

THE COLLEGE PREPARATORY SCHOOL

LIMITED TRAFFIC STUDY IN RESPONSE TO THE REQUEST OF THE OAKLAND PLANNING COMMISSION

This memorandum responds to the request of the Oakland Planning Commission for a review of the traffic patterns at The College Preparatory School ("CPS") in conjunction with the School's application for a modification of its Conditional Use Permit.

I. Introduction

CPS is a private four-year high school located at 6100 Broadway in Oakland. The School is situated on an 6+ acre parcel, bounded by Broadway, Brookside, Eustice and Golden Gate. Vehicular access to the School is limited to a single entrance located on Broadway. Pedestrian access, except in emergency situations, is limited to the Broadway entrance and a pedestrian entrance at Brookside and Eustice. Attached hereto as Exhibit A is a site plan of the School.

At the present time, the population of the School consists of 43 full-time and 29 part-time faculty and administrative staff, and 314 students. In its application for a modification of the Conditional Use Permit, CPS has requested an increase in the permitted enrollment to 325 students. CPS does not presently intend to increase its enrollment to 325 students; however, the School's enrollment is subject to some variation since the School does not know with precision at the time it extends offers of positions in the School precisely how many students will accept. In any event, even assuming for the purposes of this traffic evaluation that the student enrollment were increased to 325 students, such an increase would have the effect of only a less than 3% increase over the present school population. For this reason, CPS believes that the present traffic conditions at the School provide a substantial guide to the likely conditions at the usage level anticipated by the present request.

This Study focuses on two principal traffic concerns: parking during the school day and traffic flow during the morning drop-off of students. Due to substantial variations in departure times from the School campus, and to the fact that the normal School day ends before regular commute hours, the School does not believe that there is a concern about traffic flow at the School in the afternoon. This point was confirmed in testimony at the Planning Commission hearing on January 27, 1993. Similarly, although there are some evening events at the School, it is not believed that parking or traffic flow in the evening are a significant concern; following recently completed construction of the gymnasium at the School, parking on site has been significantly expanded so that off-site parking demand is very infrequent.

In preparing this report, CPS undertook a full-scale survey of the transportation needs of the School population through a questionnaire directed to faculty, staff and students. To confirm the responses to the questionnaire, the School monitored actual traffic flow and parking for a five-day period, from February 8 to February 12, 1993. This period represented a normal School week, and CPS believes that it accurately reflects transportation usage during the Winter.¹ The results of this research are summarized in Part II hereof.

Simultaneously, CPS has undertaken a review of existing traffic management activities, with a view toward regularizing existing procedures and investigating additional actions which could prevent or mitigate any adverse traffic impact. The work has resulted in a Draft Traffic Management Plan which is described in Part III hereof.

II. Current Traffic and Parking Patterns

A. Traffic Survey

Phase One of the Traffic Study consisted of a survey of the CPS population. A total of 367 responses were received, representing 95.1% of the School population.

¹The School believes that a greater number of students, staff and faculty walk or bike to school during the Spring and Fall. However, there are no survey data to establish this.

The purpose of the Traffic Survey was to determine how the School population gets to the School in the morning and, in the case of those who drive themselves (and, in some cases, others) to School, where they park. The Traffic Survey established that 20% of the School population does not depend on the automobile to get to CPS; they either walk, bicycle, or take public transportation. Of the approximately 80% who do rely on the automobile, approximately 30% are dropped at School by persons (usually parents) who do not park at the School, while the balance (50%) are transported in cars which park on or near the School campus. See Exhibit B.

The Traffic Survey indicated that most of the population dropped off at the School enter the School grounds from Broadway. This group includes students dropped off in the CPS parking lot or on Broadway. The Traffic Survey indicated that approximately 46 of the students were dropped off at the pedestrian entrance at Brookside and Eustice; as described below, the Traffic Survey response was substantially validated by the Traffic Count.

