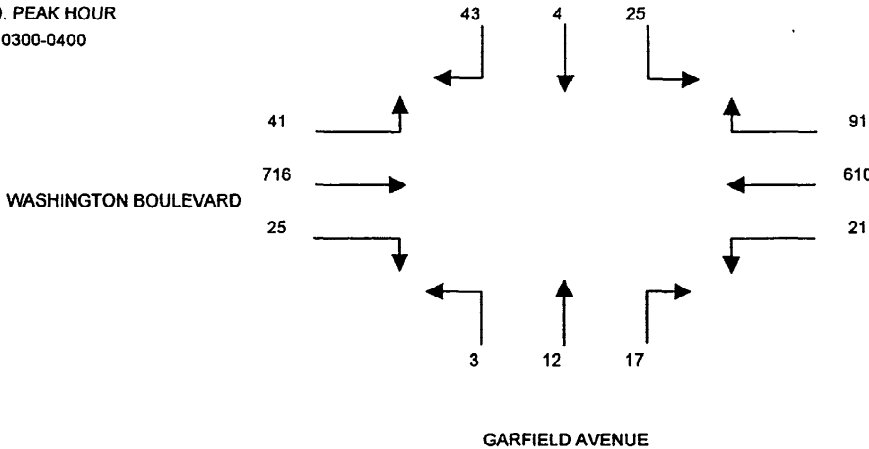
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 02:00 PM TO 04:00 PM
 INTERSECTION: N/S GARFIELD AVENUE
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 4-MD

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
200-215	8	3	5	8	141	9	5	1	3	15	127	3
215-230	5	3	8	10	140	4	6	3	1	11	160	6
230-245	5	1	5	12	112	7	4	5	2	5	129	5
245-300	10	0	3	12	127	5	2	2	1	6	158	10
300-315	15	1	5	39	163	5	4	2	0	9	169	11
315-330	12	1	9	12	170	5	5	3	1	5	191	13
330-345	10	2	4	11	144	7	3	3	2	5	163	9
345-400	6	0	7	29	133	4	5	4	0	6	193	8

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
200-300	28	7	21	42	520	25	17	11	7	37	574	24	1313
215-315	35	5	21	73	542	21	16	12	4	31	616	32	1408
230-330	42	3	22	75	572	22	15	12	4	25	647	39	1478
245-345	47	4	21	74	604	22	14	10	4	25	681	43	1549
300-400	43	4	25	91	610	21	17	12	3	25	716	41	1608

M.D. PEAK HOUR
0300-0400



NORTH	NORTH
APPROACH	EXIT

EAST	EAST
APPROACH	EXIT

SOUTH	SOUTH
APPROACH	EXIT

WEST	WEST
APPROACH	EXIT

PERIOD

200-300	56	77	587	612	35	69	635	555
215-315	61	117	636	653	32	57	679	581
230-330	67	126	669	684	31	50	711	618
245-345	72	127	700	716	28	51	749	655
300-400	72	144	722	758	32	50	782	656

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
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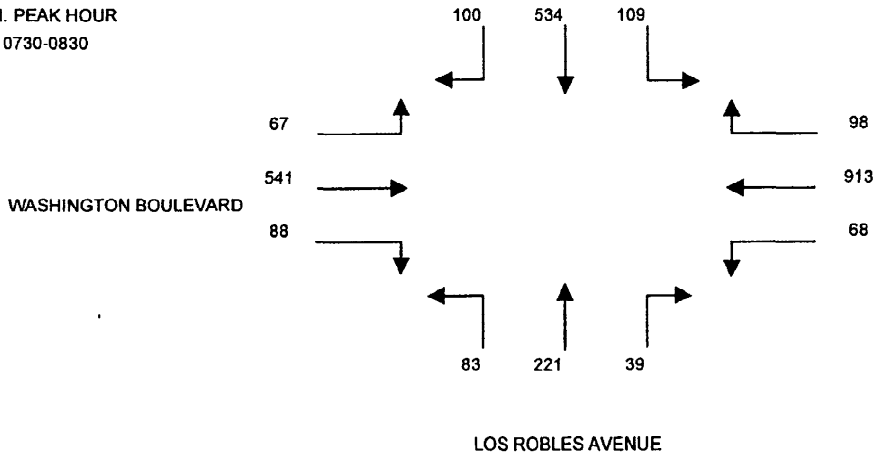
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S LOS ROBLES AVENUE
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 5-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	5	98	15	12	101	8	5	41	11	19	100	9
715-730	12	116	22	22	143	9	12	53	17	17	133	8
730-745	16	129	29	24	221	14	14	65	16	16	169	11
745-800	22	141	27	22	249	15	8	58	22	24	141	16
800-815	33	120	30	23	247	19	5	56	25	25	120	19
815-830	29	144	23	29	196	20	12	42	20	23	111	21
830-845	27	119	37	31	145	18	10	49	19	22	118	26
845-900	18	114	20	20	122	13	8	39	16	18	109	24

