

Site Circulation Report

LAUSD SCHOOL MODERNIZATION PROJECT -
ELIZABETH LEARNING CENTER



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For:
ESA
Los Angeles Unified School District



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1.0 INTRODUCTION

The purpose of this report is to document existing circulation conditions at and in the vicinity of the Elizabeth Learning Center (Elizabeth LC), located at 4811 Elizabeth Street in the Los Angeles Unified School District's (LAUSD) Local District East in the city of Cudahy. This report summarizes circulation conditions, including circulation patterns and operations, for use in the facilities planning and design process for the Elizabeth LC Comprehensive Modernization Project.

Observations include conditions and operations at adjacent intersections¹ 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 activity. To aid this process, a safety audit (with an emphasis on walking) was performed within the campus and on the immediately surrounding streets. The audit encompasses positive and negative site circulation attributes observed during field visits from a professional civil engineering perspective. Walkability, accessibility, visibility, and safety of pedestrians and bicyclists around the perimeter of the school are some of the major site circulation elements that were evaluated in the audit. A follow-up interview regarding access, egress, and traffic circulation at the school was conducted with Elizabeth LC administration, including Principal Nora Gonzales, on May 24, 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 Elizabeth LC Comprehensive Modernization Project, as well as other future projects. **Appendix A** includes notes from the field review conducted on May 22, 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 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. This represents the approximate area of study.

1.1 School and Neighborhood Description

The Elizabeth LC is located in the city of Cudahy, approximately 7 miles southeast of downtown Los Angeles. Cudahy is bordered by the cities of Bell to the north, South Gate to the south, Bell Gardens to the east, and Huntington Park to the west.

Per the School's 2017-2018 Single Plan for Student Achievement (SPSA), Elizabeth LC serves a total of 1,776 students. It is a pre-kindergarten through grade 12 learning center divided into Elementary, Middle, and High Schools. Grades 10 through 12 are divided between the Information Technology Academy and the Health Academy. Per school administration, a total of 80 teachers work at the school, and the total staff and faculty number 160 employees. Elizabeth LC is located within the boundaries of LAUSD's Bell Zone of Choice. The small school options in each Zone are open to all resident students and represent the demographics of the local area.

2.0 TRANSPORTATION NETWORK

2.1 Streets and Intersections

The Elizabeth LC campus is generally bounded by Elizabeth Street to the south and Clara Street to the north, with the nearest adjacent public streets being Wilcox Avenue to the east and Atlantic Avenue to the west. The public entry to the main office is accessed from Elizabeth Street. Roadway characteristics, including roadway classification identified in the City of Cudahy *General Plan Update* adopted in September 2010, for study area roadways are provided below.

STUDY AREA ROADWAYS

Elizabeth Street is an east-west roadway classified as a Collector Street with one travel lane in each direction within the school zone². 20-minute parking is allowed on the south side. Curb parking is prohibited between 3:00 am to 6:00 am from Tuesday to Sunday on the south side of Elizabeth Street except for vehicles displaying a valid Overnight Parking Permit. Overnight Parking Permits do not apply from 12:00 am to 7:00 am on Mondays. Approximately 800 feet of 3-minute loading and unloading zone is located on the north side of Elizabeth Street, between the school's main office and a faculty parking lot on the west side of campus. The posted speed

² 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. This represents the approximate area of study.

limit is 25 mph and school signs are posted in accordance with Section 22352 of the California Vehicle Code. Commercial vehicles over 3 tons are prohibited. Speed humps exist within the school zone on this street.

Clara Street is an east-west roadway classified as a Collector Street with one travel lane in each direction within the school zone. No stopping is allowed any time on both sides of Clara Street. There is no posted speed limit, but school zone signs are posted in accordance with Section 22352 of the California Vehicle Code. Speed humps exist within the school zone on this street.

Wilcox Avenue is a north-south roadway classified as a Collector Street with one travel lane in each direction within the school zone. Curb parking is prohibited between 3:00 am to 6:00 am from Tuesday to Sunday except for vehicles displaying a valid Overnight Parking Permit on both sides of Wilcox Avenue. Overnight Parking Permits do not apply from 12:00 am to 7:00 am on Mondays. The posted speed limit is 30 mph, and 25 mph when children are present in accordance with Section 22352 of the California Vehicle Code.

Atlantic Avenue is a north-south roadway classified as a Major Highway with two travel lanes in each direction and a raised median within the school zone. Curb parking is prohibited between 3:00 am to 6:00 am from Tuesday to Sunday west of Atlantic Avenue except for vehicles displaying a valid Overnight Parking Permit. Overnight Parking Permits do not apply from 12:00 am to 7:00 am on Mondays. 2-hour parking is allowed from 7:00 am to 6:00 pm on both sides. The posted speed limit is 35 mph, and 25 mph when children are present in accordance with Section 22352 of the California Vehicle Code.

STUDY AREA INTERSECTIONS

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. This represents the approximate area of study.

Elizabeth Street & Atlantic Avenue is a signalized intersection with permissive left turn signal phasing on all movements. The intersection operates under actuated signal timing. U-turns are prohibited for the northbound and southbound approach.

Elizabeth Street & Wilcox Avenue is an unsignalized intersection with stop control on all movements.

Clara Street & Wilcox Avenue is a signalized intersection with permissive left turn signal phasing on all movements. The intersection operates under actuated signal timing.

Clara Street & Atlantic Avenue is a signalized intersection with permissive left turn signal phasing on all movements. The intersection operates under actuated signal timing. U-turns are prohibited for the northbound and southbound approach.

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

2.2 Transit

Metro is the transit operator that provides public transit access to Elizabeth LC. Bus transit stops and services (operators and routes) provided adjacent to Elizabeth LC are as follows:

- Atlantic Avenue
 - Northeast corner of Elizabeth Street
 - Metro 260 (northbound)
 - Southwest corner of Elizabeth Street
 - Metro 260 (southbound)
 - Northeast corner of Clara Street
 - Metro 260 (northbound)
 - Southwest corner of Clara Street
 - Metro 260 (southbound)
- Wilcox Avenue
 - Southeast corner of Clara Street
 - Metro 611 (northbound)
 - Southwest corner of Clara Street
 - Metro 611 (southbound)
 - Northwest corner of Elizabeth Street
 - Metro 611 (southbound)
 - Southeast corner of Elizabeth Street
 - Metro 611 (northbound)

Metro Local Route 260 operates seven days a week between Altadena and Compton via Atlantic Boulevard. Metro Local Route 661 operates seven days a week in a loop between South Los Angeles and Cudahy. There are no nearby fixed-rail public transit services.

2.3 Bicycle and Pedestrian Facilities

There are no bicycle facilities located within the school zone. No bicycle racks are provided on school grounds. Per the City of Cudahy's *Safe Routes to School Plan* adopted in January 2015, Elizabeth Street and Atlantic Avenue are planned to have green sharrows installed, and Clara Street and Wilcox Avenue are proposed to have colored bike lanes installed.³

Sidewalks exist on both sides of Elizabeth Street, Clara Street, Wilcox Avenue, and Atlantic Avenue within the school zone. These sidewalks appear to be in compliance with ADA requirements of minimum width of 36 inches for single wheelchairs passage and maximum cross slope of 2%.

Per the City of Cudahy's *Safe Routes to School Plan*, parents were surveyed regarding their distance from Elizabeth LC and the mode of transportation their children use. 73% of parents said that they live less than half a mile away from Elizabeth LC and 66% of parents said that their child walks to school. Additional information about City of Cudahy's *Safe School Routes to School Plan* can be found in [Appendix D](#).

2.4 Parks and Other Recreational Facilities

Clara Street Park is located approximately 0.6 miles walking north of Elizabeth LC and Clara Street Expansion Park is located immediately adjacent to Elizabeth LC. Salt Lake Park is located approximately 1.7 miles walking northwest of Elizabeth LC in the city of Huntington Park.

2.5 Congestion Locations

During the morning and afternoon bell periods, students crossing the street cause queues on Clara Street and Elizabeth Street. On Clara Street, eastbound queues of approximately 500 feet west of the marked crosswalk in front of the school gate and westbound queues of approximately 300 feet east of the marked crosswalk in front of the school gate were observed.

³ "Sharrows" are pavement markings that remind the driver that bicycles may share the lane, per California Vehicle Code. These are commonly placed on local and collector streets to serve as part of the Class III Bicycle Route system.

On Elizabeth Street, eastbound queues of approximately 200 feet west of the marked crosswalk and westbound queues of approximately 100 feet east of the marked crosswalk were observed. These queues dissipated quickly after the crossing guards for those crosswalks allowed vehicles through. Additionally, vehicles double-park on the north side of Elizabeth Street near the school gate and make illegal U-turns, causing 50 to 75 feet of queues along Elizabeth Street.

During the afternoon pick up period, students were observed crossing Elizabeth Street, causing queues of up to three vehicles that dissipated quickly. Additionally, vehicles double-park on the north side of Elizabeth Street near the school gate and numerous illegal U-turns were observed on Elizabeth Street, causing 50 to 75 feet of queues along Elizabeth Street. On Clara Street, students crossing were observed to cause much longer queues than those observed during the morning bell period. Queues of 600 feet for the westbound direction east of the marked crosswalk and 300 feet for the eastbound direction west of the marked crosswalk were observed. These queues were mainly due to the high pedestrian volumes using the crosswalk.

A City Municipal Enforcement officer was present during the field visit to observe drop-off/pick-up periods and enforce the law with respect to vehicles violating vehicle codes such as double-parking or parking along red curbs. **Appendix D** contains traffic counts that were obtained from the State of California Statewide Integrated Traffic Records System (SWITRS) database⁴.