Under CPS rules, persons driving to the School are permitted to park only in the CPS parking lot, or in designated areas on Broadway and under the freeway on Golden Gate. As Exhibit C indicates, the Traffic Survey determined that 106 of these cars, or 81% of those parking, park in the CPS parking lot. According to the Traffic Survey, only 25 cars regularly park off campus. Again, these figures were confirmed by the Traffic Count.

The extraordinarily high response to the Traffic Survey demonstrates another important aspect of CPS; the students, faculty and staff are highly motivated to cooperate on matters of importance to the School. For this reason, the School is confident that it can implement its Traffic Management Plan successfully.

Phase II of the Traffic Study was the Traffic Count. Monitors were established at the two entrances to the School, and traffic flow monitored during the peak hours of 7:15 A.M.--9:00 A.M. when the bulk of the School population arrives. See Exhibit D. In addition, a parking count was undertaken in the School parking lot and in the parking areas around the School. Although there

were day-to-day variations, the data are consistent. Enclosed as Exhibit E are the daily Traffic Counts.

One part of the Traffic Count focused on the automobile entry to the School on Broadway. During the morning hours, Broadway is a busy commuter route. Although no attempt was made to count the total volume of cars on Broadway during the Traffic Count period, it is estimated that 10% of the vehicular traffic on Broadway during this period has any relation to the School.

On average, 130 cars entered the School campus from Broadway each day during the Traffic Count period, and 66 of these cars exited the campus, presumably after dropping off students, faculty or staff.² During the same time period, on average, 128 automobiles traveled through the intersection of Brookside and Eustice Avenues, the intersection nearest the pedestrian entrance to CPS. Of these, 44 cars stopped to drop off an average of 56 students per day.

A parking count for the days subject to the Traffic Count indicated an average of 68 cars parked in the School lot, 7 cars parked on Broadway, and 13 parked on Golden Gate. (The Traffic Count statistics on parking in the CPS lot indicate fewer cars than the Traffic Survey. This is explained by the fact that the Traffic Count data ends at 8:30 A.M., while faculty, staff and upperclass students, whose schedules are more flexible, continue to arrive at the School until about 10:00 A.M.)

The Traffic Study data, including both the Traffic Survey and the Traffic Count, provide a basis for judging the current impact of the School on local traffic, as well as for implementing and modifying the School's Traffic Management Plan, as described in Part III. The data also indicates the School's relatively modest effect on morning traffic and parking in the vicinity of the School. This is consistent with the general lack of complaints received by the School with respect to traffic from its neighbors. In fact, those few complaints from neighbors in the past, which pre-date the construction of the gymnasium on

²Traffic Count data on parking and on use of the Broadway entrance is based upon four days data, as data for the fifth day is incomplete.

campus, related to parking; a condition which has been substantially alleviated by the posting of the local streets as "No Parking" areas and by the creation of additional parking spaces on campus.

A concern was expressed at the January 27, 1993, Planning Commission hearing by one neighbor concerning periodic congestion at Brookside and Eustice affecting entry into the intersection. The Traffic Count data appear to indicate that the impact is limited to a very short period of time, and that the total volume of CPS-related traffic is small. See Exhibit F. The specific complaint attributed the congestion to double parking by parents dropping off students at the pedestrian entrance to the School. Although the School believes that the congestion in this area also relates to the post-fire construction in the neighborhood, it has addressed the double parking problem specifically in its Traffic Management Plan, and will continue to monitor the situation to minimize impact.

III. Traffic Management Plan

The current traffic patterns at CPS reflect the existence of a Traffic Management Plan designed to reduce the impact of the School on traffic in its immediate neighborhood. The principal focus of the Traffic Management Plan to date has been to reduce off-site parking in the immediate vicinity of the School. In implementing this Plan, which has been successful, the School has taken the following steps:

(a) The side streets adjacent to the School have been designated as "No Parking" by the City and the School periodically monitors the area to assure that there is no student parking.

