Garland and Associates Traffic Analysis Report

Evidence of unreliable methods and collusion by HBCSD attorney in an attempt to deceive the people of Hermosa Beach in order to build a 510 student campus at North School

and

Subsequent rejection by the City of Hermosa Beach at additional cost to taxpayers

April 2019

Richard Garland and Associates Traffic Analysis
(with collusion by HBCSD attorneyTerry Tao senior partner of Atkinson, Andelson, Loya, Rudd and Romo; and PlaceWorks

Evidence of unreliable and shoddy work and collusion by HBCSD attorneys in an attempt to deceive the people of Hermosa Beach

https://www.hbcsd.org/files/user/211/file/Recirculated%20DEIR-Reduced.pdf and
https://www.hbcsd.org/files/user/211/file/Append_M1-M4.pdf - (Traffic Analysis Appendices).

1. *"Traffic counts for the peak one-hour analysis were taken from 7:00 AM to 9:00 AM when District schools were in session: November 19, 2015; December 1, 2015; January 24, 2017; and January 26, 2017."* Dates on page 5.12.15 Impact Analysis: Approach of Chapter 5.12.3 Environmental Impacts, Chapter 5. Environmental Analysis, Transportation and Traffic of the Recirculated North School Reconstruction Draft EIR are NOT reflected on any of the Stop Control Analysis pages in the appendix.
2. 50% of the Stop Control Analysis pages in the appendix have the date of 12/13/2015 entered into the Date Performed field. The date of 12/13/15 was a Sunday date in the middle of winter and is NOT a day when HBCSD schools were in session. Why was this date entered into 50% of the Stop Control Analysis pages and NOT one of the dates listed on page 5.12.15 Impact Analysis, Approach.

#1. If the level of service calculations were taken on the dates specified on page 5.12.-15, why didn't the analyst, R. Garland, identify one of those dates in the 'Date Performed' field in the General Information of each tally sheet? Exactly which streets and intersections were tallied on the dates described on page 5.12-15?

#2. The only analyst identified on all the Level of Service Calculations sheets is 'R. Garland'. Richard Garland has a full time job as a Traffic Engineer for the City of Carson. Was Mr. Garland actually on leave from the City of Carson on the dates specified in the report when the traffic counts were performed?

#3. Is it physically possible for one analyst, R. Garland, to perform all traffic counts? If not, who were the other employees of Garland Associates who participated in the traffic counts? Why weren't other analysts who may have participated in the study identified on the various traffic count sheets? If other analysts were employed by Garland and Associates to perform Level of Service Calculations for this study what was their training and qualifications to accurately perform traffic counts?

#4. What was the methodology used to arrive at the volume figures in the Volume Adjustments and Site Characteristics section of each tally sheet? The volume of traffic figures indicated in traffic counts were basically multiples of five. Normally actual traffic volume counts would show more of an array of digits in their actual presentation than what is reported on the traffic count tally sheets by Garland and Associates.

#5. Not all the intersections listed in Table 5.12-10 AM Peak Half Hour, Existing (2018) Conditions have tally sheets in the appendices with the updated 5/7/18 date listed in the 'Date Performed' field. Seven of the intersections listed in the table have tally sheets with the date 12/13/15 in the 'Date Performed' field but are characterized/listed as 2018 existing levels.

#6. **This traffic study was used during the June 2016 Measure S bond campaign by HBCSD to justify the passing a $59M bond to destroy and rebuild a 350 student campus into a 510 student campus at North School.**

#7. Prior to releasing the Richard Garland Traffic Analysis Report representatives from the firm of Atkinson, Andelson, Loya, Rudd and Romo spent 1.5 hrs on May 2, 2016 to "REVIEW AND EVALUATE TRAFFIC STUDY FOR NORTH SCHOOL PROJECT, CONFERENCE OFFICE RE TRAFFIC STUDY. See AALRR invoice #499132, page 3.

