Site Circulation Report

LAUSD COMPREHENSIVE MODERNIZATION PROJECT - 92ND STREET ELEMENTARY SCHOOL

LIN Consulting, Inc.

Traffic, Civil, and Electrical Consulting Engineers

Prepared by:
LIN Consulting, Inc.

For:
ESA
Los Angeles Unified School District

October 11, 2018

TABLE OF CONTENTS

APPENDICES

1.0 INTRODUCTION

The purpose of this report is to document existing traffic and circulation conditions at 92nd Street Elementary School (ES), located at 9211 Grape Street in the Los Angeles Unified School District's (LAUSD) Local District South in the Watts community of the City of Los Angeles. This report summarizes existing conditions, including observed and anecdotal circulation operations, for use in the facilities planning and design process for the 92nd Street ES Comprehensive Modernization Project.

Observations include conditions and operations at adjacent intersections and roadway segments, internal parking lots, and identified or reported issues. Other existing conditions recorded are general vehicular travel (including pick-up/drop-off operations), school bus, parking, transit, pedestrian and bicycle usage. To aid this process, a safety audit (with an emphasis on walking) was performed. The audit encompasses positive and negative experiences during field visits from a professional civil engineering perspective, as well as an end user of the facilities. Walkability, accessibility, visibility, and safety of pedestrians and bicyclists are some of the major concerns that were evaluated in the audit. A follow-up interview regarding access, egress, and circulation at the school was conducted with 92nd Street ES administration, including Principal Priscilla Currie, on May 14, 2018.

This report concludes with observed deficiencies, operational and/or circulation issues, and offers potential opportunities for improvements to site access and/or onsite circulation that can be explored further in the facilities planning process for the 92nd Street ES Comprehensive Modernization Project, as well as other future projects. ***Appendix A*** includes notes from the field review conducted on April 26, 2018, and ***Appendix B*** includes notes from the walk audits conducted on the same date. Selected photos depicting conditions described in this report are included in ***Appendix C***. ***Appendix D*** provides additional information on circulation, such as traffic counts on record or suggested routes to school maps.

1.1 School and Neighborhood Description

The 92nd Street ES campus is located in the northeastern most section of the community of Watts in the area referred to as "South Los Angeles". It first opened its doors to students in 1925. Neighboring cities include South Gate to the immediate east, Huntington Park to the northeast, and Lynwood to the southeast. Single- and multi-family residential zones surround the immediate area of 92nd Street ES. As one moves east along 92nd Street towards Alameda Street, industrial and commercial uses including: scrap metal yards, glass and window shops,

and other light industry are predominant. These land uses are typical due to their proximity to the Alameda Corridor - a twenty-mile-long freight railway connecting the national rail system in downtown Los Angeles to the Ports of Los Angeles and Long Beach.

Per the school's 2017-2018 Single Plan for Student Achievement (SPSA), 92nd Street ES serves a total of 963 students from grades K to 6.

During the administration interview on May 14, 2018, Principal Currie indicated that enrollment at the school has remained steady in recent years.

2.0 TRANSPORTION NETWORK

2.1 Streets and Intersections

The 92nd Street ES campus is bounded by 92nd Street to the north, Grape Street to the east, Anzac Avenue to the west, and 95th Street to the south. The public entry to the main office is accessed from 92nd Street. Roadway characteristics, including roadway classification identified in the City of Los Angeles *Mobility Plan 2035*[1] for study area roadways are provided below.

STUDY AREA ROADWAYS

Anzac Avenue is a north-south roadway classified as a Local (standard) street located west of the project site. There is one travel lane in each direction within the school zone. Curb parking is allowed all day, except Thursdays from 10:00 am to noon on the west side and Wednesdays from 10:00 am to noon on the east side (for street sweeping). In addition, no parking is permitted on the east side between 7:00 am and 5:00 pm. No posted speed limit exists within the school zone, however, in accordance with California Vehicle Code, a school warning sign up to 500 feet away from school grounds indicating a speed limit of 25 mph is required when children are present.

Grape Street is a north-south roadway classified as a Local (standard) street located east of the project site. There is one travel lane in each direction within the school zone. Curb parking is allowed all day on the west side, except on Wednesdays from 10:00 am to noon (for street sweeping). Curb parking is allowed all day on the east side, except Thursdays from 10:00 am to noon (for street sweeping). Passenger loading only is allowed from 6:30 am to 9:00 am and 1:30 pm to 4:00 pm on school days. A two-hour parking restriction exists from 9:00 am to 1:30 pm during school days north of the main gated pedestrian entrance to the school. There is a 15-

[1] *Los Angeles Department of City Planning, Mobility Plan 2035 (California: Los Angeles, 2016)*

minute parking restriction from 7:00 am to 5:00 pm south of the same gate. No posted speed limit exists within the school zone, however, in accordance with California Vehicle Code, a school warning sign up to 500 feet away from school grounds indicating a speed limit of 25 mph is required when children are present.

95th Street is an east-west roadway classified as a Local (standard) street located south of the project site. There is one travel lane in each direction within the vicinity of the project. Curb parking is allowed all day on the south side except Thursdays from 10:00 am to noon and on the north side except Wednesdays from 10:00 am to noon (for street sweeping). No posted speed limit exists within the school zone, however, in accordance with California Vehicle Code, a school warning sign up to 500 feet away from school grounds indicating a speed limit of 25 mph is required when children are present.

92nd Street is an east-west roadway classified as an Avenue II located north of the project site. There is one travel lane and one Class II bike lane in each direction separated by a center lane within the school zone. Curb parking is allowed all day on the north side except Thursdays from 11:00 am to 3:00 pm and on the south side except Wednesdays from 8:00 am to 10:00 am (for street sweeping). The posted speed limit is 30 mph within the school zone. A speed limit of 25 mph when children are present is posted westbound, but not eastbound. This speed zone restriction may not fully conform to California Vehicle Code of a school warning sign is required up to 500 feet away from school grounds indicating a speed limit of 25 mph when children are present.

STUDY INTERSECTIONS

Anzac Avenue & 92nd Street is a signalized intersection with permissive left-turn phasing for all directions. The intersection operates under pre-timed signal timings. Pedestrian phase recall occurs along 92nd Street.

Grape Street & 95th Street is an unsignalized intersection with stop control on all movements.
Grape Street & 92nd Street is an unsignalized T-intersection with stop control on the northbound movement.

Anzac Avenue & 95th Street is an unsignalized intersection with stop control on all movements.

Specific characteristics of each intersection, including lane configurations, can be found in ***Appendix A***.

2.2 Transit

Public bus stops served by Metro are located as follows:

- 92nd Street
  - Southwest corner of Anzac Avenue
    - Metro 254 (eastbound), Metro 612 (eastbound)
  - Northwest corner of Fir Ave
    - Metro 254 (westbound), Metro 612 (westbound)
- Anzac Avenue
  - Northwest corner of 95th Street
    - Metro 254 (southbound)
  - Northeast corner of 95th Street
    - Metro 254 (northbound)

2.3 Bicycle and Pedestrian Facilities

There is one Class II Bike Lane in each travel direction on 92nd Street. In the *Mobility Plan 2035*[1], 92nd Street is listed as part of the proposed bike lane network, within the school zone.

Concrete sidewalks exist on both sides of 95th Street, 92nd Street, Grape Street, and Anzac Avenue within the school zone. In many locations, the sidewalk is paved inside the landscape buffer to the back of curb, with regular gaps provided for tree planters. These sidewalks appear to be accessible to disabled students. However, there is a short asphalt sidewalk segment on the east side of Grape Street just south of an alley, which is disrepair and likely not ADA compliant. In addition, many curb ramps appear to not be accessible to disabled students.