(b) Students are required to park in designated areas, either on campus or in designated parking locations on Broadway west of the School entrance or on Golden Gate Avenue under Highway 24. The permitted parking areas are identified on the site map attached hereto.

(c) To encourage carpools, preferred parking is given on campus to those who carpool. A carpool is currently defined as 3 per car.

The School believes that its activities to ameliorate the impact of parking on its neighbors has been successful.

The School also encourages carpooling by sending out a list of students to new parents each year, broken down by Zip Code. In some cases, the distribution of the list is followed by a "Zip Code Party," where families from the same area are invited to permit new students to meet others from their neighborhood to facilitate carpooling, either by parents of several students sharing drop-off and pick-up responsibilities, or by arranging carpools for those who drive to School.

The current Traffic Management Plan also addresses those who do not drive themselves to School. To encourage the use of public transportation, the School sells bus tickets on campus, charging the tickets to the student's School account. (The School has a supplementary fund to aid scholarship students with these costs.) The School has worked with AC Transit to establish a bus which makes a morning run from the downtown Berkeley BART station, picking up students along the way and delivering them directly to the School. The bus stops at the Rockridge BART station to pick up students commuting by BART.

In view of the concerns expressed at the hearing on January 27, 1993, the School has re-examined its current Traffic Management Plan to determine if additional steps are possible, consistent with the mission of the School, to mitigate the impact of the School on local traffic patterns. CPS does not believe that significant additional steps are required, but that, through a combination of education and incentives, it will be able to reduce the traffic impact of the School on its neighbors. Accordingly, CPS proposes to modify its current Traffic Management Plan as follows:

(a) The School will send out semi-annual letters from the Head of School to all parents, describing alternatives to one-car one-passenger commuting, emphasizing the availability of public transportation and carpool incentives. The letter will also remind the school population of parking

restrictions, as well as of the concerns with congestion at the pedestrian entrance on Eustice.

(b) The School will send out Zip Code lists each year in advance of the commencement of School, and will work with the Parents Association to encourage annual "Zip Code Parties" in areas where there are a substantial number of students.

(c) To encourage the use of BART, the School will begin to sell BART tickets on campus, permitting students to charge the cards to their School account. The School will apply its current subsidization policy for scholarship students to BART transportation as well as bus transportation.

(d) CPS will establish a program of monitoring the drop-off of students at the Eustice entrance to minimize congestion.

(e) CPS will survey the student population to determine whether a re-definition of "car pool" for purposes of preferred parking from the current "3 per car" to "2 per car" would minimize the number of students driving to School and parking off-site.