3.0 SCHOOL OPERATIONS

3.1 Parking

At the Elizabeth LC campus, there are three gated faculty and staff parking lots, with a small adjoining multi-use parking lot that is ungated. The main faculty parking lot is located on the west side of the Elizabeth LC campus and contains 104 marked spaces, 1 van-accessible space and 4 regular accessible spaces. This parking lot was observed to be 75% utilized during school hours. Access is provided from Elizabeth Street through the small parking lot, then through gates into the main parking lot. Gates for the main parking lot are closed during school hours. The adjoining small lot is located between the main faculty parking lot and Elizabeth Street, and is open all day. Visitors are generally not allowed to use it, except with permission from the main office. The small parking lot contains 13 marked spaces and 1 regular ADA space. This parking lot was observed to be 95% utilized during school hours. The second

⁴ <http://iswitrs.chp.ca.gov/Reports/jsp/RawData.jsp>

faculty parking lot is located off of Elizabeth Street, immediately to the west of the main building, and contains 8 marked spaces and 1 van-accessible space. The gate for this parking lot is closed during school hours. This parking lot was observed to be 50% to 75% utilized during school hours. The third faculty parking lot is located at the northeast corner of the Elizabeth LC campus and contains 28 marked spaces and 1 regular accessible space. There is an unmarked area at the northwest corner of this parking lot that can accommodate 5 vehicles. This parking lot was observed to be 95% utilized during school hours. This parking lot is accessible through a gate along Clara Street.

Both students and visitors utilize available curb parking. During the peak pick-up/drop-off period, the utilization of curb parking is greater than 95%. During mid-day, the utilization of curb parking is estimated at 50% to 75%.

3.2 Circulation

Since the Elizabeth LC is a closed campus, three gates restrict access and are opened only for the morning and afternoon bell periods. The north gate is in the middle of Clara Street and it serves all grades except kindergarten. The other two gates are located along the school's Elizabeth Street frontage. The west gate serves all grades except kindergarten, and the east gate serves only kindergarten students. School buses stop along the north side of Elizabeth Street immediately west of the school's main entrance to load and unload students. According to school administration, all buses that serve Elizabeth LC are for special education. Typically, a total of 6 buses serve the school, and arrivals are staggered two at a time. An ADA path of travel exists at this location which allows disabled students to access the Elizabeth LC campus. The north gate on Clara Street remains closed for the afternoon bell, and elementary and secondary grade dismissals are staggered.

Most vehicular traffic to or from the school was observed to travel east and west along Elizabeth Street or Clara Street. Although a 3-minute loading and unloading zone is posted on the north side of Elizabeth Street, a few parents were observed to stop and wait for their children more than three minutes. Some parents were also observed to stop in the middle of the roadway and double-park, which blocks through vehicles. Although no stopping is allowed any time on both sides of Clara Street, parents were observed to park at no stopping zones to drop-off or pick-up students. Occasionally some parents were observed to make illegal U-turns on Elizabeth Street and Clara Street. School administration noted that most vehicle traffic to and from the school uses the I-710 Florence Avenue interchange and use both Wilcox Avenue and Atlantic Avenue

equally. Although the Firestone Boulevard interchange is closer, it is rarely used because of the at-grade railroad crossings on Firestone Boulevard and Atlantic Avenue, which are blocked on occasion.

There is one marked crosswalk in the middle of Elizabeth Street. High pedestrian volume was observed during the morning and afternoon bell period. One crossing guard was present to help students cross Elizabeth Street. Due to the high pedestrian volume, queues were observed on both sides of Elizabeth Street. A City Municipal Enforcement officer was also observed near the gate on Elizabeth Street to direct vehicles.

There are two marked crosswalks in the middle of Clara Street with center island refuges. For the crosswalk further to the west, high pedestrian volumes were observed during the morning and afternoon bell periods. One crossing guard was located at the crosswalk approximately 1,100 feet from the intersection of Atlantic Avenue and Clara Street to help students cross Clara Street. Due to the high pedestrian volume, queues were observed on both sides of Clara Street. For the crosswalk further to the east, no crossing guard was present and the pedestrian volume was low.

Selected photos that show some of the conditions described above are provided in **Appendix C**.

3.3 Crash History

Crash data was extracted within the Elizabeth LC school zone. Between 2013 and 2016, a total of eight crashes occurred. Four of these crashes were near the intersection of Elizabeth Street and Atlantic Avenue. Three of these occurred at the intersection of Clara Street and Wilcox Avenue. One collision occurred at the intersection of Clara Street and Atlantic Avenue. Within the school zone, one bicycle collision was recorded near the intersection of Elizabeth Street and Atlantic Avenue which resulted in severe injuries. Most collisions were rear end, broadside, or sideswipes.

Based on the available data, no discernible collision patterns were noted.

4.0 DEFICIENCIES AND OPPORTUNITIES

4.1 Walk Audit Observations

The Elizabeth LC campus grade is relatively flat. A large number of portable classrooms exist on the east side of campus. No direct pedestrian access is provided between campus and the

adjacent park (Clara Street Expansion Park). In order to access the campus from Clara Street during school hours or after school, visitors and students must walk through this park to reach the main entrance.

The external walk audit conducted on May 22, 2018 within the school perimeter revealed the following deficiencies:

- Elizabeth Street
 - No parking sign on the south side is hidden by overgrown trees
- Wilcox Avenue
 - Pavement cracked because of overgrown tree roots
- Clara Street
 - Pavement markings are worn and cracked on the intersection of Clara Street and Atlantic Avenue, which may affect the visibility of the crossing
 - Parked/stopped vehicles in no parking areas near marked crosswalks obstruct sight distance between pedestrians and approaching vehicles

Additional detail from the walk audit is provided in [Appendix B](#). Selected photos for major deficiencies prompted by the walk audit are provided in [Appendix C](#).

4.2 Observed Circulation Deficiencies

- Pick-up/Drop-offs
 - Double-parking on the west side of Elizabeth Street
 - Some vehicles make illegal U-turns on Elizabeth Street and Clara Street
 - Parked/stopped vehicles in no parking area on Clara Street
 - Some pedestrians j-walk across Elizabeth Street (i.e., do not use the nearest crosswalk)
 - Conflicts with bicyclists were observed on sidewalks during the afternoon bell period
- Parking
 - Visitors are unaware that the parking lot near the middle of Elizabeth Street is available for use with permission from the main office
- Circulation
 - No designated bus loading zone or school bus zone in front of the school
- Off-site Facilities

- Although not under the direct control of LAUSD, control boxes strapped onto the poles for Rectangular Rapid Flashing Beacon (RRFB) signs, located at both mid-block crosswalks on Elizabeth Street and Clara Street, are mounted over the sidewalk with low vertical clearance, and therefore may pose an obstruction

4.3 Positive Attributes

- Crossing guards are deployed at high pedestrian volume locations to assist students crossing Elizabeth Street and Clara Street
- Regular law enforcement presence results in higher compliance rate
- High visibility mid-block crosswalks and school signs with flashing yellow alert drivers to the presence of students within the school zone

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.

- Install signs that indicate "School Bus Only" for bus loading zone along Elizabeth Street
- Replace "3 Minute Loading Zone" signs with "Passenger Loading and Unloading" signs
- Repair worn pavement markings at intersections along Atlantic Avenue and Wilcox Avenue
- Utilize the northern gate on Clara Street for dismissals, which may help to redistribute some of the pick-up demand from Elizabeth Street
- Consider installing a student pick-up/drop-off area on Elizabeth Street in front of the combined cafeteria/auditorium building and wellness center if the setback between the building and Elizabeth Street is sufficient to accommodate it; this pick-up/drop-off area would separate vehicles from the bus loading area for disabled students

APPENDIX A

Field Review Sheets

CHECK PIC.

SAFE SCHOOL ZONE SIGN
NEIGHBORHOOD WATCH SIGN

NO PARKING
CUDAHY STREETS
TUESDAY TO SUNDAY
3AM TO 6AM
EXCEPT W/ PERMIT
MONDAY 8AM TO 7AM
PERMIT NOT ALLOWED

COMMERCIAL
VEHICLES
OVER 3 TONS
PROHIBITED

SPEED LIMIT
25

Atlantic Ave.

Elizabeth St

BUS STOP
METRO 260

ONE WAY

Permissive

Activated:
No 0.0km

No 0.0km

Permissive

ONE WAY

BUS STOP
METRO 260.

de facto
right turn.