Principal Currie indicated that virtually no staff or faculty walks or bicycles to the school. Approximately half of students walk to school, most accompanied by at least one parent. Most parents do not allow their children to walk to school alone, primarily due to safety concerns. Students arrive from all directions, but predominantly from the southeast from a subsidized housing project. Few children skate or bike to school, and no bicycle racks are provided on school grounds. Bicycles or skateboards must be stored inside the school. 92nd Street ES has an active parent volunteer program, which assists with valet service by opening vehicle doors in the morning controlling traffic to protect students from potential collisions with oncoming vehicles and bicycles.

[1] *Los Angeles Department of City Planning, Mobility Plan 2035 (California: Los Angeles, 2016)*

2.4 Parks and Other Recreational Facilities

Jordan Downs Recreation Center is approximately 0.5 miles south of the school. Colonel Leo H. Washington Park is approximately 0.7 miles northwest of the school.

2.5 Congestion Locations

During the morning drop off period, parents dropping off students on Grape Street, 95th Street, and Anzac Avenue were observed to frequently block through vehicles. General congestion occurs during the morning and afternoon bell periods due to the number of parents who pick up or drop off students along the perimeter of the school. Two-way travel on Grape Street, Anzac Avenue, and 95th Street is therefore hindered by the combination of non-compliant curb parking outside of permitted hours or durations (which interferes with the "valet" service mentioned in ***Section 2.3 Bicycle and Pedestrian Facilities***), high parking utilization where permitted, vehicles stopping in the through lane to drop-off or pick-up students in both directions, and parents performing a U-turn to return to 92nd Street. Long queues (up to 10 vehicles) northbound on Grape Street at the intersection with 95th Street were noted during each bell period, which may contribute to the desire for parents to perform U-turn maneuvers. These queues were due to conflicting traffic at all approaches, as well as pedestrians trying to maneuver through jammed vehicles in the intersection.

Because these same streets allow parking on both sides of the roadway, it does not appear that adequate curb-to-curb width exists to allow free-flowing two-way travel simultaneously at the statutory speed for local roadways (25 mph). The inability to drive both directions during a gridlock-type situation compounds the circulation problems mentioned above. ***Appendix D*** contains traffic counts that were obtained from the City of Los Angeles, Department of Transportation (LADOT) *NavigateLA* database.

3.0 SCHOOL OPERATIONS

3.1 Parking

At 92nd Street ES, there are three parking lots permitted for school faculty only, located at:

- 92nd Street, approximately halfway between Anzac Avenue and Grape Street
- Grape Street, south of 92nd Street
- Grape Street approximately halfway between 95th Street and 92nd Street

The first lot is accessed from 92nd Street, and contains 6 marked parking spaces and no ADA spaces. The second lot is accessed from Grape Street, and contains 27 marked parking spaces and 2 van-accessible ADA spaces. The third lot is accessed from Grape Street, and contains 25 marked parking spaces and 1 van-accessible ADA space.

Principal Currie indicated that there is currently considerable shortage of parking available on-site for faculty and staff. On street sweeping days, the utilization of curb parking was observed to be above 95%, and per Principal Currie, faculty and staff often double-park or otherwise park in undesignated spaces on campus.

3.2 Circulation

92nd Street ES administration staff stated that vehicular traffic to and from the school travels mostly on 92nd Street.

A passenger loading zone of roughly 200 feet exists near the main pedestrian gate, which is located on Grate Street, approximately halfway between 95th Street and 92nd Street. At this location, the school has instituted a “valet” program and policy to help organize the morning bell period. This operation runs southbound along Grape Street, and involves setting up and removing traffic cones once per day. A separate lane is formed along the west curb of Grape Street, intended for brief loading and unloading. There are two volunteers at main pedestrian gate (sometimes referred to as the kindergarten entrance) for opening/closing car doors, and for guiding children into the school. However, there is no signage that exists permanently, nor was any temporary signage observed, which would indicate specific instructions to the driver other than “Stop and Drop Here”.

As mentioned previously, parents frequently attempt U-turns after the pick-up or drop-off to return to 92nd Street, which involves crossing a traffic cone line, which is a violation of California Vehicle Code. This maneuver often instead requires a 3-point turn and blocks oncoming northbound traffic. Principal Currie noted that despite occasional enforcement activity from the Los Angeles Police Department (LAPD), the problem continues to occur.

Parents also drop children off going northbound on Grape Street, which is inconsistent with the 92nd Street ES drop-off policy. Children, and sometimes parents, cross mid-block near the main pedestrian gate.

School buses load and unload on the east side of Anzac Avenue, approximately halfway between 95th Street and 92nd Street. There is a dedicated gate for students arriving by bus at the southwest corner of the campus.

A separate gate at the southeast corner of the campus allows all students entry during the morning bell period, but remains locked when school is in session and during the afternoon bell period.

3.3 Crash History

Between 2013 and 2017, a total of 19 crashes occurred in the school zone. 10 of these crashes were near the intersection of 92nd Street and Anzac Avenue. Five of these occurred at the intersection of 95th Street and Anzac Avenue. Two collisions occurred at the intersection of 95th Street and Grape Street. Two collisions occurred at the intersection of 92nd Street and Grape Street. Within the school zone, 1 pedestrian collision was recorded, which resulted in non-severe injuries. No fatalities were recorded.

Based on the available data, one discernible collision pattern was noted: on the three width-constrained streets (95th Street, Grape Street, and Anzac Avenue), 3 head-on collisions occurred. These collisions may be partly due to the fact that the roadways are not wide enough to accommodate two-way traffic and parking on both sides of the street.

Despite 3 collisions being cited as “unsafe speed” category violations (all rear-end collisions), there does not appear to be a significant crash pattern along eastbound 92nd Street, where the school speed zone is not signed.

4.0 DEFICIENCIES AND OPPORTUNITIES

4.1 Walk Audit Observations

Internally, a couple of issues were noted. Because the auditorium is too small to accommodate large groups, occasional pedestrian circulation problems occur in hallways due to multiple assemblies back-to-back, for each grade. Pedestrian spillback sometimes also blocks the ADA entrance near the main office, which is the only access in and out of the school during school hours. Additionally, almost all open space at the school is paved over with asphalt. The reflected and absorbed heat made walking or spending time outside uncomfortable.

The external walk audit conducted on April 26, 2018 within the school perimeter revealed the following deficiencies:

- Anzac Avenue & 95th Street
    - Crosswalk striping missing for the south leg of the intersection, despite heavy pedestrian use
    - Worn crossing pavement markings along the east leg of the intersection
    - Worn and uneven crossing pavement on the north leg of the intersection
    - Street lighting is only provided on the northeast corner of the intersection
    - Drivers encroach into marked crosswalks due to parked vehicles blocking driver's line of sight
    - Tactile strips for northeast curb ramp are absent
    - Some drivers seem distracted during pick-up/drop off hours and do not yield to pedestrians, particularly while turning
- Anzac Avenue & 92nd Street
    - Tactile strips for all curb ramps are absent, which may make crossing difficult for vision-impaired students
    - Some drivers were observed to stop within marked crosswalks, blocking pedestrian access
- Grape Street & 95th Street
    - Drivers encroach into marked crosswalks due to parked vehicles blocking driver's line of sight
    - Some drivers seem distracted during pick-up/drop off hours and do not yield to pedestrians, particularly while turning
- Grape Street & 92nd Street
    - Crossing 92nd Street is not allowed, and nearest eastern crossing is 300 feet away
    - Sidewalk on east side of Grape Street near alley is overgrown with brush, and uneven surface/deteriorated pavement
    - Children cross mid-block just south of main parking lot; dropped off by northbound vehicles not in compliance with the school's policy

Additional detail from the walk audit is provided in ***Appendix B***. Selected photos for the deficiencies identified during the walk audit are provided in ***Appendix C***.