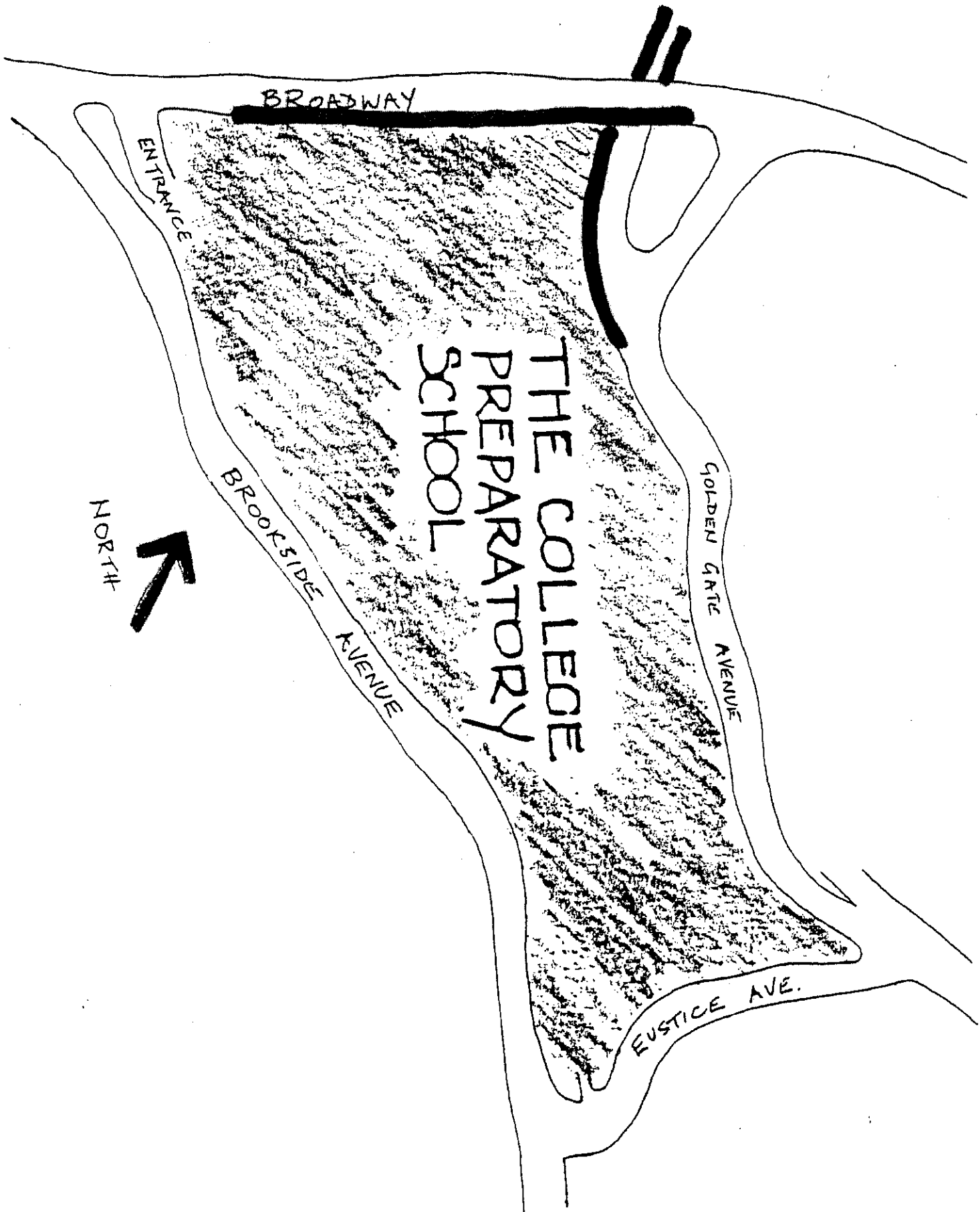
(f) In order to assure that the School is aware of any neighborhood concerns, the Head of School will send a letter to the neighbors at the beginning of each School year, requesting that they call the School with any concerns and providing the name and phone number of a person to contact to assure that their complaint is heard. The School will maintain a file of any such calls to assure a proper response.

(g) The School has weekly student assemblies. On a periodic basis, the school administration will use this forum to disseminate information on alternate transportation modes and to sensitize students to the neighborhood traffic concerns.

(h) The School will re-survey the School population in 12 months to determine if there have been any significant modifications in traffic

patterns, and will adjust its Traffic Management Plan, as necessary, if problems are identified.

CPS believes that its response to the concerns expressed at the January 27, 1993, Planning Commission hearing demonstrates both the modest impact the School has on the traffic patterns in the School neighborhood and its commitment to mitigate these concerns. CPS is and has been a "good neighbor"; CPS believes that the proposed change requested to its Use Permit, increasing authorized enrollment to 325 students from its current level of 314 students, will not have an adverse effect on the neighborhood, and requests that its application be approved, conditioned on the adjustments to its Traffic Management Plan noted above.