#8. **Cost to taxpayers $77,420.19+:** PlaceWorks warrants #22572797, #22664076, #22801732, #22841946, #22921285, #23001190, #23126374 for $23,185.99 and AALR&R warrant #24787512 for $54,234.20.

#9. **On February 27, 2019 the City of Hermosa Beach and the Hermosa Beach City School District entered into a Memorandum of Understanding to hire a new Transportation Planning/Traffic Engineer thus costing taxpayers additional expense.** The agreement was entered into AFTER HBCSD had already ratified their Environmental Impact Report on North School Reconstruction on January 9, 2019.

The basic data information used to make assumptions in this study lacks sufficient disclosure and accountability which brings in to question the accuracy of this entire traffic study.

This traffic study is critically important in that it is supposed to aid district and city officials in keeping students safe traveling to and from the North School campus. The fact that there are so many obvious issues with the methodology used to create this report indicates extreme lack of concern for the safety of children and a truthful presentation of facts by the HBCSD Board of Trustees in the EIR.

The Initial Study, included as Appendix A, substantiates that the proposed project would not affect air traffic patterns. Therefore, Threshold T-3 will not be addressed in this EIR.

5.12.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.12-1a: The project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for standard performance of the City of Hermosa Beach circulation system during the morning one-hour peak period. [Threshold T-1]

Impact Analysis:

Approach

The approach for traffic impact analysis of development projects is typically to study the peak one-hour morning (7:00 AM to 9:00 AM) and/or afternoon (4:00 PM and 6:00 PM) conditions. For elementary school projects, the analysis is usually conducted for only the morning peak period, which would be the worst-case condition since vehicle trips generated by the school during morning drop-off activities would coincide with morning commuter traffic. Afternoon peak hour analysis is typically not conducted because school lets out between 2:00 PM and 3:00 PM, which is before the afternoon commuter peak period.

Impact 5.12-1a is based in part on *Traffic Impact Analysis for the Proposed North Elementary School – 417 25th Street – Hermosa Beach*, prepared by Garland Associates in April 2017 (2017 TIA), and revised in May 2018 (see Appendix M-1). The scope of the 2017 TIA traffic impact analysis—e.g., AM one-hour peak period and application of trip credits of operating uses at the project site—was based on consultation with the City of Hermosa Beach on March 27, 2017, and follow-up conversations with the Hermosa Beach Public Works Department. Once completed, the District submitted the traffic impact analysis to the City for review. In an email dated August 30, 2017, the City of Hermosa Beach Acting Public Works Director/City Engineer concurred with the technical findings of the 2017 TIA.

Traffic counts for the peak one-hour analysis were taken from 7:00 AM to 9:00 AM when District schools were in session: November 19, 2015; December 1, 2015; January 24, 2017; and January 26, 2017.

School Operations

Project-Generated Traffic

The trip generation rates and the anticipated volumes of traffic that would be generated by the project are shown in Table 5.12-3.

Table 5.12-10 Project Impact on Intersection Levels of Service: AM Peak Half Hour, Existing (2018) Conditions