4.2 Observed Circulation Deficiencies

- Pick-up/Drop-offs

    - Parents make U-Turns on Grape Street after picking-up/dropping-off students to return to 92nd Street
- Parking
    - Double parking on Grape Street and Anzac Avenue during pick-up/drop-off
    - Non-compliance with parking restrictions along Grape Street and Anzac Avenue during school hours
- Circulation
    - Unsupervised/uncontrolled mid-block crossing on Grape Street during morning and afternoon bell periods
    - Drivers often do not yield for pedestrians, and block crosswalks at Grape Street and Anzac Avenue intersections with 95th Street
    - Two-way traffic not possible during heavy use on Grape Street, Anzac Avenue, and 95th Street

4.3 Positive Attributes

- Good separation between parked vehicles and children decreases conflicts and likelihood of injuries
- Strong volunteer participation to assist parents dropping off students during the morning bell period and to assist pedestrians crossing the intersection of E 95th Street and Grape Street enhances overall safety

4.4 Opportunities

The following opportunities are not required improvements and are not required to limit or mitigate potential impacts. This list is provided solely as observations to LAUSD of the existing conditions that were observed during a site visit for planning purposes. The feasibility or practicality of these opportunities have not been evaluated and LAUSD does not have jurisdiction over any off-site improvements.

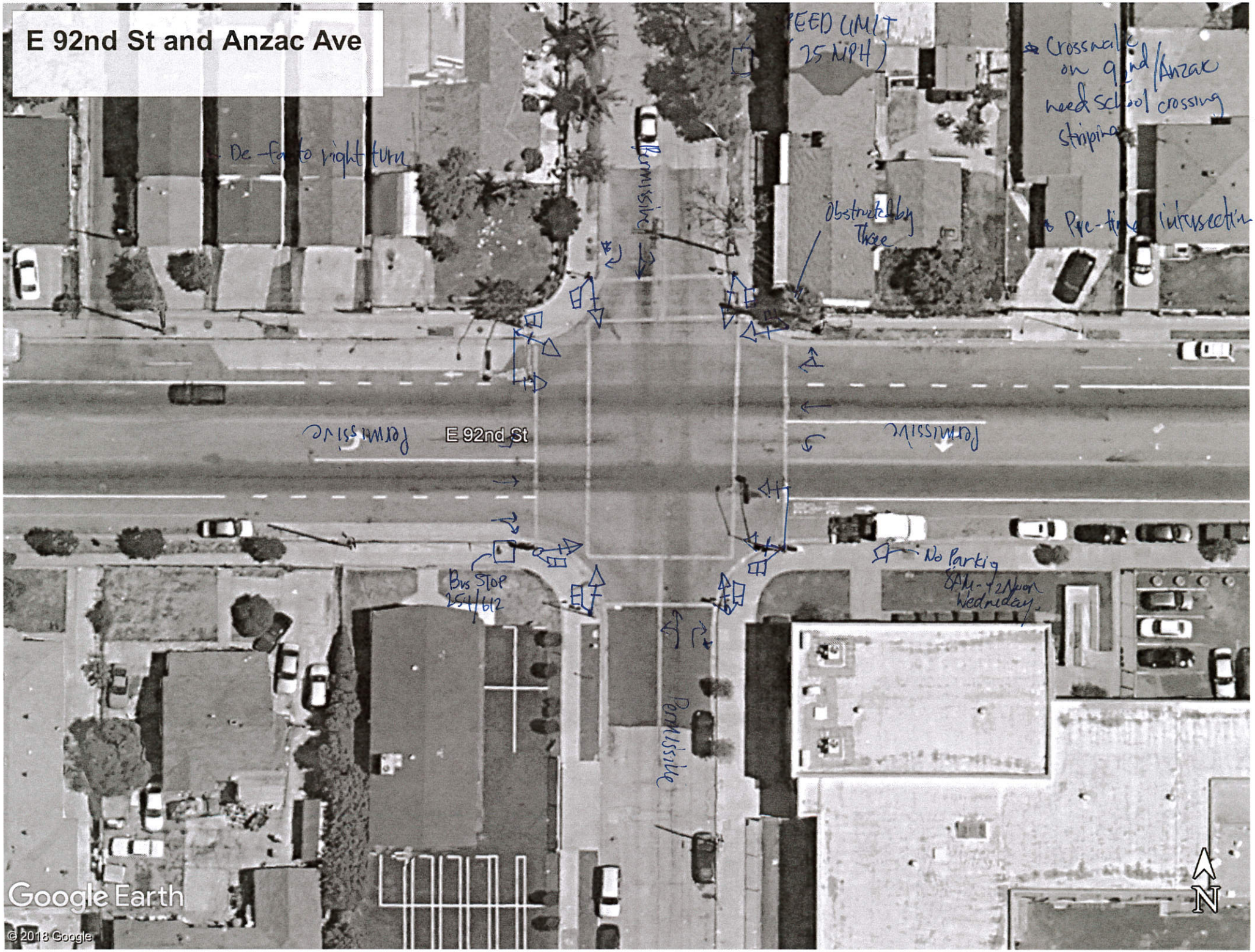
- Removal of portable classrooms and large open space, particularly on south side of campus, may be well suited for additional parking or pick-up/drop-off area
- Large amounts of available paved open space on campus that may be underutilized (i.e., not used during the school day) may also present an opportunity for additional parking or pick-up/drop-off area

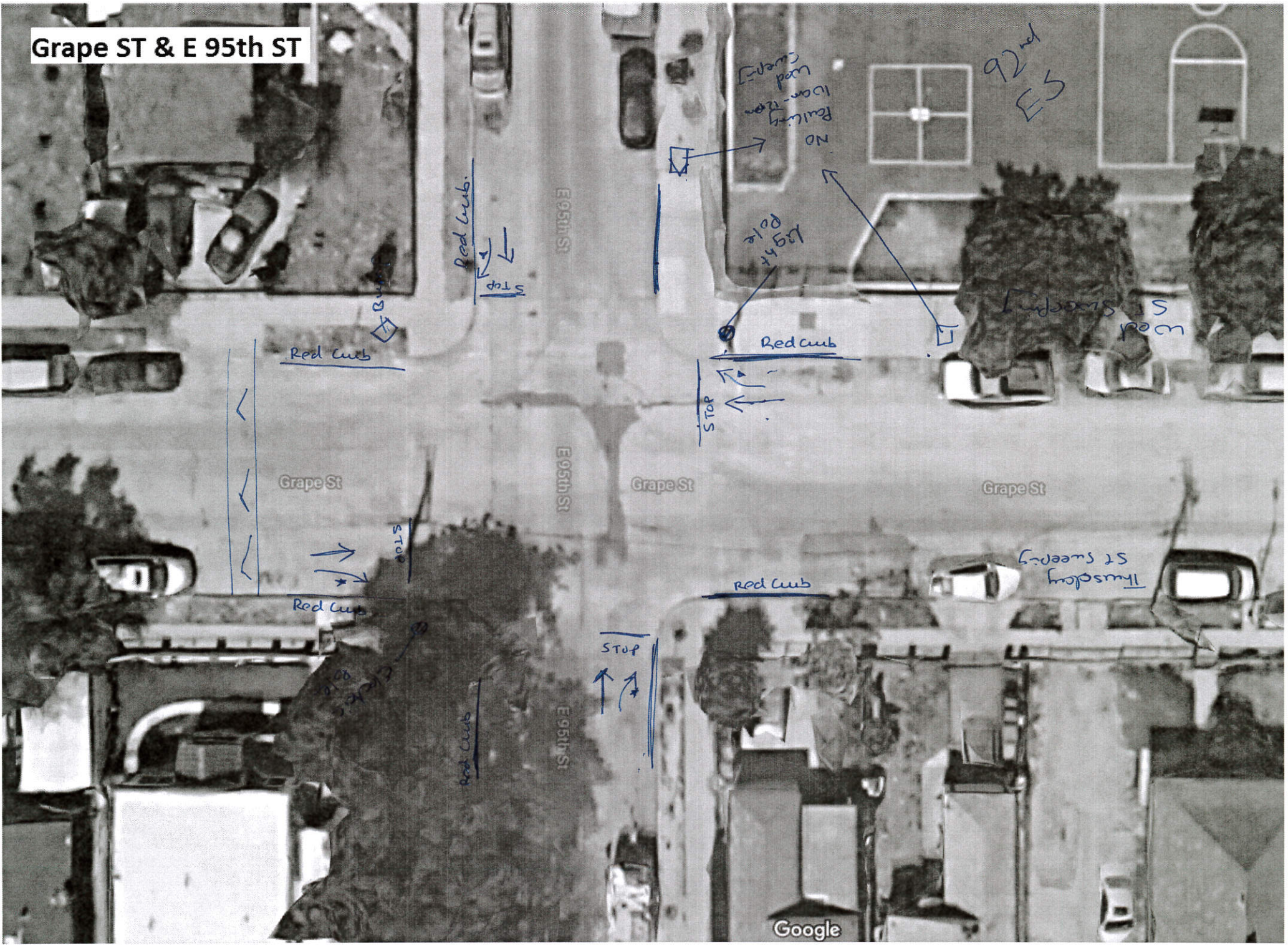
- While off-site improvements are not within LAUSD's jurisdiction, in order to facilitate two-way heavy traffic flow on 95th Street, Grape Street, and Anzac Avenue, one side of curb parking could be removed, or additional pavement width could be provided on each street
- Alternatively, another off-site improvement may entail converting the previously mentioned streets into a one-way couplet, where traffic enters southbound on Anzac Avenue, turns left at 95th Street, then turns left again to northbound Grape Street; one-way travel northbound on Grape Street would eliminate the need for illegal U-turns