BROADWAY

ENTRANCE

THE COLLEGE
PREPARATORY
SCHOOL

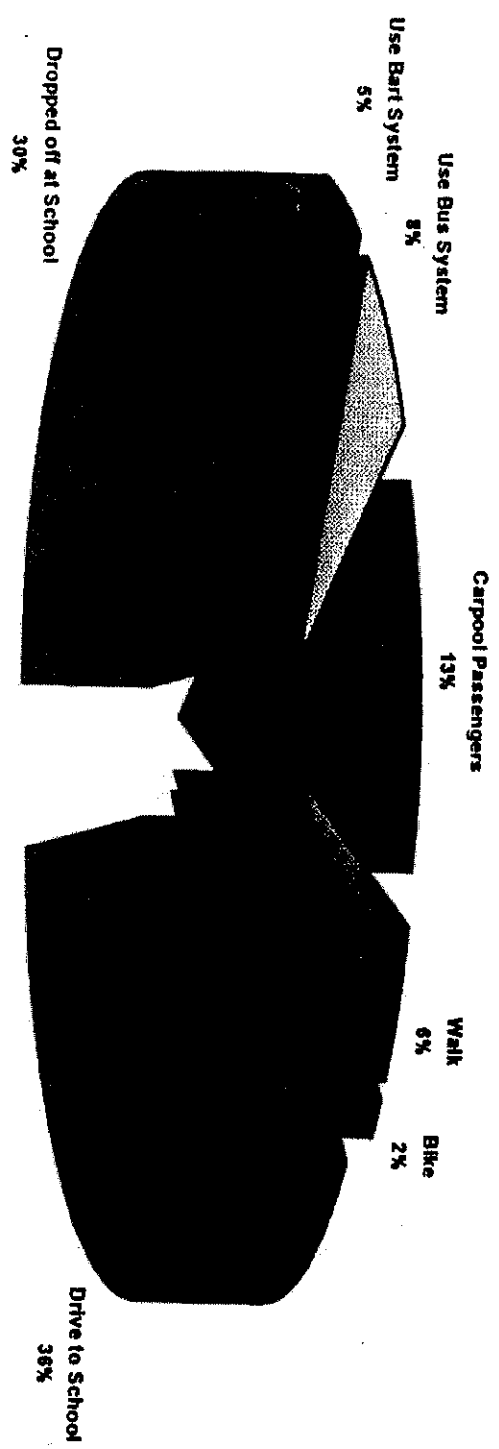
BROOKSIDE AVENUE

GOLDEN GATE AVENUE

EUSTICE AVE.

NORTH

TRANSPORTATION METHODS OF CPS POPULATION



SOURCE: CPS TRAFFIC SURVEY

**THE COLLEGE PREPARATORY SCHOOL
TRAFFIC SURVEY RESULTS
FEBRUARY 5, 1993**

On February 2, 1993, a survey of the population of CPS was conducted. As of the filing of this Report, 367 surveys were returned, representing **95.1%** of the population. The results of the Survey are as follows:

TRANSPORTATION TO CPS

<u>Category</u>	<u>Number</u>	<u>Percentage</u>
Drive to School	132	36.4%
Dropped off at School	109	30.1%
Carpool Passengers	48	13.3%
Use Bus System	28	7.7%
Walk	21	5.8%
Use BART System	18	5.0%
Bike	<u>6</u>	<u>1.7%</u>
Total	362	100.0%

