From:	Neighbors for Safety in Hiller Highlands
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Cc:	Neighbors for Safety in Hiller Highlands List
Subject:	Notes on DKS monitoring reports Jan, Feb 2011
Date:	Monday, March 07, 2011 9:30:45 AM

Dear Heather and DKS:

Here are comments on the last two DKS monitoring reports. We hope that the longer monitoring periods established at the last PC meeting will increase the percentage of vehicle trips observed in the next report. But we are also concerned that the monitoring day for counting total vehicle trips must include collecting data at all of the campus access points and all of the parking areas to get the most accurate "Total Vehicle Trips" count as required by the CUP.

Thanks for your continued efforts to meet the CUP goals,

Linda Harris

on behalf of NSHH

NSHH Notes on DKS Monitoring Reports: 1/16/11 and 2/25/11

1. 3.4 Condition 14d: How do monitors exclude visitors or volunteers' vehicles from the regular monthly monitoring ?

2. On 1/11/11 and 2/8/11 when monitors were reporting on total vehicle trips there is nothing in the data sheets to indicate that school vehicle drop off or pickup on Tunnel Road or cars parked in the Tunnel Road lots or that vehicles who entered the Hiller lot, but drove up the driveway to park on the campus, were included in vehicle trips.

3. The only worksheets, which reports on the Tunnel Road parking lot, are those done on the alternate day when monitors are counting monitors and length of queue etc. but are not counting or reporting total vehicle trips.

4. On 1/11/11 the monitoring reports did not observe 11% of the daily attendance or 37 people. Since 47% of the observed attendance arrived in single occupancy vehicles it is likely that 47% of the 37 unobserved persons also arrived in SOV. Thus, the Total Vehicle Count would be 232 +17 = 249. Plus the remaining people who would likely be in MOV (buses already counted). The school would not be in compliance with Total Vehicle Trip limits if the monitoring had been more complete..

5. On 2/8/11 the monitoring reports did not observe 10% of the daily attendance or 31 people. Since 46% of the observed attendance arrived in single occupancy vehicles it is likely that 46% of the 31 unobserved persons also arrived in SOV. Thus, the Total Vehicle count

would be 231 + 14 = 245 (higher when add in the additional MOV) The school would not be in compliance with Total Vehicle Trip limits if monitoring had been more complete.

6. All of the DKS reports show that Bentley's compliance with the 242 total vehicle trip limit is tenuous and hopefully, the school will develop additional strategies to reduce their total vehicle trips safely below the limit. The difference between being in compliance or out of compliance lies in the people (daily attendance) whose arrival and departure is unaccounted for in both the drop off and pick up periods in the monitoring reports.

7. Having longer monitoring periods is part of getting more accurate vehicle trip data. But, in addition to longer observation periods, monitors need to observe all campus parking areas on the same day for which they will report Total Vehicle Trips. Counting parked cars at 7:30 a.m. misses all of the vehicle trips of people who arrive to fill the school's lots to capacity every day. Parked cars should be counted at the end of the morning monitoring period and at the beginning of the afternoon pick up period to improve the accuracy of the Total Vehicle Trips count.