NO PARKING
ANYTIME

COMMERCIAL
VEHICLES OVER
3 TONS PROHIBITED

SPEED LIMIT
25

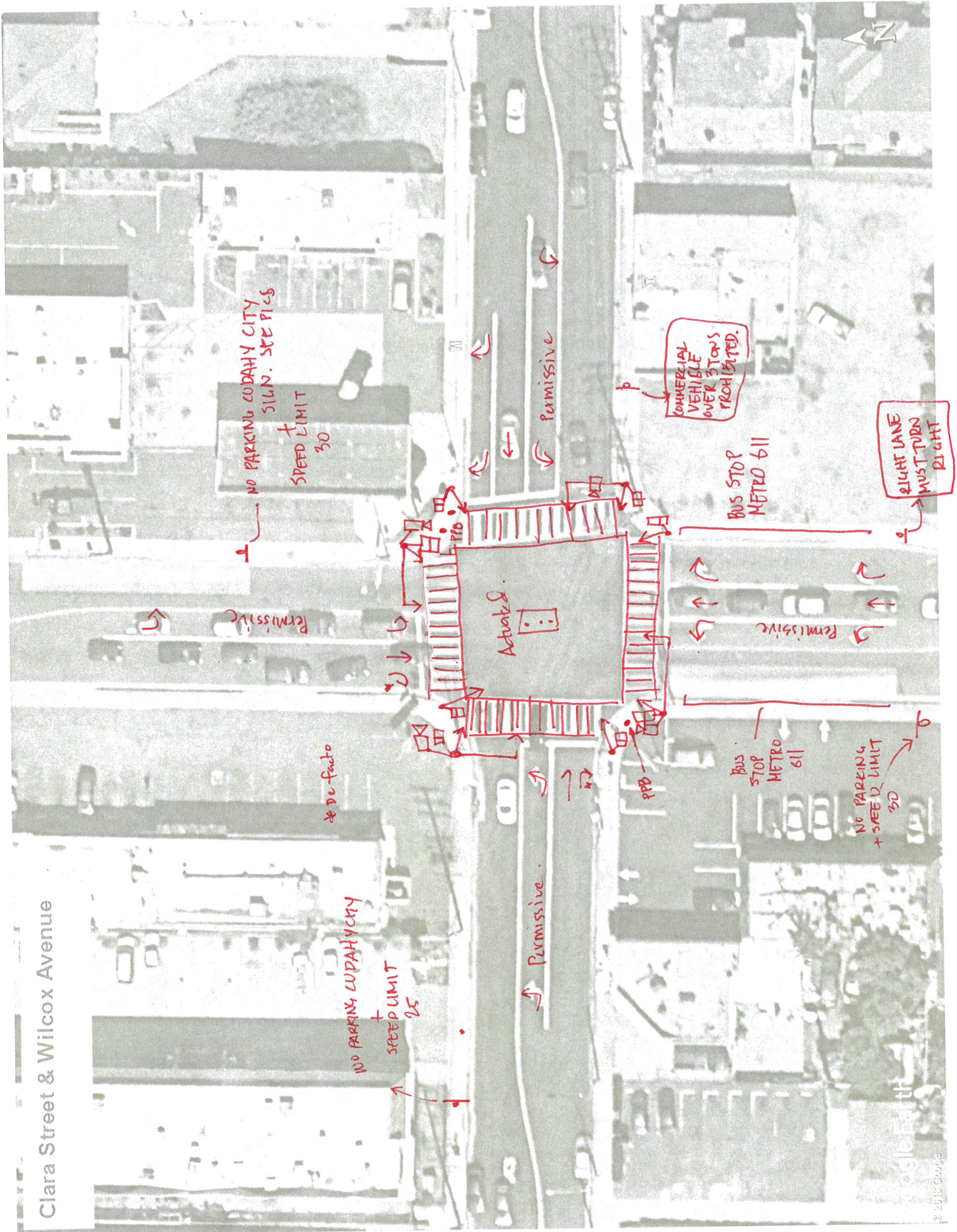
RIGHT
LANE MUST
TURN RIGHT

Permissive

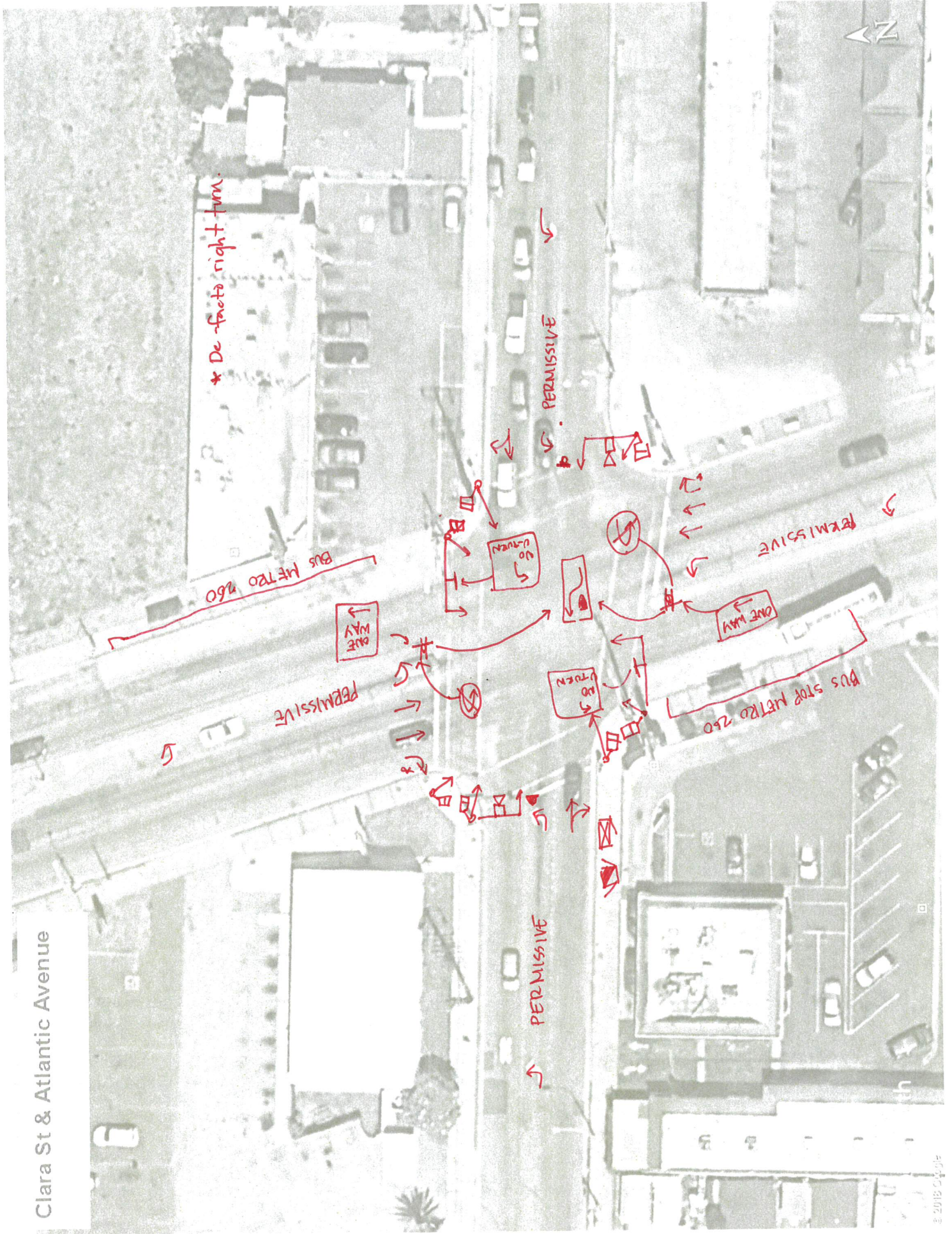
Elizabeth Street & Atlantic Avenue



Clara Street & Wilcox Avenue



Clara St & Atlantic Avenue



REGULAR DAY 2:36 ELEM. 2:17 (HIGH SCHOOL) (MIDDLE)

Elizabeth Learning Center

For Street Audit Use

NOTE:
SEE INTERSECTIONS FOR MORE SIGNS.

NO STOPPING ANY TIME.

tree block the sign.

No parking
CUDAHY SIGN

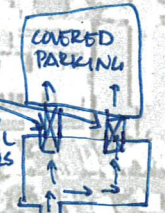
see picture
No Parking
+ SPEED LIMIT 25

2 Hour
Parking
7am-6pm

2 Hour
Parking
7am-6pm

MAIN PARKING

GATE
CLOSE
DURING
SCHOOL
HOURS



ELIZABETH ST

PARKING NOTES:
- ALL PARKING FOR
FACULTY / STAFF ONLY
- VISITORS / STUDENTS
USE CURB PARKING.

104 MARKED
+ 4 VAN ADA
+ 4 REL ADA
= 109 SPACES.

PARKING
28 MARKED
+ 1 ADA

= 29 MARKED.
(BUT CAN ACCOMMODATE
5 MORE SPACES AT
NW END.)

GATED
PARKING
CLOSE DURING
SCHOOL HOURS.

SIGNS
SEE
PICTURE

SAFE SCHOOL
ZONE
+ NEIGHBORHOOD
WATCH

PARKING
3 MARKED
+ 1 REL ADA
= 14 SPACES.

- SIGNS
SEE
PICTURE
- SIGNS
ARE OBSTRUCTED
BY EXISTING
TREES.

NO PARKING
+ COMMERCIAL
VEH
+ SPEED LIMIT
25

SCHOOL
SPEED
LIMIT
25

NO STOPPING
FIRE LANE

PARKING

3 Minute
loading/unloading

PARKING
GATE FOR
CAFETERIA USE
- 8 MARKED SPACES
+ 1 VAN ADA
= 9 SPACES

(CLOSE
DURING
SCHOOL HOURS)

1-12
ENTRANCE

KINDER.
CATE ENT.