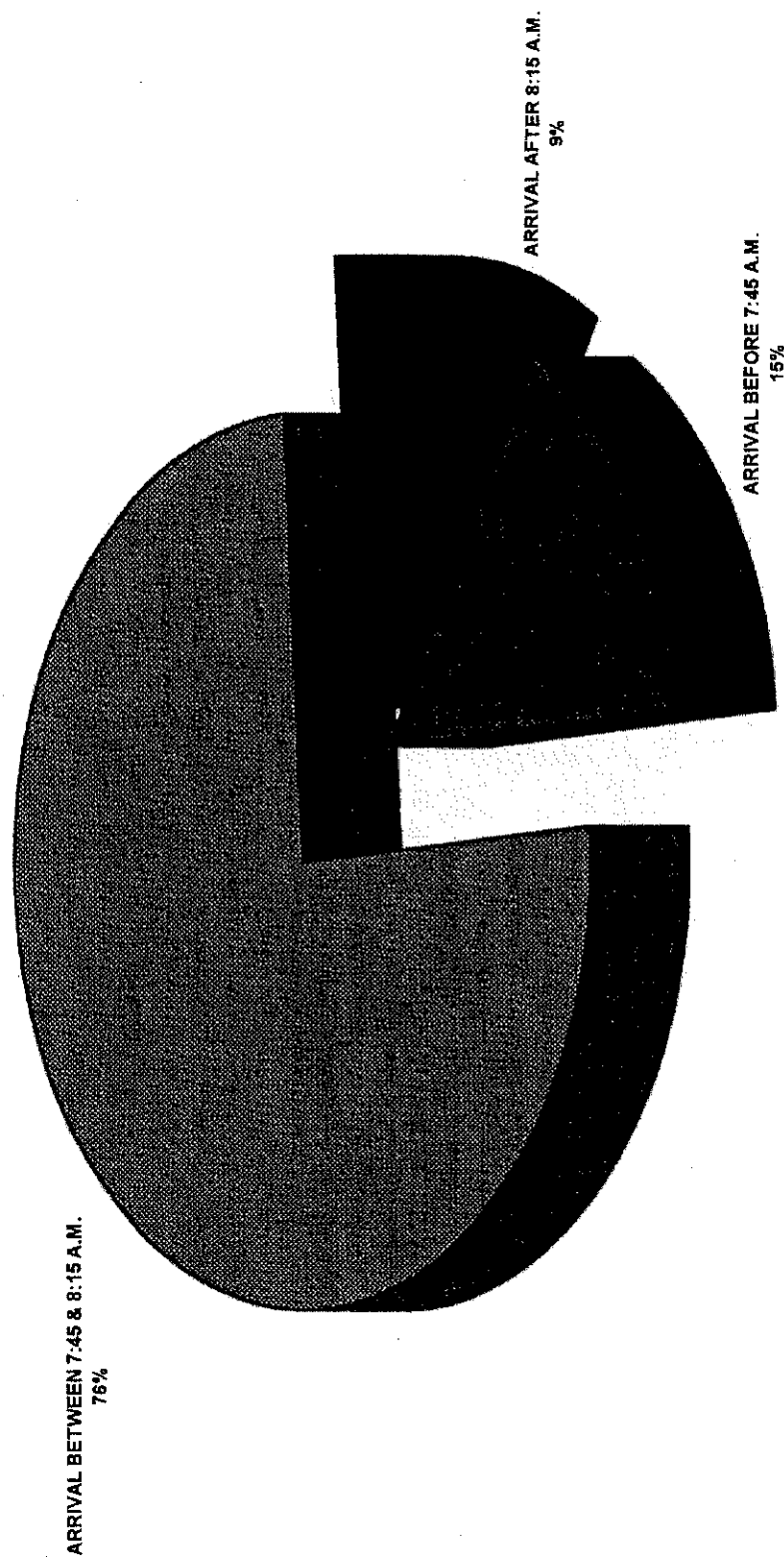
DROP OFF AT CPS 7:30 - 8:30 A.M.

<u>Category</u>	<u>Number</u>	<u>Percentage</u>
CPS Lot	54	49.6%
Eustice	46	42.2%
Broadway	8	7.3%
Golden Gate	<u>1</u>	<u>0.9%</u>
Total	109	100.0%