APPENDIX A

Field Review Sheets

E 95th St and Anzac Ave
Google Earth
© 2018 Google
N
Anzac Ave
Metro 254
Bus Stop
Stop
Stop
Stop
Stop
Stop
Stop
Gate
No parking
(10AM-12NOON
WEDNESDAY)
No parking
10AM-12NOON
Wednesday
No parking
10AM-12NOON
Thursday
School sign
No Parking
Thursday
School
Sign


E 92nd St and Anzac Ave
SPEED LIMIT (25 MPH)
Crosswalk on 92nd/Anzac need school crossing striping
De-facto right turn
Permissive
Obstructed by Trees
Pre-time intersection
Permissive
E 92nd St
Permissive
Bus STOP 254/612
No Parking 8AM-12Noon Wednesday
Permissible
Google Earth
© 2018 Google
N


Grape ST & E 95th ST
Red Curb
STOP
E 95th St
Grape St
Red Curb
STOP
Red Curb
STOP
Red Curb
Red Curb
Google

92nd ST & Grape ST
Grape St
E 92nd St
E 92nd St
E 92nd St
Bike lane
Bike lane
Bike lane
Iglesia De Dios
De Evangelio
Grape St
Grape St
Google


92nd Street Elementary School
SPEED LIMIT 30 MPH
STOP
27 + 2ADA
Thursday
Wednesday
Yellow curb from 7:30 - 8:30 AM
≈140'
Thursday
No Parking
(WEDNESDAY)
Thursday
STAFF
No Parking 8AM-12Noon
(Wednesday)
No Parking
(7AM - 5PM
School Days)
No Parking
Thursday
Anzac Ave
Grape St
N
Google Earth
© 2018 Google

New people used this alley for dropoff

Small alley

~~No~~ only one car can pass at a time

- There is two guard at K entrance, one is manging kids. other is opening car door for kids. (Grape ST)
- There is Parking restriction on grape ST
- Max que length at Grape ST (K entrance) 7 veh.
- There is seperate lane made by yellow small cone on the curb for non stop movement (about 140')
- People are making U-Turn after dropping their kids at Grape ST to go to 92nd ST.
- Yellow cone removed at 8:00 pm
- red cone put by school ahead of yellow cone for non stop traffic flow.
- school gate (K grade) close at 8:05 pm

deep 077 AM Peak

- No crossing guards.
- Cars don't stop at line.
  - dangerous for kids running across the strets.
- Parents drop off kids at 95th St and at Anzac Ave.
- Sometimes line up but mostly stop & drop off.
- Anzac Ave no parking 7am-5pm on School Days from ~~7am-3pm?~~ confirm.

Put some cars are still parked.

- Metro bus stop on Anzac Ave #254 Metro.
- Parents stop at intersection of 95th/Anzac Ave.
- Parents (50%) Park and drop off kids on Anzac Ave.
  - but not enough parking so they stop in the middle of the road.
- 95th street is too skipny/not wide enough to have parking on both sides and be a two way unstriped roadway.
- 95th and Anzac Ave becomes a congested busy intersection.
  - need crossing guards.
- parents make u-turn on Anzac Ave.
- vehicles stop at crosswalk to drop off kids.
- gates at Anzac Ave/95th street open at 7:30am.
- conditions are bad at Anzac/95th
- stop bar not enough distance to crosswalk.
- intersection gets better after 8am. 8am school starts.
- school starts at 8:05am.
  - gates close at 8:05am
- school crossing sign mark off Anzac Ave not facing to roadway.
- school crossing sign 95th St obstructed by existing tree.
- Alley/Anzac.
  - Alley gated not important.

PICK UP

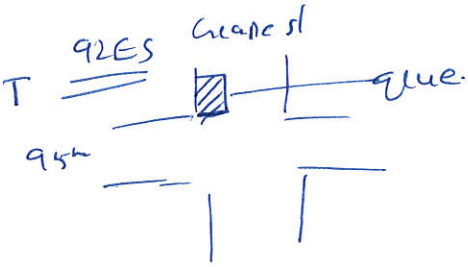
~~AM~~ AM Notes.

PM Peak = Pick Up

- Students get out at 2:20pm
- Parents park at E 95th St, Anzac Ave, & Grape St to pick up students.
- parents stop in the middle and pick-up kids.
- E 95th St is a complete mess because of cars coming in both directions.
  - cars stop ~~and or~~
  - cars go around other cars.
- take at E 95th St/Grape St is easier than E 95th St/Anzac Ave.
- crossing guard
  Morning 7:15 - 8:15
  Afternoon 2:05 - 3:05.
- Peak hour ends @ 2:35 pm.

Pick up ⇒ 2:20pm

- People/parents start double parking from 2:00pm at Grape ST
- blocking ~~red~~ curb parked veh.
- Parking on red curbs.
- making illegal U-Turn on grape ST to go to 92nd ST.
- 10 veh que at 95th and grape ST



- Parking on houses driveway.
- double Parking and leave their car in middle of street to pick up their kids.

Ninety-Second Elementary School

School Vicinity Aerial Map

APPENDIX B

Walk Audit Sheets

EXISTING CONDITIONS FIELD ASSESSMENT

PROCEDURE:

Each school location will include a project limit of all streets, intersections and midblock crossings that immediately surround the school grounds. Streets and intersections will be identified prior to the site visit.

OBSERVER: VIVIANNE TABUENA ; TAHA SAKRANI DATE: 9/26/18

LOCATION/WEATHER: OVERCAST (MORNING) - SUNNY (AFTERNOON) TIME: 7AM - 3PM

STREETS:

Anzac Ave, between E 92nd St and E 95th St

Grape St, between E 92nd St and E 95th St

E 95th St, between Anzac Ave and Grape St

E 92nd St, between Anzac Ave and Grape St.