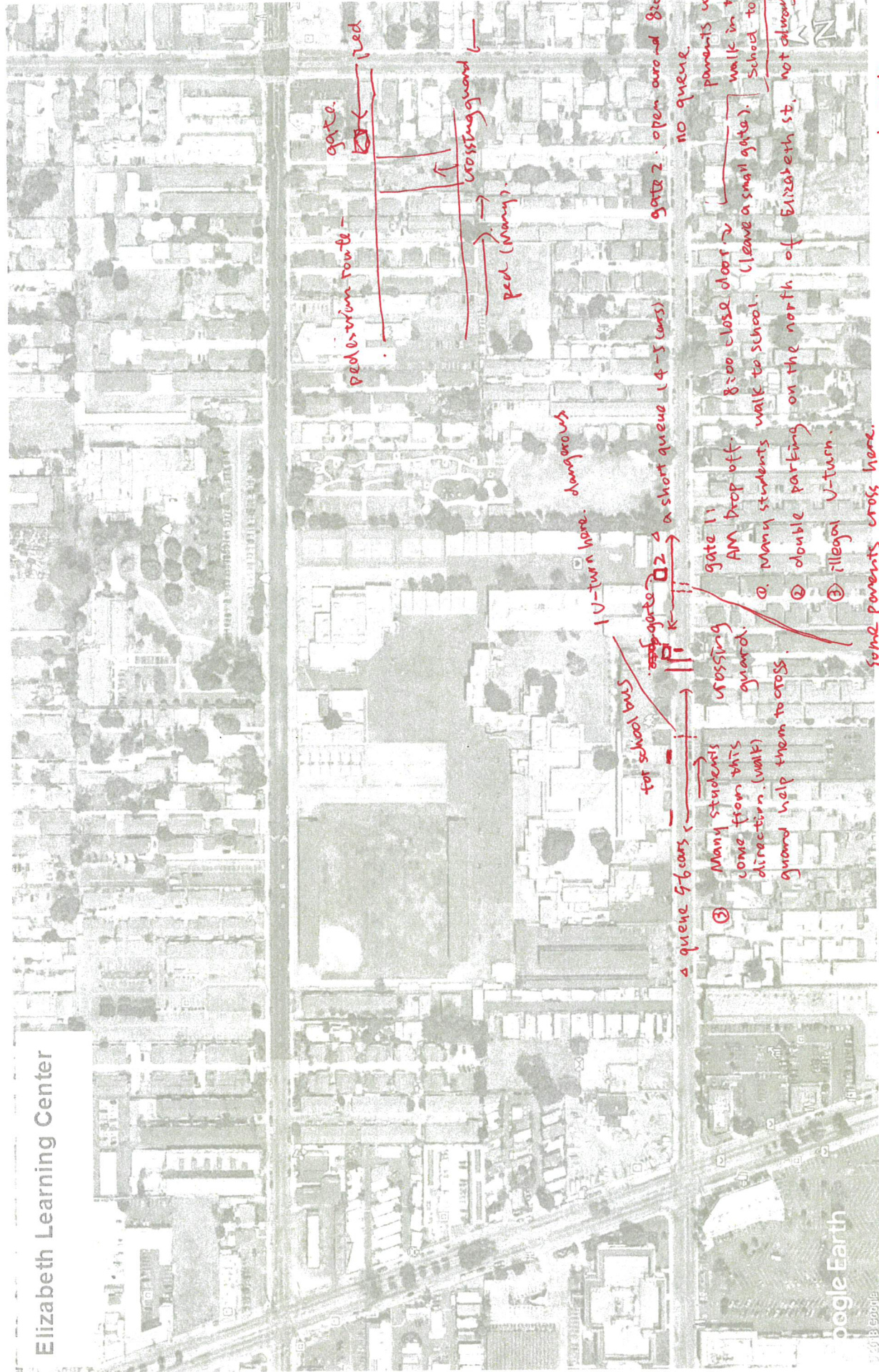
SCHOOL
SPEED
LIMIT
25

15 MPH
BUMPS

Elizabeth St

Wilcox Ave

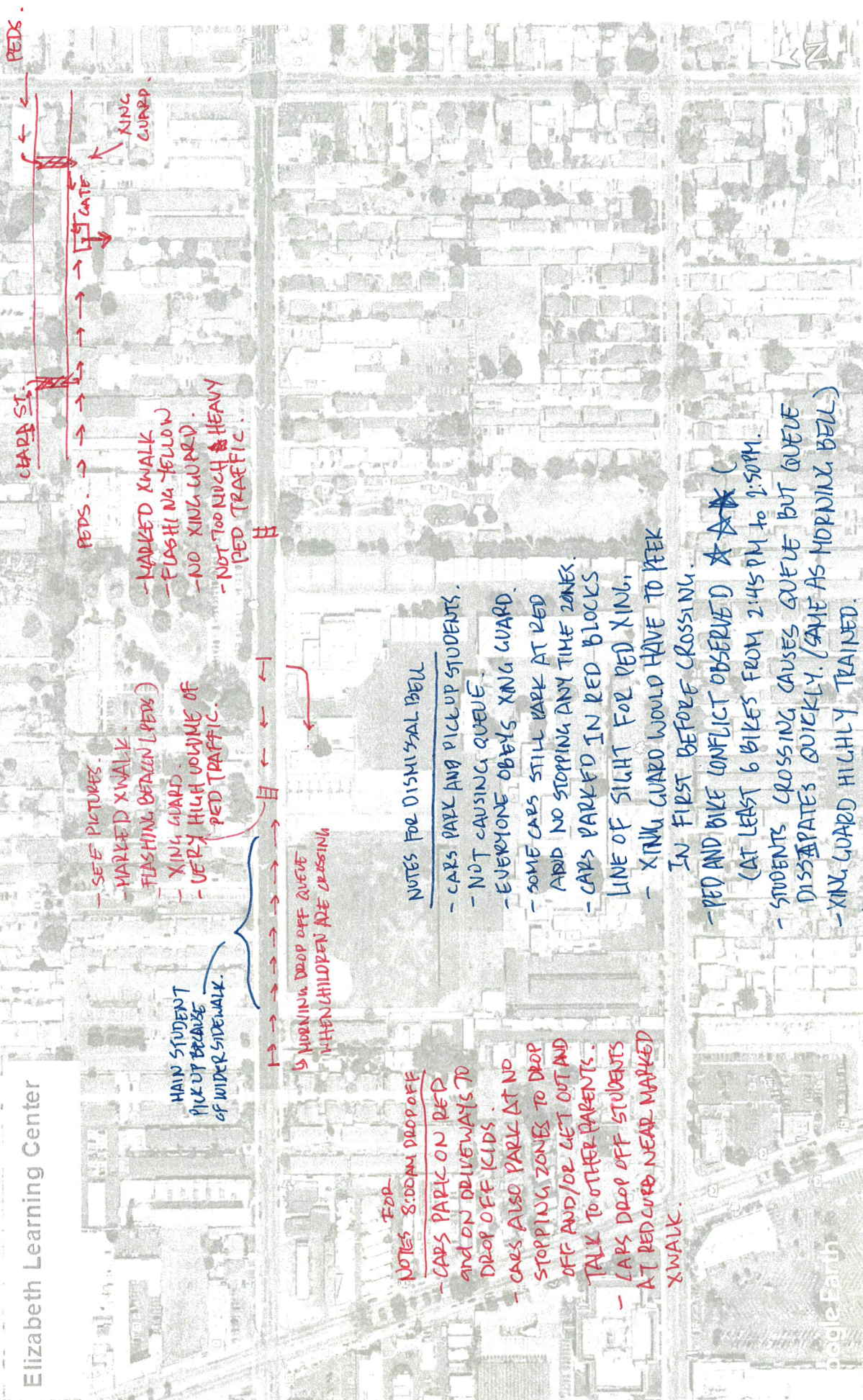
Elizabeth Learning Center



Google Earth

© 2018 Google

Elizabeth Learning Center



MARKED XWALK
 - FLASHING YELLOW
 - NO KING GUARD
 - NOT TOO MUCH HEAVY
 PED TRAFFIC

- SEE PICTURES
 - MARKED XWALK
 - FLASHING YELLOW (PEDS)
 - KING GUARD
 - VERY HIGH VOLUME OF
 PED TRAFFIC

HAIN STUDENT
 PICKUP BECAUSE
 OF WIDER SIDEWALK

MORNING DROP OFF QUEUE
 WHEN CHILDREN ARE CROSSING

FOR

NOTES 8:00AM DROP OFF

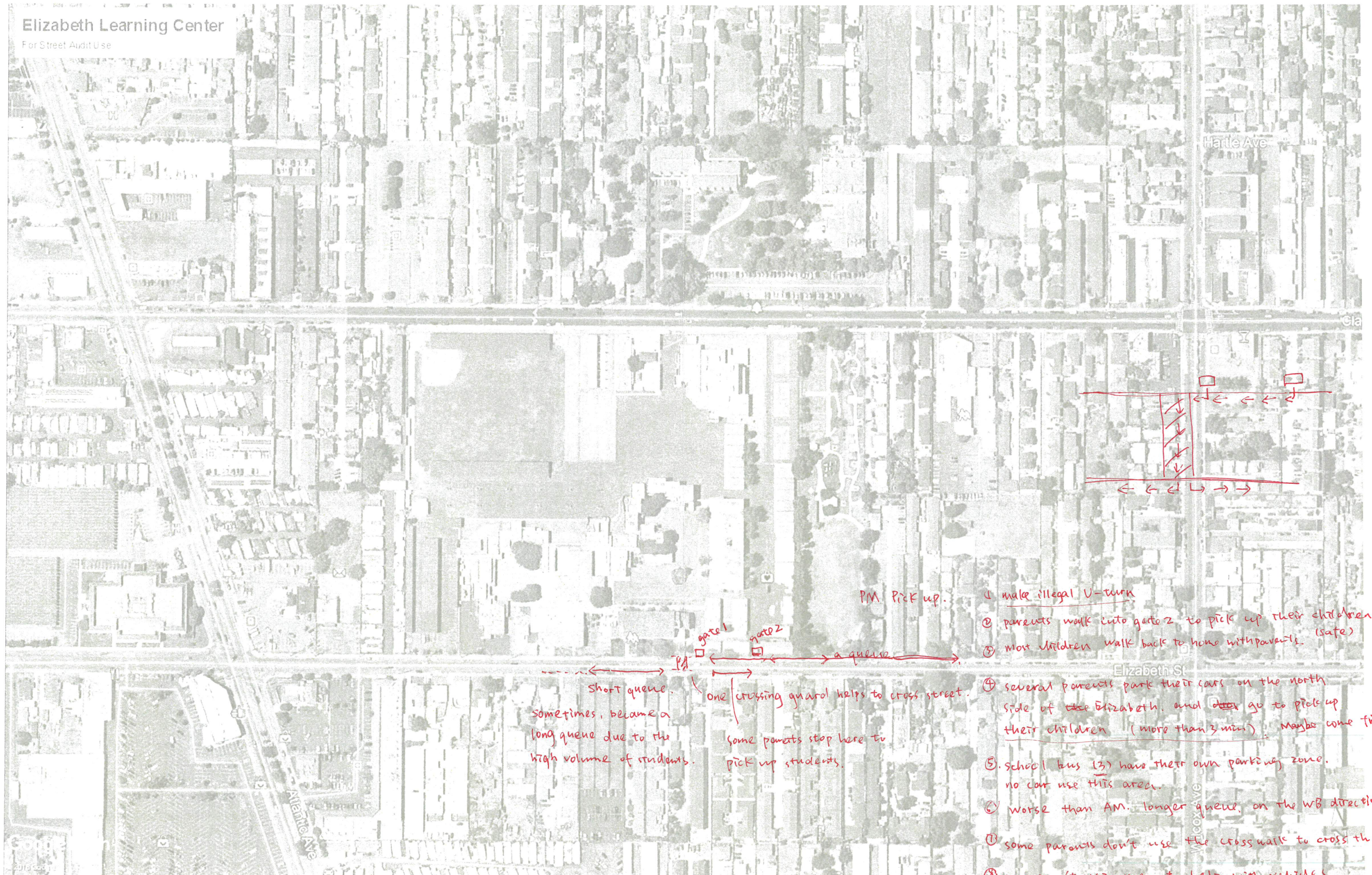
- CARS PARK ON PED AND ON DRIVEWAYS TO DROP OFF KIDS
- CARS ALSO PARK AT NO STOPPING ZONES TO DROP OFF AND/OR LET OUT AND TALK TO OTHER PARENTS
- CARS DROP OFF STUDENTS AT RED CURB NEAR MARKED XWALK