PARKING AT CPS

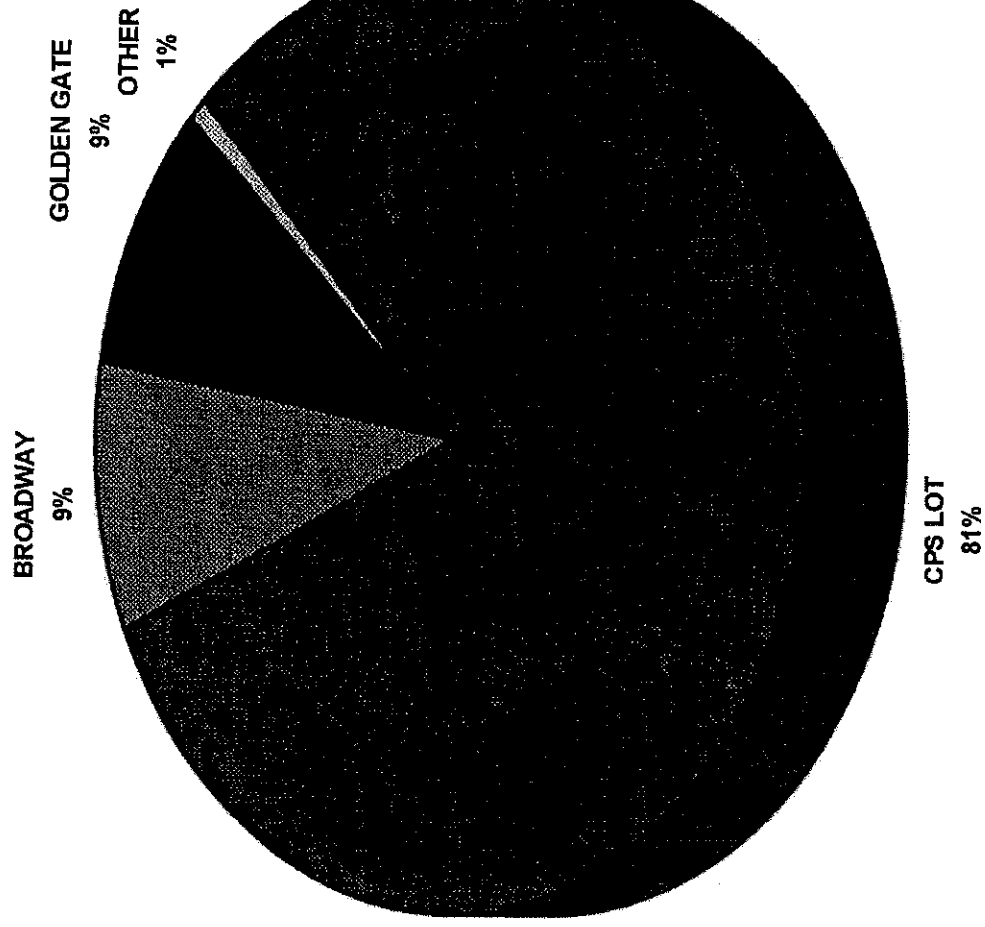
<u>Category</u>	<u>Number</u>	<u>Percentage</u>
CPS Lot	107	81.1%
Broadway	12	9.1%
Golden Gate	12	9.1%
Other	<u>1</u>	<u>0.7%</u>
Total	132	100.0%

CPS STARTING TIME ANALYSIS



SOURCE: CPS TRAFFIC SURVEY

PARKING AT COLLEGE PREPARATORY SCHOOL



SOURCE: COLLEGE PREPARATORY SCHOOL SURVEY

THE COLLEGE PREPARATORY SCHOOL
TRAFFIC COUNT RESULTS
FEBRUARY 8, 1993

THE FOLLOWING COUNTS WERE TAKEN BETWEEN THE HOURS OF 7:15am AND 8:30am.

BROOKSIDE AND EUSTICE AVENUES

98 VEHICLES TRAVELED THROUGH THE INTERSECTION.

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
6	11	22	39	20

37 CARS DROPPED OFF 46 STUDENTS

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
0	1	11	21	4

BROADWAY AND BROOKSIDE AVENUE

138 VEHICLES TURNED INTO THE CAMPUS FROM BROADWAY

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
4	14	36	68	16

70 VEHICLES EXITED THE CAMPUS ONTO BROADWAY

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
2	9	15	31	13

PARKING AT 8:30 AM

BROADWAY = 6, GOLDENGATE = 11, CPS LOT = 68

THE COLLEGE PREPARATORY SCHOOL
TRAFFIC COUNT RESULTS
FEBRUARY 9, 1993

THE FOLLOWING COUNTS WERE TAKEN BETWEEN THE HOURS OF 7:15am AND 8:30am.