INTERSECTIONS:

Anzac Ave and E 95th St

Grape St and E 92nd St

Grape St and E 95th St

Anzac Ave and E 92nd St.

After the project limit has been determined and aerial has been printed, the following list of items will be recorded or identified as missing:

1. Existing Lane Configurations
   a. Intersections – within reasonable vicinity of school
   b. Street Segments – within reasonable vicinity of school
2. Existing Traffic Signs
3. Locations of Existing Traffic Signals and Street Lighting
4. Locations of Existing Transit Areas
5. Existing Pedestrian and Bicycle Facilities
   a. Bike Lanes
   b. Sidewalks
   c. Crosswalks
   d. Pedestrian Ramps
6. Parking configurations as shown on aerials for:
   a. Administration
   b. Teachers
   c. Students
   d. Visitors
   e. Deliveries
   f. Buses
   g. On-street
7. Pick-up and Drop-off Operation Issues During Peak Periods
8. General Internal and External Circulation Issues

A Road Safety Audit (see attached template) will be conducted as part of each location's assessment.

NEEDS:

- Safety Vest
- Clipboard, pad and pen/pencil
- Geo-referenced digital camera
- Measuring wheel
- Shoes with ankle protection

Anzac Ave. between E 92nd St and E 95th St

STREETS

Topic		Question	Result (Y, N, Other or N/A)
Presence, Design and Placement	1.	Are sidewalks provided along the street?	YES
	2.	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	N/A
	3.	Are shoulders/sidewalks provided on both sides?	YES
	4.	Is the sidewalk width adequate for pedestrian volumes?	YES
	5.	Is there adequate separation distance between vehicular traffic and pedestrians?	YES
	6.	Are sidewalk/street boundaries discernable to people with visual impairments?	YES
	7.	Are ramps provided as an alternative to stairs?	N/A
Quality, Conditions, and Obstructions	1.	Will snow storage disrupt pedestrian access or visibility?	N/A
	2.	Is the path clear from both temporary and permanent obstructions?	YES
	3.	Is the walking surface too steep?	No
	4.	Is the walking surface adequate and well-maintained?	YES
Continuity and Connectivity	1.	Are sidewalks/walkable shoulders continuous and on both sides of the street?	YES
	2.	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	No
Lighting	1.	Is the sidewalk adequately lit?	YES
	2.	Does the street lighting improve pedestrian visibility at night?	~~No~~ YES Not sure
Visibility	1.	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	YES
Driveways	1.	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	No
	2.	Does the number of driveways make the route undesirable for pedestrian travel?	No
Traffic Characteristics	1.	Are there any conflicts between bicycles and pedestrians on sidewalks?	Other - Not!
Signs and Pavement Markings	1.	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	YES

***For any Result with "N" or "Other", please add notes below:**

1. No bikes were seen while doing ~~fa~~ field work.

STREETS

Topic		Question	Result (Y, N, Other or N/A) A	Result (Y, N, Other or N/A) B
Presence, Design and Placement	1.	Are sidewalks provided along the street?	Y	Y
	2.	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	Y	Y
	3.	Are shoulders/sidewalks provided on both sides?	Y	Y
	4.	Is the sidewalk width adequate for pedestrian volumes?	Y	Y
	5.	Is there adequate separation distance between vehicular traffic and pedestrians?	Y	Y
	6.	Are sidewalk/street boundaries discernable to people with visual impairments?	Y	Y
	7.	Are ramps provided as an alternative to stairs?	NA	NA
Quality, Conditions, and Obstructions	1.	Will snow storage disrupt pedestrian access or visibility?	NA	NA
	2.	Is the path clear from both temporary and permanent obstructions?	Y	Y
	3.	Is the walking surface too steep?	N (Flat)	N(flat)
	4.	Is the walking surface adequate and well-maintained?	Y	Y
Continuity and Connectivity	1.	Are sidewalks/walkable shoulders continuous and on both sides of the street?	Y	Y
	2.	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	N	N
Lighting	1.	Is the sidewalk adequately lit? survey in morn	NA	NA
	2.	Does the street lighting improve pedestrian visibility at night? survey in morn.	NA	NA
Visibility	1.	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	Y	Y
Driveways	1.	Are the conditions at driveways intersecting sidewalks endangering pedestrians? from ~~No driveway [illegible]~~	Y (2)	NA
	2.	Does the number of driveways make the route undesirable for pedestrian travel? ST to school	~~Y~~ NA (2.)	NA
Traffic Characteristics	1.	Are there any conflicts between bicycles and pedestrians on sidewalks?	other (1)	other (1)
Signs and Pavement Markings	1.	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	Y	Y

***For any Result with "N" or "Other", please add notes below:**

(1) may be because there is no sep of Ped & bicycle

(2) ~~One driveway but mostly closed open once in a blue moon~~

A Cheape ST

B 95th ST

STREETS

Topic		Question	Result (Y, N, Other or N/A)
Presence, Design and Placement	1.	Are sidewalks provided along the street?	Y
	2.	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	Y
	3.	Are shoulders/sidewalks provided on both sides?	Y
	4.	Is the sidewalk width adequate for pedestrian volumes?	Y
	5.	Is there adequate separation distance between vehicular traffic and pedestrians?	Y
	6.	Are sidewalk/street boundaries discernable to people with visual impairments?	Y
	7.	Are ramps provided as an alternative to stairs?	NA
Quality, Conditions, and Obstructions	1.	Will snow storage disrupt pedestrian access or visibility?	NA
	2.	Is the path clear from both temporary and permanent obstructions?	Y
	3.	Is the walking surface too steep?	N (flat)
	4.	Is the walking surface adequate and well-maintained?	Y
Continuity and Connectivity	1.	Are sidewalks/walkable shoulders continuous and on both sides of the street?	Y
	2.	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	N
Lighting	1.	Is the sidewalk adequately lit?	NA
	2.	Does the street lighting improve pedestrian visibility at night?	NA
Visibility	1.	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	Y
Driveways	1.	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	N (only one sidewalk)
	2.	Does the number of driveways make the route undesirable for pedestrian travel?	NA (one driveway)
Traffic Characteristics	1.	Are there any conflicts between bicycles and pedestrians on sidewalks?	NA (seperate bike lane)
Signs and Pavement Markings	1.	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	Y

***For any Result with "N" or "Other", please add notes below:**

* 92ND ST

Anzac Ave / 95th St

INTERSECTIONS

Topic		Question	Result (Y, N, Other or N/A)*
Presence, Design and Placement	1.	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	No.
	2.	Do channelized right turn lanes minimize conflicts with pedestrians?	N/A
	3.	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	No - Not skewed.
	4.	Are pedestrian crossings located in areas where sight distance may be a problem?	No
	5.	Do raised medians provide a safe waiting area (refuge) for pedestrians?	N/A
	6.	Are supervised crossings adequately staffed by qualified crossing guards?	No - no crossing guards
	7.	Are marked crosswalks wide enough?	YES - Note 1
	8.	Do at-grade railroad crossings accommodate pedestrians safely?	N/A
	9.	Are crosswalks sited along pedestrian desire lines?	YES
	10.	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	YES needs repaving
Quality, Conditions, and Obstructions	*Use questions for Streets for potential issues on obstructions*		
	1.	Is the crossing pavement adequate and well maintained?	No - NW side or Northside
	2.	Is the crossing pavement flush with the roadway surface?	YES
Continuity and Connectivity	1.	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	YES
	2.	Are pedestrians clearly directed to crossing points and pedestrian access ways?	YES
Lighting	1.	Is the pedestrian crossing adequately lit?	No - Note 3
Visibility	1.	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	YES
	2.	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	Other - Note 4
	3.	Do other conditions exist where stopped vehicles may obstruct visibility of pedestrians?	No
Access Management	1.	Are driveways placed close to crossings?	No
Traffic Characteristics	1.	Do turning vehicles pose a hazard to pedestrians?	YES!
	2.	Are there sufficient gaps in the traffic to allow pedestrians to cross the road? There is stop control but drivers do not drive	No - Note 4
	3.	Do traffic operations (especially during peak periods) create a safety concern for pedestrians? carefully	YES.
Signs and Pavement Markings	1.	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	No
	2.	Are crossing points for pedestrians properly signed and/or marked?	YES
Signals	1.	Are pedestrian signal heads provided and adequate?	N/A
	2.	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A
	3.	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A
	4.	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A
	5.	Are ADA accessible push buttons provided and properly located?	N/A

Stop controlled.