Intersection	Delay Value and Level of Service		Increase in Delay Value (seconds)	Significant Impact
	Existing (2018) Conditions	Existing (2018) Plus Project		
Manhattan Avenue|27th Street 5/7/18	15.9 – C	20.0 – C	4.1	No
Manhattan Avenue|26th Street 12/13/15	11.2 – B	15.9 – C	4.7	No
Manhattan Avenue|25th Street 5/7/18	8.7 – A	11.3 – B	2.6	No
Manhattan Avenue|24th Street 5/7/18	11.9 – B	18.1 – C	6.2	No
Myrtle Avenue|26th Street 5/7/18	8.8 – A	11.1 – B	2.3	No
Myrtle Avenue|25th Street 5/7/18	7.5 – A	12.8 – B	5.3	No
Myrtle Avenue|24th Street 12/13/15	9.0 – A	13.5 – B	4.5	No
Morningside Drive|27th St/Gould Ave 12/13/15	9.6 – A	12.4 – B	2.8	No
Park Avenue|25th Street 12/13/15	9.0 – A	12.0 – B	3.0	No
Park Avenue|24th Place 12/13/15	9.0 – A	10.2 – B	1.2	No
Park Avenue|24th Street 5/7/18	7.2 – A	8.9 – A	1.7	No
Park Avenue|Monterey Boulevard 5/7/18	10.5 – B	12.6 – B	2.1	No
Valley Drive|Gould Avenue 12/13/15	16.9 – C	34.4 – D	17.5	Yes
Valley Drive|25th Street 12/13/15	13.5 – B	16.6 – C	3.1	No
Valley Drive|24th Place 5/7/18	11.1 – B	12.0 – B	0.9	No
Valley Drive|24th Street 12/13/15	13.8 – B	18.0 – C	4.2	No
Ardmore Avenue|Gould Avenue 5/7/18 Traffic Volume through Intersection	50.1 – F 845 vphh*	106.9 – F 985 vphh*	56.8 16.6 %**	Yes

* vphh = vehicles per half hour
** Percent increase in traffic volume through intersection

PM Half-Hour Peak

Table 5.12-11 shows the existing traffic conditions for the peak PM half-hour, the traffic conditions with the addition of the proposed school's traffic, and the increase in delay values after project implementation. As shown in the table, 15 of the 17 study intersections would continue to operate at acceptable levels of service (LOS A through C) during the peak PM half-hour for the scenario with the proposed school, and traffic impacts at these 15 intersections would not be significantly impacted. The levels of service at the intersections of Valley Drive|Gould Avenue and Ardmore Avenue|Gould Avenue would change from an acceptable LOS C to an unacceptable LOS D as a result of the additional school traffic, which is a significant impact according to the City's criteria.

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	R Garland
Agency/Co.	Hermosa Beach City School Dist
Date Performed	12/13/2015
Analysis Time Period	AM Peak Half Hour

Site Information

Intersection	Morningside Dr/27th Street
Jurisdiction	City of Hermosa Beach
Analysis Year	2018 Existing

Project ID North Elementary School

East/West Street: 27th Street/Gould Avenue

North/South Street: Morningside Drive

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	125	5	5	100	20
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	10	10	30	5	5
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.50		0.50		0.50		0.50	
Flow Rate (veh/h)	280		250		50		80	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.0		0.2		0.8	
Prop. Right-Turns	0.0		0.2		0.4		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.1		-0.2		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.25		0.22		0.04		0.07	
hd, final value (s)	4.54		4.49		5.06		5.28	
x, final value	0.35		0.31		0.07		0.12	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.5		2.5		3.1		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	530		500		300		330	
Delay (s/veh)	9.99		9.52		8.44		8.98	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.99		9.52		8.44		8.98	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.57							
Intersection LOS	A							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	R Garland
Agency/Co.	Hermosa Beach City School Dist
Date Performed	12/13/2015
Analysis Time Period	AM Peak Half Hour

Site Information

Intersection	Park Avenue/25th Street
Jurisdiction	City of Hermosa Beach
Analysis Year	2018 Existing

Project Description: North Elementary School

East/West Street: 25th Street | North/South Street: Park Avenue

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		15	5	5	15	
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00
Hourly Flow Rate, HFR (veh/h)	0	30	10	10	30	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				10		10
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	20
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		10		40				
C (m) (veh/h)		1551		941				
v/c		0.01		0.04				
95% queue length		0.02		0.13				
Control Delay (s/veh)		7.3		9.0				
LOS		A		A				
Approach Delay (s/veh)	--	--	9.0					
Approach LOS	--	--	A					

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	R Garland	Intersection	Valley Drive/Gould Avenue
Agency/Co.	Hermosa Beach City School Dist	Jurisdiction	City of Hermosa Beach
Date Performed	12/13/2015	Analysis Year	2018 Existing
Analysis Time Period			