BROOKSIDE AND EUSTICE AVENUES

92 VEHICLES TRAVELED THROUGH THE INTERSECTION.

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
11	6	16	43	17

50 CARS DROPPED OFF 64 STUDENTS

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
0	1	9	33	7

BROADWAY AND BROOKSIDE AVENUE

104 VEHICLES TURNED INTO THE CAMPUS FROM BROADWAY

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
1	5	18	69	11

46 VEHICLES EXITED THE CAMPUS ONTO BROADWAY

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
0	3	9	25	9

PARKING AT 8:30 AM

BROADWAY = 8, GOLDENGATE = 16, CPS LOT = 58

THE COLLEGE PREPARATORY SCHOOL
TRAFFIC COUNT RESULTS
FEBRUARY 10, 1993

THE FOLLOWING COUNTS WERE TAKEN BETWEEN THE HOURS OF 7:15 am AND 8:30 am.

BROOKSIDE AND EUSTICE AVENUES

104 VEHICLES TRAVELED THROUGH THE INTERSECTION.

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
15	10	21	50	8

40 CARS DROPPED OFF 50 STUDENTS

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
1	0	13	25	1

BROADWAY AND BROOKSIDE AVENUE

36 VEHICLES TURNED INTO THE CAMPUS FROM BROADWAY

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
5	11	20	N/A	N/A

19 VEHICLES EXITED THE CAMPUS ONTO BROADWAY

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830
2	8	9	N/A	N/A

PARKING AT 8:30 AM

BROADWAY = N/A, GOLDENGATE = N/A, CPS LOT = N/A

**THE COLLEGE PREPARATORY SCHOOL
TRAFFIC COUNT RESULTS
FEBRUARY 11, 1993**

THE FOLLOWING COUNTS WERE TAKEN BETWEEN THE HOURS OF 7:15am AND 9:00am.

BROOKSIDE AND EUSTICE AVENUES

129 VEHICLES TRAVELED THROUGH THE INTERSECTION.

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900
9	9	24	48	17	10	12

41 CARS DROPPED OFF 56 STUDENTS

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900
0	2	12	24	3	0	0

BROADWAY AND BROOKSIDE AVENUE

133 VEHICLES TURNED INTO THE CAMPUS FROM BROADWAY

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900
2	4	24	74	10	7	12

59 VEHICLES EXITED THE CAMPUS ONTO BROADWAY

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900
1	2	6	32	12	3	3

PARKING AT 9:00 AM

BROADWAY = 6, GOLDENGATE = 12, CPS LOT = 74

**THE COLLEGE PREPARATORY SCHOOL
TRAFFIC COUNT RESULTS
FEBRUARY 12, 1993**

THE FOLLOWING COUNTS WERE TAKEN BETWEEN THE HOURS OF 7:15am AND 9:00am.

BROOKSIDE AND EUSTICE AVENUES

135 VEHICLES TRAVELED THROUGH THE INTERSECTION.

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900
12	8	17	56	13	13	16

51 CARS DROPPED OFF 66 STUDENTS

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900
0	0	11	34	2	3	1

BROADWAY AND BROOKSIDE AVENUE

142 VEHICLES TURNED INTO THE CAMPUS FROM BROADWAY

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900
5	12	28	59	21	9	8

74 VEHICLES EXITED THE CAMPUS ONTO BROADWAY

0715-0730	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900
3	5	17	28	16	4	1

PARKING AT 9:00 AM

BROADWAY = 7, GOLDENGATE = 14, CPS LOT = 71

CPS TRAFFIC COUNT

BROOKSIDE AND EUSTICE AVENUES

EXH. F