***For any Result with "N" or "Other", please add notes below:**

1. Need crosswalk striping for southside of intersection.
2. Tactile strip needed for NE curb ramp.
3. Street lighting only on NE corner.
4. Drivers can see pedestrian but some drivers not stop at stop bar and stop at crosswalk. Need to stop bar further.

INTERSECTIONS

Topic		Question	Result (Y, N, Other or N/A)*	
Presence, Design and Placement	1.	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	N/A (8)	NA
	2.	Do channelized right turn lanes minimize conflicts with pedestrians?	NA	NA
	3.	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	NA	NA
	4.	Are pedestrian crossings located in areas where sight distance may be a problem?	N (2)	N (8)
	5.	Do raised medians provide a safe waiting area (refuge) for pedestrians?	NA	NA
	6.	Are supervised crossings adequately staffed by qualified crossing guards?	N (3)	NA
	7.	Are marked crosswalks wide enough?	Y	NA
	8.	Do at-grade railroad crossings accommodate pedestrians safely?	NA	NA
	9.	Are crosswalks sited along pedestrian desire lines?	Y	Y
	10.	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	Y	Y
Quality, Conditions, and Obstructions		*Use questions for Streets for potential issues on obstructions*		
	1.	Is the crossing pavement adequate and well maintained?	Y	NA
	2.	Is the crossing pavement flush with the roadway surface?	Y	NA
Continuity and Connectivity	1.	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	Y	NA
	2.	Are pedestrians clearly directed to crossing points and pedestrian access ways?	Y	NA
Lighting	1.	Is the pedestrian crossing adequately lit?	Only (4)	NA
Visibility	1.	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	Y	NA
	2.	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	Y	NA
	3.	Do other conditions exist where stopped vehicles may obstruct visibility of pedestrians?	NA	NA
Access Management	1.	Are driveways placed close to crossings?	N (5)	N
Traffic Characteristics	1.	Do turning vehicles pose a hazard to pedestrians?	N (1)	~~N~~ Y
	2.	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Y	Y
	3.	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	N (7)	N
Signs and Pavement Markings	1.	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	N	Y
	2.	Are crossing points for pedestrians properly signed and/or marked?	Y	N (9)
Signals	1.	Are pedestrian signal heads provided and adequate?	NA	NA
	2.	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	NA	NA
	3.	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	NA	NA
	4.	Are all pedestrian signals and push buttons functioning correctly and safely?	NA	NA
	5.	Are ADA accessible push buttons provided and properly located?	NA	NA

***For any Result with "N" or "Other", please add notes below:**

(1) STOP and go
(2) Red curb on right turn, enough space SD
(3) NO Guards

A Grape ST & 95th ST
B Grape ST & 92nd ST

(4) survey in many
(5) NO driveway on Grape ST & 92nd ST (school side)
(6) There is bump so veh slow down
(7) Managed by school employee by using cone
(8) NO Ped x
(9) Not Sight

9, Not Sight

Anzac Ave. / 92nd St.

INTERSECTIONS

Topic		Question	Result (Y, N, Other or N/A)*
Presence, Design and Placement	1.	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	No
	2.	Do channelized right turn lanes minimize conflicts with pedestrians?	N/A
	3.	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	No
	4.	Are pedestrian crossings located in areas where sight distance may be a problem?	No
	5.	Do raised medians provide a safe waiting area (refuge) for pedestrians?	N/A
	6.	Are supervised crossings adequately staffed by qualified crossing guards?	No staff/crossing guard
	7.	Are marked crosswalks wide enough?	YES
	8.	Do at-grade railroad crossings accommodate pedestrians safely?	N/A
	9.	Are crosswalks sited along pedestrian desire lines?	* YES
	10.	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	No - No Tactile. strips waiting area.
Quality, Conditions, and Obstructions		*Use questions for Streets for potential issues on obstructions*	
	1.	Is the crossing pavement adequate and well maintained?	YES
	2.	Is the crossing pavement flush with the roadway surface?	YES
Continuity and Connectivity	1.	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	YES
	2.	Are pedestrians clearly directed to crossing points and pedestrian access ways?	YES
Lighting	1.	Is the pedestrian crossing adequately lit?	YES
Visibility	1.	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	YES
	2.	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	No - Need offset.
	3.	Do other conditions exist where stopped vehicles may obstruct visibility of pedestrians?	No
Access Management	1.	Are driveways placed close to crossings?	No
Traffic Characteristics	1.	Do turning vehicles pose a hazard to pedestrians?	No
	2.	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	YES -
	3.	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	No
Signs and Pavement Markings	1.	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	No
	2.	Are crossing points for pedestrians properly signed and/or marked?	YES
Signals	1.	Are pedestrian signal heads provided and adequate?	YES
	2.	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	YES
	3.	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	No
	4.	Are all pedestrian signals and push buttons functioning correctly and safely?	YES - No push buttons - Always on.
	5.	Are ADA accessible push buttons provided and properly located?	N/A No push buttons.

***For any Result with "N" or "Other", please add notes below:**

- Pretimed Intersection - Cycle length 75 sec. 4 sec Yellow / 1 sec AR.
  - 40 sec EB/WB
  - 26 sec NB/SB
- Pedestrian Always on.

92nd Street

TRANSIT AREAS

Topic		Question	Result (Y, N, Other or N/A)*
Presence, Design and Placement	1.	Are bus stops sited properly?	Y
	2.	Are safe pedestrian crossings convenient for transit and school bus users?	Y
	3.	Is sight distance to bus stops adequate?	Y
	4.	Are shelters appropriately designed and placed for pedestrian safety and convenience?	N/A - No shelters.
Quality, Conditions, and Obstructions	1.	Is the seating area at a safe and comfortable distance from vehicle and bicycle lanes?	N/A - No seating area
	2.	Do seats (or persons sitting on them) obstruct the sidewalk or reduce its usable width?	N/A
	3.	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	YES
	4.	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	YES
	5.	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	YES
Continuity and Connectivity	1.	Is the nearest crossing opportunity free of potential hazards for pedestrians?	YES
	2.	Are transit stops part of a continuous network of pedestrian facilities?	YES
	3.	Are transit stops maintained during periods of inclement weather?	XX YES
Lighting	1.	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening pedestrian traffic?	YES
Visibility	1.	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	YES
Traffic Characteristics	1.	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	No
Signs and Pavement Markings	1.	Are appropriate signs and pavement markings provided for school bus and transit stops?	YES - No school bus.

***For any Result with "N" or "Other", please add notes below:**

Anzac Ave

TRANSIT AREAS

Topic		Question	Result (Y, N, Other or N/A)*
Presence, Design and Placement	1.	Are bus stops sited properly?	Y
	2.	Are safe pedestrian crossings convenient for transit and school bus users?	Y
	3.	Is sight distance to bus stops adequate?	Y
	4.	Are shelters appropriately designed and placed for pedestrian safety and convenience?	N/A - No shelters
Quality, Conditions, and Obstructions	1.	Is the seating area at a safe and comfortable distance from vehicle and bicycle lanes?	N/A - No seating Area
	2.	Do seats (or persons sitting on them) obstruct the sidewalk or reduce its usable width?	N/A
	3.	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	YES
	4.	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	YES
	5.	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	YES
Continuity and Connectivity	1.	Is the nearest crossing opportunity free of potential hazards for pedestrians?	YES
	2.	Are transit stops part of a continuous network of pedestrian facilities?	YES
	3.	Are transit stops maintained during periods of inclement weather?	YES
Lighting	1.	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening pedestrian traffic?	YES
Visibility	1.	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	YES
Traffic Characteristics	1.	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	No
Signs and Pavement Markings	1.	Are appropriate signs and pavement markings provided for school bus and transit stops?	YES - No school bus.