NOTES FOR DISMISSAL BELL

- CARS PARK AND PICKUP STUDENTS
- NOT CAUSING QUEUE
- EVERYONE OBEYS KING GUARD
- SOME CARS STILL PARK AT RED AHEAD NO STOPPING ANY TIME ZONE
- CARS PARKED IN RED BLOCKS LINE OF SIGHT FOR PED KING
- KING GUARD WOULD HAVE TO PEER IN FIRST BEFORE CROSSING
- PED AND BIKE CONFLICT OBSERVED (AT LEAST 6 BIKES FROM 2:45 PM TO 2:50 PM)
- STUDENTS CROSSING CAUSES QUEUE BUT QUEUE DISSIPATES QUICKLY (SAME AS MORNING BELL)
- KING GUARD HIGHLY TRAINED
- PARENTS MAKE ILLEGAL U-TURN (DID NOT CAUSE QUEUE)

Elizabeth Learning Center

For Street Audit Use



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 & SIHUA SONU

DATE: 7AM - 3PM

LOCATION/WEATHER: ELIZABETH LEARNING CENTER / OVERCAST

TIME: 5/22/2018

STREETS:

ELIZABETH ST, between ATLANTIC AVE and WILCOX AVE

CLARA ST, between WILCOX AVE and ATLANTIC AVE

WILCOX AVE, between ELIZABETH ST and CLARA ST

ATLANTIC AVE, between CLARA ST and ELIZABETH ST.

INTERSECTIONS:

ELIZABETH ST and ATLANTIC AVE

CLARA ST and WILCOX AVE

WILCOX AVE and ELIZABETH ST

WILCOX AVE and CLARA 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: (4 Parking)
 - a. Administration
 - b. Teachers
 - c. Students
 - d. Visitors
 - e. Deliveries
 - f. Buses
 - g. On-street

- 1 Main + 3 Small
- ONLY FOR FACULTY.
- VISITORS / FACULTY / STUDENTS
PARK AT AVAILABLE CURB
PARKING.
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

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

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

- Actuated signal.

- Video detection on Atlantic / Loop detection on Elizabeth St. (Minor)
(Major)

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
	2.	Do channelized right turn lanes minimize conflicts with pedestrians?	N/A
	3.	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	N
	4.	Are pedestrian crossings located in areas where sight distance may be a problem?	N
	5.	Do raised medians provide a safe waiting area (refuge) for pedestrians?	N/A
	6.	Are supervised crossings adequately staffed by qualified crossing guards?	N
	7.	Are marked crosswalks wide enough?	Y
	8.	Do at-grade railroad crossings accommodate pedestrians safely?	N/A
	9.	Are crosswalks sited along pedestrian desire lines?	Y
	10.	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	Y
Quality, Conditions, and Obstructions	*Use questions for Streets for potential issues on obstructions*		
	1.	Is the crossing pavement adequate and well maintained?	N - Note 1
	2.	Is the crossing pavement flush with the roadway surface?	Y
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
	2.	Are pedestrians clearly directed to crossing points and pedestrian access ways?	Y
Lighting	1.	Is the pedestrian crossing adequately lit?	Y
Visibility	1.	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	Y
	2.	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	Y
	3.	Do other conditions exist where stopped vehicles may obstruct visibility of pedestrians?	N
Access Management	1.	Are driveways placed close to crossings?	N
Traffic Characteristics	1.	Do turning vehicles pose a hazard to pedestrians?	N
	2.	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Y
	3.	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	N
Signs and Pavement Markings	1.	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	N
	2.	Are crossing points for pedestrians properly signed and/or marked?	Y
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

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

- STOP SIGNS ARE FLASHING RED.

Note 1: CURB RAMP in the SW corner of this intersection needs to be fixed. see pic.

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

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

- Actuated Signal.
- Video detection for all legs.

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

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

NOTE 1: PAVEMENT MILDLY CRACKED (SEE PICTURES)

2. STRIPING EAST LEG IS WORN.

SIGNALIZED INT.

ACTUATED: VIDEO DETECTION ON ATLANTIC ; LOOP DETECTION ON CLARA ST.

ELIZABETH ST. BETWEEN ATLANTIC AVE AND WILCOX AVE

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?	N/A
	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?	Y
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?	Y
	3.	Is the walking surface too steep?	N
	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 - There is XING GUARD.
Lighting	1.	Is the sidewalk adequately lit?	Y
	2.	Does the street lighting improve pedestrian visibility at night?	Y
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
	2.	Does the number of driveways make the route undesirable for pedestrian travel?	Y
Traffic Characteristics	1.	Are there any conflicts between bicycles and pedestrians on sidewalks?	N - NO OBSERVED BIKES.
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:

- XING GUARD IN FRONT SCHOOL.
- FLASHING YELLOW W/ MARKED XINGWALK IN FRONT SCHOOL.
- 3 MINUTE LOADING / UNLOADING IN FRONT SCHOOL.
- BUS ~~WHICH~~ SOMETIMES HAVE TROUBLE PARKING WHEN PARENTS DROP OFF THEIR KID.

Wilcox 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?	N/A
	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?	N
	7.	Are ramps provided as an alternative to stairs?	Y
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?	Y
	3.	Is the walking surface too steep?	N
	4.	Is the walking surface adequate and well-maintained?	N - NOTE 1.
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?	Y
	2.	Does the street lighting improve pedestrian visibility at night?	Y
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
	2.	Does the number of driveways make the route undesirable for pedestrian travel?	N
Traffic Characteristics	1.	Are there any conflicts between bicycles and pedestrians on sidewalks?	N. NO BICYCLES
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:

NOTE

1. PAVEMENT CRACKED BECAUSE OF TREE ROOTS OVERGROWN (SEE PICTURE)

CLARA ST BETWEEN ATLANTIC AVE + WILCOX AVE

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?	N/A
	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?	Y
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?	Y
	3.	Is the walking surface too steep?	N
	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 - XING GUARD PRESENT
Lighting	1.	Is the sidewalk adequately lit?	Y
	2.	Does the street lighting improve pedestrian visibility at night?	Y
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
	2.	Does the number of driveways make the route undesirable for pedestrian travel?	N
Traffic Characteristics	1.	Are there any conflicts between bicycles and pedestrians on sidewalks?	N - NO BIKES
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:

Atlantic Ave between clara st and Elizabeth 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?	N/A
	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?	N
	7.	Are ramps provided as an alternative to stairs?	Y
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?	Y
	3.	Is the walking surface too steep?	N
	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?	Y
	2.	Does the street lighting improve pedestrian visibility at night?	Y
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
	2.	Does the number of driveways make the route undesirable for pedestrian travel?	N
Traffic Characteristics	1.	Are there any conflicts between bicycles and pedestrians on sidewalks?	N. No BIKE.
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:

SW PARKING ON ELIZABETH ST.
NEAR

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?	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?	Y
Signs and Pavement Markings	1.	Are travel paths and crossing points for pedestrians properly signed and/or marked?	N

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

- NOTE:

- CONSIST OF THREE PARKING LOTS.

- ONE COVERED = 104 MARKED + 1 VAN ADA + 4 REF = 109 SPACES.

- ONE LATED (GATED) FOR CAFETERIA = 8 MARKED + 1 VAN = 9 SPACES.

- ONE OPEN (NEED PERMIT) = 13 MARKED + 1 ADA = 14 SPACES.

NE PARKING NEAR CLARA ST.

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?	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
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:

- FOR FACULTY PARKING ONLY.

BUS ON ~~SW~~ SW CORNER OF ATLANTIC AVE / ELIZABETH ST.

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?	Y
Quality, Conditions, and Obstructions	1.	Is the seating area at a safe and comfortable distance from vehicle and bicycle lanes?	Y
	2.	Do seats (or persons sitting on them) obstruct the sidewalk or reduce its usable width?	N
	3.	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	Y
	4.	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	Y
	5.	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	Y
Continuity and Connectivity	1.	Is the nearest crossing opportunity free of potential hazards for pedestrians?	Y
	2.	Are transit stops part of a continuous network of pedestrian facilities?	Y
	3.	Are transit stops maintained during periods of inclement weather?	Y
Lighting	1.	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening pedestrian traffic?	Y
Visibility	1.	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	Y
Traffic Characteristics	1.	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	N
Signs and Pavement Markings	1.	Are appropriate signs and pavement markings provided for school bus and transit stops?	Y

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

BUS STOP ON NE OF Atlantic Ave / Elizabeth St.