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	55	484	93	80	714	46	39	217	66	76	543	44	2457
715-815	83	506	108	91	860	57	39	232	80	82	563	54	2755
730-830	100	534	109	98	913	68	39	221	83	88	541	67	2861
745-845	111	524	117	105	837	72	35	205	86	94	490	82	2758
800-900	107	497	110	103	710	70	35	186	80	88	458	90	2534

A.M. PEAK HOUR
0730-0830



PERIOD	NORTH		EAST		SOUTH		WEST	
	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT
700-800	632	341	840	675	322	606	663	835
715-815	697	377	1008	710	351	645	699	1023
730-830	743	386	1079	689	343	690	696	1096
745-845	752	392	1014	642	326	690	666	1034
800-900	714	379	883	603	301	655	636	897

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
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 626.446.7978

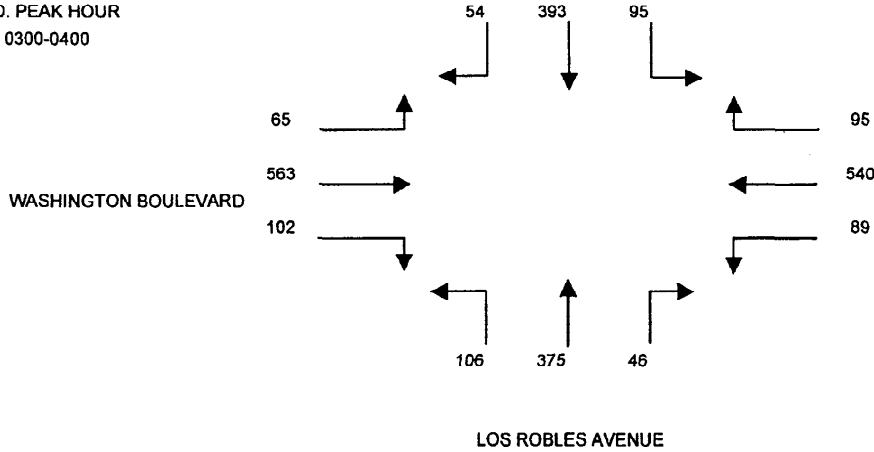
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: PASADENA CHRISTIAN SCHOOL
 DATE: THURSDAY, DECEMBER 13, 2007
 PERIOD: 02:00 PM TO 04:00 PM
 INTERSECTION: N/S LOS ROBLES AVENUE
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 5-MD

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
200-215	7	76	19	17	101	18	17	54	20	14	108	16
215-230	12	67	17	23	117	23	20	76	22	19	110	11
230-245	10	97	16	32	120	24	19	96	32	20	134	14
245-300	15	81	20	21	138	20	12	94	34	17	120	8
300-315	16	84	27	17	133	21	12	87	27	21	123	17
315-330	13	102	25	22	127	18	8	103	32	22	133	16
330-345	15	111	21	33	149	21	10	95	27	31	167	13
345-400	10	96	22	23	131	29	16	90	20	28	140	19

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
200-300	44	341	72	93	476	85	68	320	108	70	472	49	2198
215-315	53	349	80	93	508	88	63	353	115	77	487	50	2316
230-330	54	364	88	92	518	83	51	380	125	80	510	55	2400
245-345	59	378	93	93	547	80	42	379	120	91	543	54	2479
300-400	54	393	95	95	540	89	46	375	106	102	563	65	2523

M.D. PEAK HOUR
0300-0400



PERIOD	NORTH		EAST		SOUTH		WEST	
	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT	APPROACH	EXIT
200-300	457	462	654	612	496	496	591	628
215-315	482	496	689	630	531	514	614	676
230-330	506	527	693	649	556	527	645	697
245-345	530	526	720	678	541	549	688	726
300-400	542	535	724	704	527	584	730	700

THE TRAFFIC SOLUTION
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