Project ID *North Elementary School*

East/West Street: *Gould Avenue* | North/South Street: *Valley Drive*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	15	115	40	115	120	45
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	35	70	40	85	5
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
Flow Rate (veh/h)	260	80	230	330	80	140	260	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	1.0	0.0	0.1	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.3	0.0	1.0	0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.2	0.1	-0.7	0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.23	0.07	0.20	0.29	0.07	0.12	0.23	
hd, final value (s)	7.32	6.55	7.43	6.72	7.81	7.04	7.41	
x, final value	0.53	0.15	0.47	0.62	0.17	0.27	0.54	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	5.0	4.2	5.1	4.4	5.5	4.7	5.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	472	330	473	523	330	390	463	
Delay (s/veh)	17.94	10.36	16.66	19.63	12.15	12.37	18.34	
LOS	C	B	C	C	B	B	C	
Approach: Delay (s/veh)	16.16		18.41		12.29		18.34	
LOS	C		C		B		C	
Intersection Delay (s/veh)	16.86							
Intersection LOS	C							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	R Garland
Agency/Co.	Hermosa Beach City School Dist
Date Performed	12/13/2015
Analysis Time Period	AM Peak Half Hour

Site Information

Intersection	Valley Drive/25th Street
Jurisdiction	City of Hermosa Beach
Analysis Year	2018 Existing

Project Description: North Elementary School

East/West Street: 25th Street | North/South Street: Valley Drive

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	100			230	10
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	10	200	0	0	460	20
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	10		5			
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	20	0	10	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	10						30	
C (m) (veh/h)	1085						453	
v/c	0.01						0.07	
95% queue length	0.03						0.21	
Control Delay (s/veh)	8.3						13.5	
LOS	A						B	
Approach Delay (s/veh)	--	--				13.5		
Approach LOS	--	--				B		

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HERMOSA BEACH CITY ELEMENTARY
SCHOOL DISTRICT
ATTN: BUSINESS OFFICE
1645 VALLEY DRIVE
HERMOSA BEACH, CA 90254

MAY 31, 2016
INVOICE NO. 499132
CLIENT NO. 005042
SJA

This Statement is payable in full upon presentation. Amounts remaining unpaid after 30 days shall be subjected to service charge of 1.0% per month. Annual rate of 12%

PLEASE INCLUDE INVOICE NUMBER ON REMITTANCE

GENERAL - 00000

Date		Atty.	Hrs.	Amt.
	FEE SUMMARY TOTAL			625.00
	TOTAL MATTER BILLING			656.25

FACILITIES - 00003

Date		Atty.	Hrs.	Amt.
05/02/16	REVIEW AND EVALUATE TRAFFIC STUDY FOR NORTH SCHOOL PROJECT; CONFERENCE OFFICE RE TRAFFIC STUDY	DDB	1.50	375.00
05/17/16	ANALYZE DOCUMENTS IN PREPARATION FOR CALL WITH CLIENT	TTT	0.75	191.25
05/17/16	CONFERENCE CALL WITH CLIENT RE ISSUES WITH PIER AVENUE SCHOOL	TTT	1.00	255.00
05/19/16	MEETING WITH CLIENT TO REVIEW ISSUES WITH PIER AVENUE	TTT	3.00	765.00
05/19/16	REVIEW DOCUMENTS ON PIER AVENUE	TTT	3.00	765.00
05/20/16	REVIEW DOCUMENTS ON PIER AVENUE OUTLINE PRESENTATION	TTT	5.00	1,275.00
05/21/16	OUTLINE PRESENTATION ON PIER AVENUE	TTT	2.50	637.50
05/23/16	REVIEW LEASES AND RESOLUTION	TTT	3.00	765.00
05/23/16	TELEPHONE CONFERENCE WITH PLACEWORKS ON SCHEDULE	TTT	0.50	127.50
05/24/16	PREPARE POWERPOINT PRESENTATION	TTT	4.00	1,020.00