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?	Y
Quality, Conditions, and Obstructions	1.	Is the seating area at a safe and comfortable distance from vehicle and bicycle lanes?	Y
	2.	Do seats (or persons sitting on them) obstruct the sidewalk or reduce its usable width?	N
	3.	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	Y
	4.	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	Y
	5.	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	Y
Continuity and Connectivity	1.	Is the nearest crossing opportunity free of potential hazards for pedestrians?	Y
	2.	Are transit stops part of a continuous network of pedestrian facilities?	Y
	3.	Are transit stops maintained during periods of inclement weather?	Y
Lighting	1.	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening pedestrian traffic?	Y
Visibility	1.	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	Y
Traffic Characteristics	1.	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	N
Signs and Pavement Markings	1.	Are appropriate signs and pavement markings provided for school bus and transit stops?	Y

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

BUS STOP METRO 611 ON WILCOX AVENUE (FOR BOTH SB AND NB ROUTES)

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
	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?	Y
	4.	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	Y
	5.	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	Y
Continuity and Connectivity	1.	Is the nearest crossing opportunity free of potential hazards for pedestrians?	Y
	2.	Are transit stops part of a continuous network of pedestrian facilities?	Y
	3.	Are transit stops maintained during periods of inclement weather?	Y
Lighting	1.	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening pedestrian traffic?	N - NOT FOR NB ROUTE
Visibility	1.	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	Y
Traffic Characteristics	1.	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	N
Signs and Pavement Markings	1.	Are appropriate signs and pavement markings provided for school bus and transit stops?	Y

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

BUS STOP METRO 611 ON WILCOX AND CLARA ST (FOR BOTH NB & SB ROUTES)

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
Quality, Conditions, and Obstructions	1.	Is the seating area at a safe and comfortable distance from vehicle and bicycle lanes?	N/A
	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?	Y
	4.	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	Y
	5.	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	Y
Continuity and Connectivity	1.	Is the nearest crossing opportunity free of potential hazards for pedestrians?	Y
	2.	Are transit stops part of a continuous network of pedestrian facilities?	Y
	3.	Are transit stops maintained during periods of inclement weather?	Y
Lighting	1.	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening pedestrian traffic?	Y
Visibility	1.	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	Y
Traffic Characteristics	1.	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	N
Signs and Pavement Markings	1.	Are appropriate signs and pavement markings provided for school bus and transit stops?	Y

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

BUS STOP ON ATLANTIC AVE / CLARA ST (FOR BOTH NB & SB ROUTES)

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?	Y
Quality, Conditions, and Obstructions	1.	Is the seating area at a safe and comfortable distance from vehicle and bicycle lanes?	Y
	2.	Do seats (or persons sitting on them) obstruct the sidewalk or reduce its usable width?	N
	3.	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	Y
	4.	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	Y
	5.	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	Y
Continuity and Connectivity	1.	Is the nearest crossing opportunity free of potential hazards for pedestrians?	Y
	2.	Are transit stops part of a continuous network of pedestrian facilities?	Y
	3.	Are transit stops maintained during periods of inclement weather?	Y
Lighting	1.	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening pedestrian traffic?	Y
Visibility	1.	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	Y
Traffic Characteristics	1.	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	N
Signs and Pavement Markings	1.	Are appropriate signs and pavement markings provided for school bus and transit stops?	Y

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

APPENDIX C

Selected Photos



No parking sign on the south side of Elizabeth Street is obscured by overgrown trees.



Crossing pavement markings are worn and cracked on the intersection of Clara Street and Atlantic Avenue.



Vehicles make illegal U-turns on Elizabeth Street.



Parked/stopped vehicles in No Stopping zone on Clara Street.



Uneven pavement due to tree roots.



Although not under the direct control of LAUSD, control boxes strapped to the pole underneath RRFB signs, are mounted over the sidewalk with low vertical clearance, and therefore may pose an obstruction.



Setback between Elizabeth Street and cafeteria/auditorium building and wellness center building may provide opportunity for pick-up/drop-off area.

APPENDIX D

Additional Information



CUDAHY

SAFE ROUTES TO SCHOOL

PLAN



JANUARY 2015



- Atlantic Avenue and Elizabeth Street
- Atlantic Avenue and Santa Ana Street
- Atlantic Avenue and Cecilia Street
- Atlantic Avenue and Patata Street

HSIP projects are noted in this Plan's recommendations.

Crash History

This analysis of pedestrian and bicyclist-involved collisions in Cudahy aims to determine the number and severity of recent crashes and crash locations. The analysis looks for spatial cluster and patterns of injuries and fatalities.

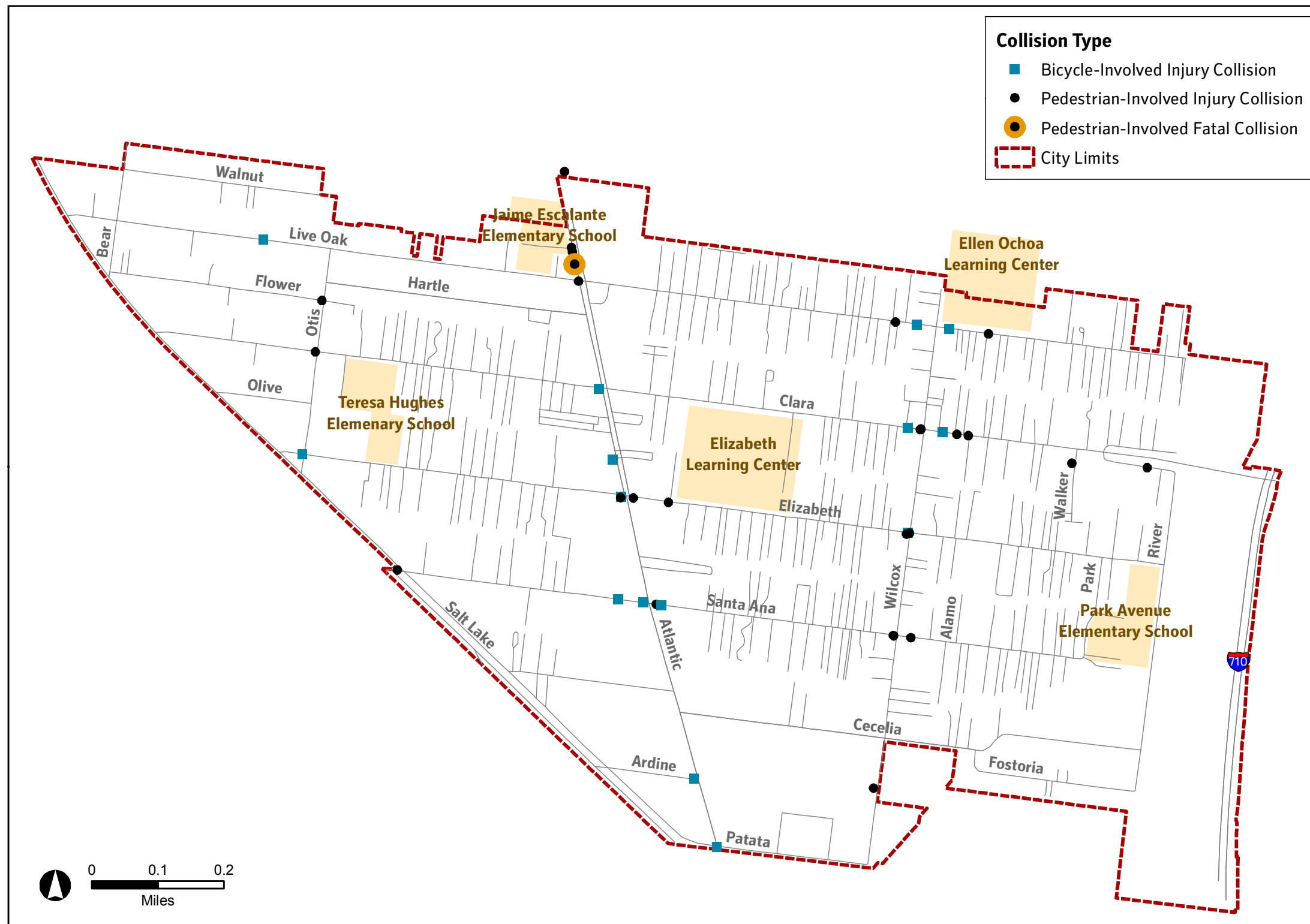
The following map shows pedestrian and bicycle-involved crashes in Cudahy for the most recent five-year period (2008–2012) that data are available through the California Transportation Injury Mapping System (TIMS). The data show 38 pedestrian collisions and 18 bicycle collisions. Among these collisions, one pedestrian collision was fatal.

The crashes are heavily concentrated along Atlantic Avenue and the collector streets. The intersection of Clara Street and Wilcox Avenue had the greatest number (8), followed by Atlantic Avenue and Santa Ana Street (5), Atlantic Boulevard and Live Oak Street (4) and Atlantic Avenue and Elizabeth Street (4). Atlantic Avenue is one of the major thoroughfares of the South East Los Angeles region, and is heavily trafficked by neighboring city motor vehicles as well as large trucks moving goods. Because Atlantic Avenue is such a busy street, and is the location of so many collisions, the citywide Safe Routes to School plan has closely analyzed the street to recommend specific pedestrian and bicyclist safety enhancements.

Pedestrian right-of-way violations (13), pedestrian violations (11), automobile right-of-way violations (7), and improper turning (7) comprised the largest numbers of Primary Collision Factors (PCFs).



Map 1. Bicycle & Pedestrian Collisions (Jan. 1, 2008 to Dec. 31, 2012)



Bicycle and Pedestrian Collisions (Jan. 1, 2008 to Dec. 31, 2012)

City of Cudahy

Source of Data: University of California Transportation Injury Mapping System



Table 3 below displays the TIMS numbers and severity of bicycle and pedestrian-involved collisions during the 2008 to 2012 time period by school. TIMS has no data for Jaime Escalante Elementary School. The definitions of the crash severity columns follow.