***For any Result with "N" or "Other", please add notes below:**

Northside Parking

PARKING AREAS/ADJACENT DEVELOPMENTS

Topic		Question	Result (Y, N, Other or N/A)*
Presence, Design and Placement	1.	Do sidewalks/paths connect the street and adjacent land uses?	YES-Ramp Available
	2.	Are the sidewalks/paths designed appropriately?	YES
	3.	Are buildings entrances located and designed to be obvious and easily accessible to pedestrians?	YES
Quality, Conditions, and Obstructions	*Use questions for Streets for potential issues on obstructions and protruding objects that apply to sidewalks and walkways at parking areas/adjacent developments*		
	Use questions for Streets for potential issues on surface conditions that apply to sidewalks and walkways at parking areas/adjacent developments		
	1.	Do parked vehicles obstruct pedestrian paths?	No
Continuity and Connectivity	1.	Are pedestrian facilities continuous? Do they provide adequate connections for pedestrian traffic?	YES
	2.	Are transitions of pedestrian facilities between developments/projects adequate?	YES
Lighting	*Use questions for Streets and Street Crossings for potential issues on lighting that apply to sidewalks and walkways at parking areas/adjacent developments*		
Visibility	1.	Are visibility and sight distance adequate?	YES
Access Management	1.	Are travel paths for pedestrians and other vehicle modes clearly delineated at access openings?	YES
	2.	Do drivers look for and yield to pedestrian when turning into and out of driveways?	YES
Traffic Characteristics	1.	Does pedestrian or driver behavior increase the risk of a pedestrian collision?	No
	2.	Are buses, cars, bicycles, and pedestrians separated on the site and provided with their own designated areas for travel?	YES
Signs and Pavement Markings	1.	Are travel paths and crossing points for pedestrians properly signed and/or marked?	YES

***For any Result with "N" or "Other", please add notes below:**

-Parking spaces = 6.

PARKING AREAS/ADJACENT DEVELOPMENTS A

Topic		Question	Result (Y, N, Other or N/A)*
Presence, Design and Placement	1.	Do sidewalks/paths connect the street and adjacent land uses?	Y
	2.	Are the sidewalks/paths designed appropriately?	Y
	3.	Are buildings entrances located and designed to be obvious and easily accessible to pedestrians?	Y
Quality, Conditions, and Obstructions	*Use questions for Streets for potential issues on obstructions and protruding objects that apply to sidewalks and walkways at parking areas/adjacent developments*		
	Use questions for Streets for potential issues on surface conditions that apply to sidewalks and walkways at parking areas/adjacent developments		
	1.	Do parked vehicles obstruct pedestrian paths?	N
Continuity and Connectivity	1.	Are pedestrian facilities continuous? Do they provide adequate connections for pedestrian traffic?	Y
	2.	Are transitions of pedestrian facilities between developments/projects adequate?	Y
Lighting	*Use questions for Streets and Street Crossings for potential issues on lighting that apply to sidewalks and walkways at parking areas/adjacent developments*		
Visibility	1.	Are visibility and sight distance adequate?	Y
Access Management	1.	Are travel paths for pedestrians and other vehicle modes clearly delineated at access openings?	Y
	2.	Do drivers look for and yield to pedestrian when turning into and out of driveways?	Y
Traffic Characteristics	1.	Does pedestrian or driver behavior increase the risk of a pedestrian collision?	N
	2.	Are buses, cars, bicycles, and pedestrians separated on the site and provided with their own designated areas for travel?	~~N/A~~ Yes
Signs and Pavement Markings	1.	Are travel paths and crossing points for pedestrians properly signed and/or marked?	Y

***For any Result with "N" or "Other", please add notes below:**

A) Grape ST (closed to 95th ST and K grade entrance).

PARKING AREAS/ADJACENT DEVELOPMENTS A

Topic		Question	Result (Y, N, Other or N/A)*
Presence, Design and Placement	1.	Do sidewalks/paths connect the street and adjacent land uses?	Y
	2.	Are the sidewalks/paths designed appropriately?	Y
	3.	Are buildings entrances located and designed to be obvious and easily accessible to pedestrians?	Y
Quality, Conditions, and Obstructions	*Use questions for Streets for potential issues on obstructions and protruding objects that apply to sidewalks and walkways at parking areas/adjacent developments*		
	Use questions for Streets for potential issues on surface conditions that apply to sidewalks and walkways at parking areas/adjacent developments		
	1.	Do parked vehicles obstruct pedestrian paths?	N
Continuity and Connectivity	1.	Are pedestrian facilities continuous? Do they provide adequate connections for pedestrian traffic?	Y
	2.	Are transitions of pedestrian facilities between developments/projects adequate?	NA
Lighting	*Use questions for Streets and Street Crossings for potential issues on lighting that apply to sidewalks and walkways at parking areas/adjacent developments*		
Visibility	1.	Are visibility and sight distance adequate?	Y
Access Management	1.	Are travel paths for pedestrians and other vehicle modes clearly delineated at access openings?	Y
	2.	Do drivers look for and yield to pedestrian when turning into and out of driveways?	Y
Traffic Characteristics	1.	Does pedestrian or driver behavior increase the risk of a pedestrian collision?	N
	2.	Are buses, cars, bicycles, and pedestrians separated on the site and provided with their own designated areas for travel?	Yes ~~NA (residential area) no separate~~ Facility
Signs and Pavement Markings	1.	Are travel paths and crossing points for pedestrians properly signed and/or marked?	Y

***For any Result with "N" or "Other", please add notes below:**

W/ Chicago St (close to 92nd St)

APPENDIX C

Selected Photos

Crosswalk striping worn at the east leg (left) and crossing pavement worn and uneven at the north leg of the intersection of Anzac Ave and 95th Street

Parents make illegal U-turns on Grape Street to return to 92nd Street

Parents double park and leave their cars in the middle of Grape Street

Grape Street looking south; deteriorated sidewalks with overgrown brush make use impossible for disabled students or faculty

Faculty and staff double park due to lack of available parking

Modular temporary classroom units sit on top of largely paved over open space

Loading zone/15-minute parking zone is coned off to provide a “valet” curbside service for pick-ups/drop-offs on west side of Grape Street; volunteers open car doors and guide children into the gate