Fatal—death within 30 days resulting from the collision.

Severe injury—includes broken bones, dislocated limbs, severe lacerations, severe burns, unconsciousness, or other injuries that go beyond those that are visible.

Visible injuries—bruises, discoloration, swelling, minor lacerations, or minor burns.

Complaint of pain—internal, non-visible injuries, confusion, limping, nausea, awakened from unconsciousness.

Table 3: Bicycle and Pedestrian-Involved Collisions Within ½ Mile of Each School (2008–2012) (TIMS)

School	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
Elizabeth Learning Center	1	7	15	28	32	19	51
Ellen Ochoa Learning Center	0	6	10	27	26	17	43
Jamie Escalante Elementary School	1	1	4	6	8	4	12
Park Avenue Elementary School	0	5	6	11	16	6	22
Teresa Hughes Elementary School	1	4	19	27	27	24	51

In addition to the data referenced above, the Los Angeles County Sheriff’s Department provided the City with more recent traffic collision data from January 1, 2013, to March 30, 2014. The sheriff’s department found 43 incidents with 43 injuries and 0 fatalities. Out of the 43 incidents, less than 1% directly involved pedestrians and bicyclists.



Evaluation

Staff administered baseline surveys at each school to understand existing school commute patterns. As the Plan’s programs unfold, new surveys should show increases in the number of students walking and bicycling to school, as well as attitudinal changes toward walking and bicycling. Since engineering improvements (physical modifications made to streets and intersections) will be made several years into the future, initial improvements will result from the programs alone. Further increases can be expected once the physical improvements are made. The tables and figures below show results of the first baseline tally conducted in classrooms on Wednesday, April 2, 2014. Students identified the way they commute to school by all the modes that are commonly used in both the morning and the afternoon. “Other” may include skateboards, scooters, or taxis.



Table 4: Baseline Commute to School Tally—4/2/14 Morning Commute

School	Walk		Bicycle		Bus		Family Vehicle		Carpool		Transit		Other	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Elizabeth Learning Center	265	59%	2	<1%	0	0%	159	36%	14	3%	3	<1%	3	<1%
Ellen Ochoa Learning Center	187	51%	3	<1%	2	<1%	166	45%	7	2%	1	<1%	4	<1%
Jaime Escalante Elementary School	107	41%	1	<1%	0	0%	132	51%	16	6%	2	<1%	3	1%
Park Avenue Elementary School	106	44%	0	0%	8	3%	116	49%	4	2%	3	1%	2	<1%
Teresa Hughes Elementary School*	175	50%	2	<1%	22	6%	133	38%	8	2%	4	1%	7	2%
TOTAL	840	50%	8	<1%	32	2%	706	42%	49	3%	13	<1%	19	1%

*Data for Teresa Hughes Elementary School is based on the average of a 3-day counting effort.

Figure 1: Baseline Commute to School Tally by Percentage—4/2/14 Morning Commute

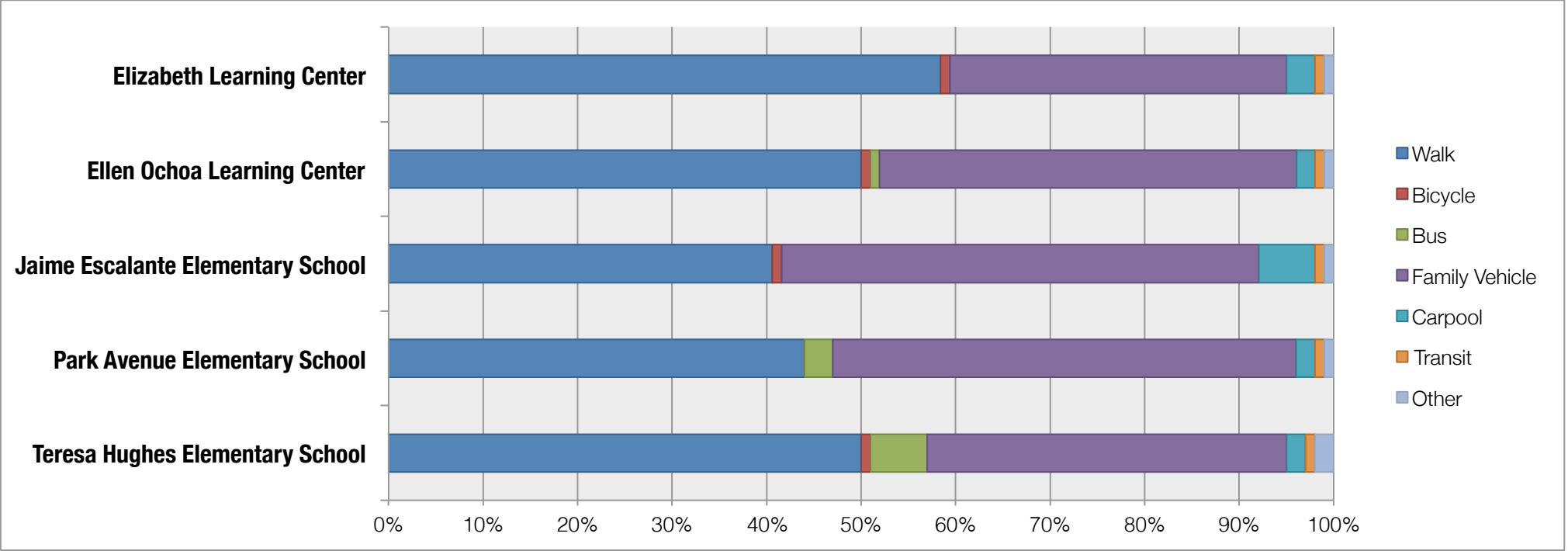




Table 5: Baseline Commute to School Tally—4/2/14 Afternoon Commute

School	Walk		Bicycle		Bus		Family Vehicle		Carpool		Transit		Other	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Elizabeth Learning Center	257	60%	2	<1%	4	<1%	140	33%	15	4%	3	<1%	5	1%
Ellen Ochoa Learning Center	217	59%	3	<1%	0	0%	132	36%	13	4%	0	0%	4	1%
Jaime Escalante Elementary School	111	46%	0	0%	0	0%	123	51%	2	<1%	2	<1%	3	1%
Park Avenue Elementary School	119	56%	0	0%	1	<1%	90	42%	2	<1%	2	<1%	0	0%
Teresa Hughes Elementary School*	174	52%	0	0%	21	6%	128	38%	6	2%	2	<1%	4	1%
TOTAL	878	55%	5	<1%	26	1%	613	39%	38	2%	9	<1%	16	1%

*Data for Teresa Hughes Elementary School is based on the average of a three-day counting effort.

Figure 2: Baseline Commute to School Tally by Percentage—4/2/14 Afternoon Commute

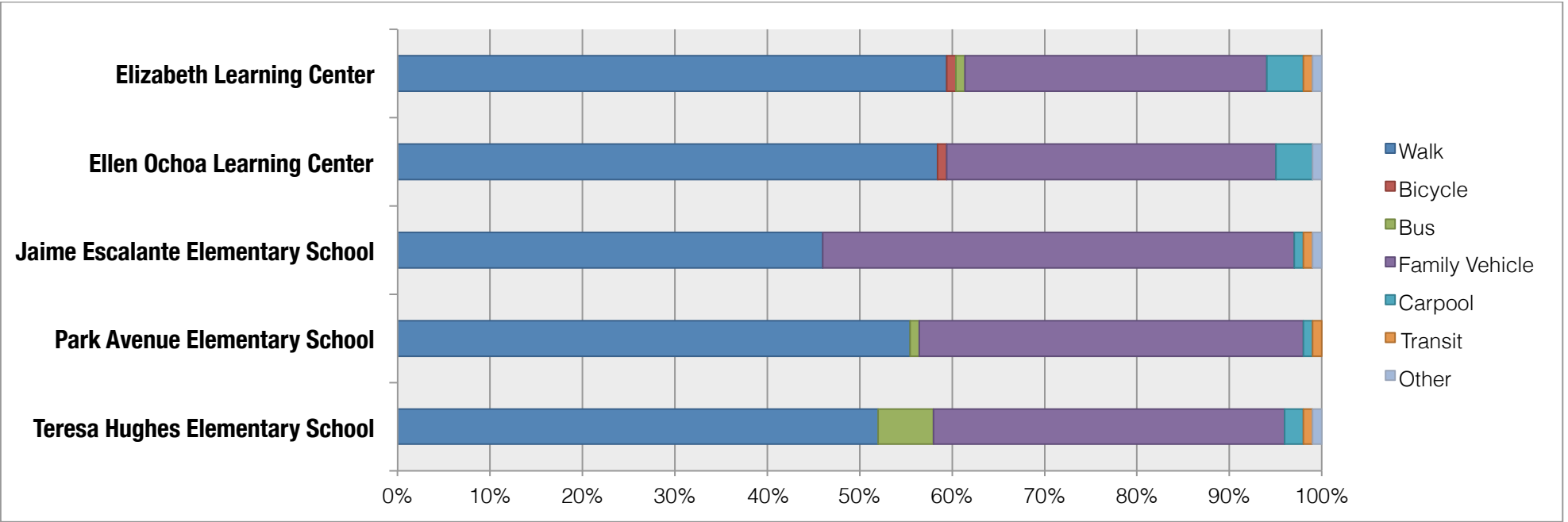




Table 6: Parent Surveys—How Far Does Your Child Live From School?