Parents frequently double park to drop children off, despite the “valet” service

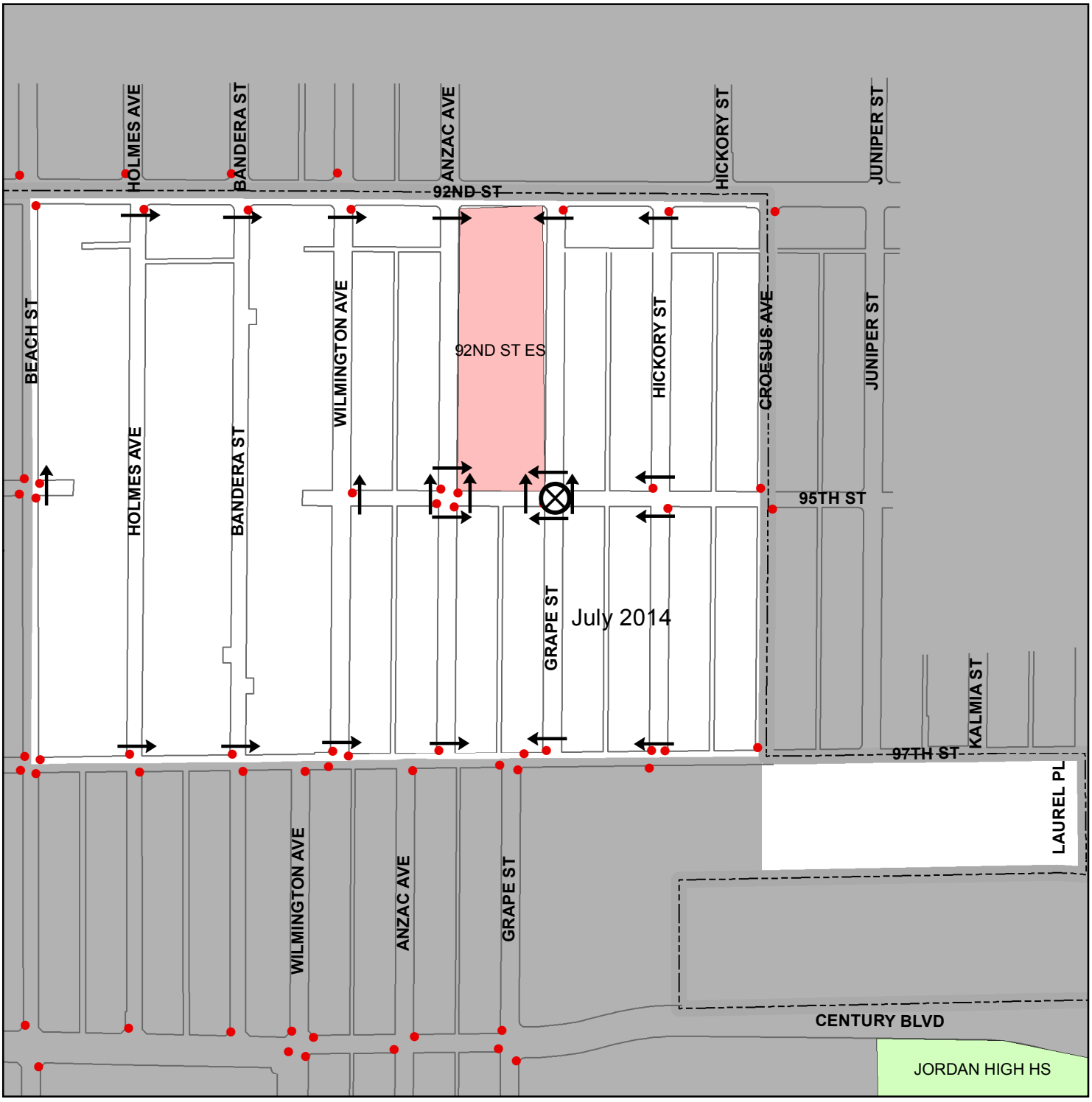
APPENDIX D

Additional Information

CITY OF LOS ANGELES - DEPARTMENT OF TRANSPORTATION

September 2016

PEDESTRIAN ROUTES FOR NINETY-SECOND STREET ELEMENTARY SCHOOL



Legend

- Recommended Crossing
- Stop Sign
- Traffic Signal
- Crossing Guard
- Stairs or Walkway
- Pedestrian Bridge
- Pedestrian Tunnel
- Parks

N
W E
S

0 150 300
Feet

Parents:

This map shows the recommended crossings to be used from each block in your school attendance area. Following the arrows, select the best route from your home to the school and mark it with a colored pencil or crayon. This is the route your child should take. Instruct your child to use this route and to cross streets only at locations shown. You and your child should become familiar with the route by walking it together. Obey marked crosswalks, stop signs, traffic signals and other traffic controls. Crossing points have been located at these controls wherever possible, even though a longer walk may be necessary. Instruct your child to always look both ways before crossing the street. If no sidewalk exists, your child should walk facing traffic.

Estimados Padres:

Este mapa muestra los cruzados recomendados para los peatones de cada cuadra en la area de su escuela. Siguiendo las flechas en el mapa, selecione la ruta mas segura de su casa a la Escuela y marquelo con un lapis o tiza de color. Esta es la ruta que su hijo (a) debe de usar. Digale a su hijo (a) que use esta ruta y que cruce las calles solamente en los lugares indicados. Usted y su hijo (a) deberian de familiarizarce con esta ruta. Obedezcan los rotulos de peatones, de altos, semaforos y todos los señales de trafico. Puntos para cruzar estan localizados en areas controladas, aunque sea necesario de alargar el tiempo para cruzar. Instruye a su hijo (a) que siempre se fije de los dos lados antes de cruzar la calle. El estudiante debe de siempre caminar en la direccion opuesta del trafico si no existe una banqueta.

24 Hours Traffic Volume

City of Los Angeles

Department of Transportation

Counter	ARMANDO
Date	10/06/08
Start Time	12 AM

Location	**92ND ST AT GRAPE ST**	**Day of Week**	MONDAY	**Prepared**	10/08/08
Direction	E/W STREET	**DOT District**	SOUTHERN	**Counter Mode**	Classifier
Serial Number	RD97593 D	**Weather**	CLEAR		

	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					
Time	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	**TOTAL**
12 AM	8	14	9	13	44	9	10	10	4	33	77
1 AM	4	16	6	6	32	10	8	7	8	33	65
2 AM	11	11	12	7	41	8	7	5	7	27	68
3 AM	8	7	3	5	23	9	6	4	15	34	57
4 AM	7	16	15	16	54	9	13	17	19	58	112
5 AM	9	13	24	29	75	23	38	58	50	169	244
6 AM	31	58	78	104	271	49	60	97	101	307	578
7 AM	96	141	179	177	593	155	187	193	184	719	1312
8 AM	152	94	85	67	398	159	82	86	100	427	825
9 AM	77	61	62	56	256	95	77	57	75	304	560
10 AM	56	58	57	77	248	75	79	86	86	326	574
11 AM	62	89	68	104	323	81	100	87	92	360	683
12 NN	90	100	78	92	360	84	81	88	97	350	710
1 PM	80	87	75	91	333	80	105	93	105	383	716
2 PM	87	86	122	116	411	107	119	120	131	477	888
3 PM	115	143	121	151	530	149	149	137	138	573	1103
4 PM	121	146	126	111	504	137	156	138	152	583	1087
5 PM	134	141	139	127	541	163	154	153	175	645	1186
6 PM	123	146	137	132	538	134	144	129	116	523	1061
7 PM	121	116	98	93	428	107	100	83	73	363	791
8 PM	94	85	80	63	322	64	66	55	53	238	560
9 PM	56	59	51	45	211	40	55	49	35	179	390
10 PM	51	52	39	32	174	45	36	26	27	134	308
11 PM	20	18	31	14	83	21	11	11	8	51	134

FIRST 12-HOURS PEAK QUARTER COUNT	**179**	7 AM	3RD		**193**	7 AM	3RD
LAST 12-HOURS PEAK QUARTER COUNT	**151**	3 PM	4TH		**175**	5 PM	4TH
24 HOUR VEHICLES TOTAL		6,793				7,296	**14,089**
TOTAL VEHICLES STANDARD DEVIATION (STD)	[+,-]	182.67			[+,-]	207.70	387.56

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	7 AM	593	7 AM	719	7 AM	**1,312**
Last 12H Peak	5 PM	541	5 PM	645	5 PM	**1,186**
First 12H Peak STD	[+,-]	174.46	[+,-]	205.32	[+,-]	378.73
Last 12H Peak STD	[+,-]	146.03	[+,-]	184.56	[+,-]	327.70