	Elizabeth Learning Center	Ellen Ochoa Learning Center	Jaime Escalante Elementary School	Park Avenue Elementary School	Teresa Hughes Elementary School
Less than ¼ mile	56%	54%	51%	61%	57%
¼ mile up to ½ mile	17%	19%	21%	20%	18%
½ mile up to 1 mile	10%	11%	14%	3%	12%
1 mile up to 2 miles	6%	4%	7%	3%	5%
More than 2 miles	1%	3%	1%	4%	3%
Don’t know	10%	9%	6%	9%	6%

Table 7: Parent Surveys—Has Your Child Asked You Permission to Walk or Bike to/from School in the Last Year?

	Elizabeth Learning Center	Ellen Ochoa Learning Center	Jaime Escalante Elementary School	Park Avenue Elementary School	Teresa Hughes Elementary School
Yes	32%	30%	30%	31%	27%
No	68%	70%	70%	69%	73%



Table 8: Parent Surveys—What of the Following Issues Affect Your Decision to Allow Your Child to Walk or Bike to/from School?

	Elizabeth Learning Center	Ellen Ochoa Learning Center	Jaime Escalante Elementary School	Park Avenue Elementary School	Teresa Hughes Elementary School
Distance	11%	16%	18%	17%	17%
Convenience of driving	5%	4%	7%	8%	5%
Child's before or after-school activities	5%	4%	4%	4%	5%
Time	7%	9%	10%	13%	8%
Speed of traffic along route	13%	30%	26%	18%	22%
Adults to walk or bike with	10%	9%	16%	12%	11%
Amount of traffic along route	16%	32%	27%	23%	23%
Crossing guards	9%	19%	10%	20%	11%
Safety of intersections and crossings	22%	32%	27%	32%	28%
Weather or climate	13%	17%	24%	21%	19%
Sidewalks or pathways	8%	7%	8%	7%	10%
Violence or crime	25%	26%	25%	29%	28%

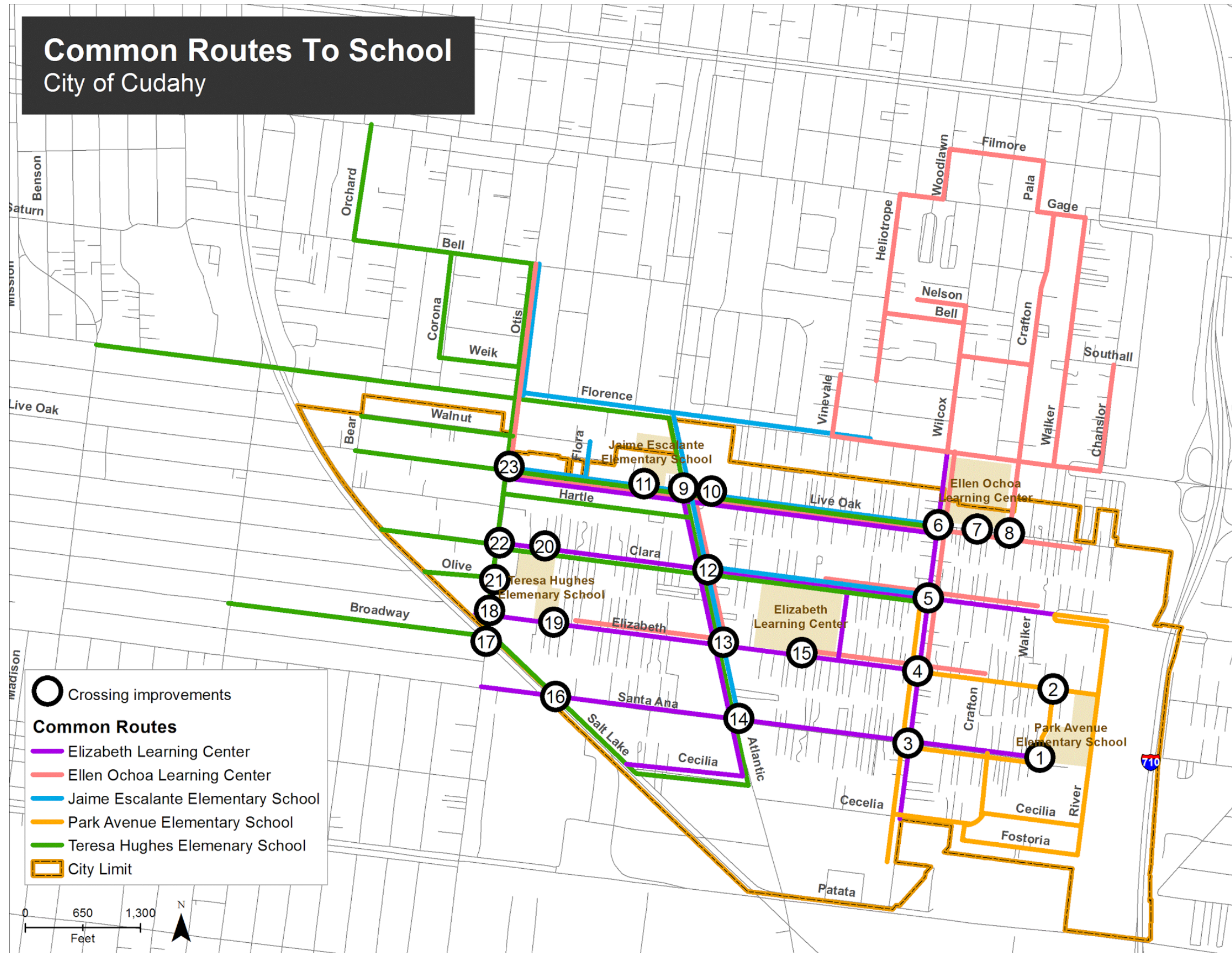


Table 9: Parent Surveys—On Most Days, How Does Your Child Arrive to School?

	Elizabeth Learning Center	Ellen Ochoa Learning Center	Jaime Escalante Elementary School	Park Avenue Elementary School	Teresa Hughes Elementary School
Bike	0%	1%	0%	0%	0%
Carpool	4%	1%	1%	2%	1%
Family Vehicle	29%	40%	45%	30%	33%
School Bus	0% (1 person)	0% (1 person)	2%	5%	1%
Skateboard	0% (1 person)	0% (1 person)	0%	0%	0%
Transit	0% (1 person)	0% (1 person)	0%	1%	1%
Walk	66%	58%	52%	62%	65%



Map 2. Common Routes to School



4. Wilcox Ave. & Elizabeth St.

Existing

- 4-way stop
- Yellow ladder crosswalks on the north and south crossings
- Advance stop lines (3' in advance) on the north and south crossings

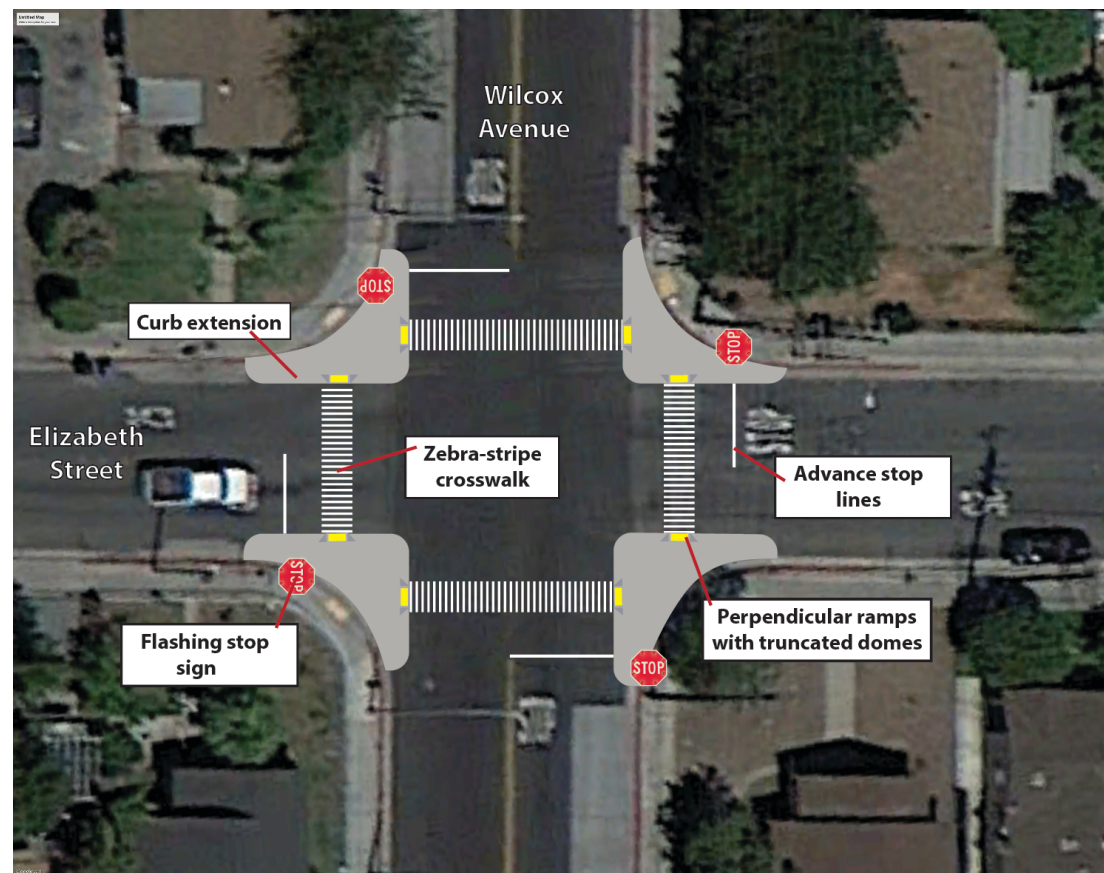
Proposed Option 1

- Add white zebra-stripe crosswalks to all crossings (4) (ATP 2014)
- Add advance stop lines (6' in advance) to all crossings (4) (ATP 2014)
- Add curb extensions to both sides of all crossings (8)
- Replace all stop signs with flashing stop signs (4) (ATP 2014)

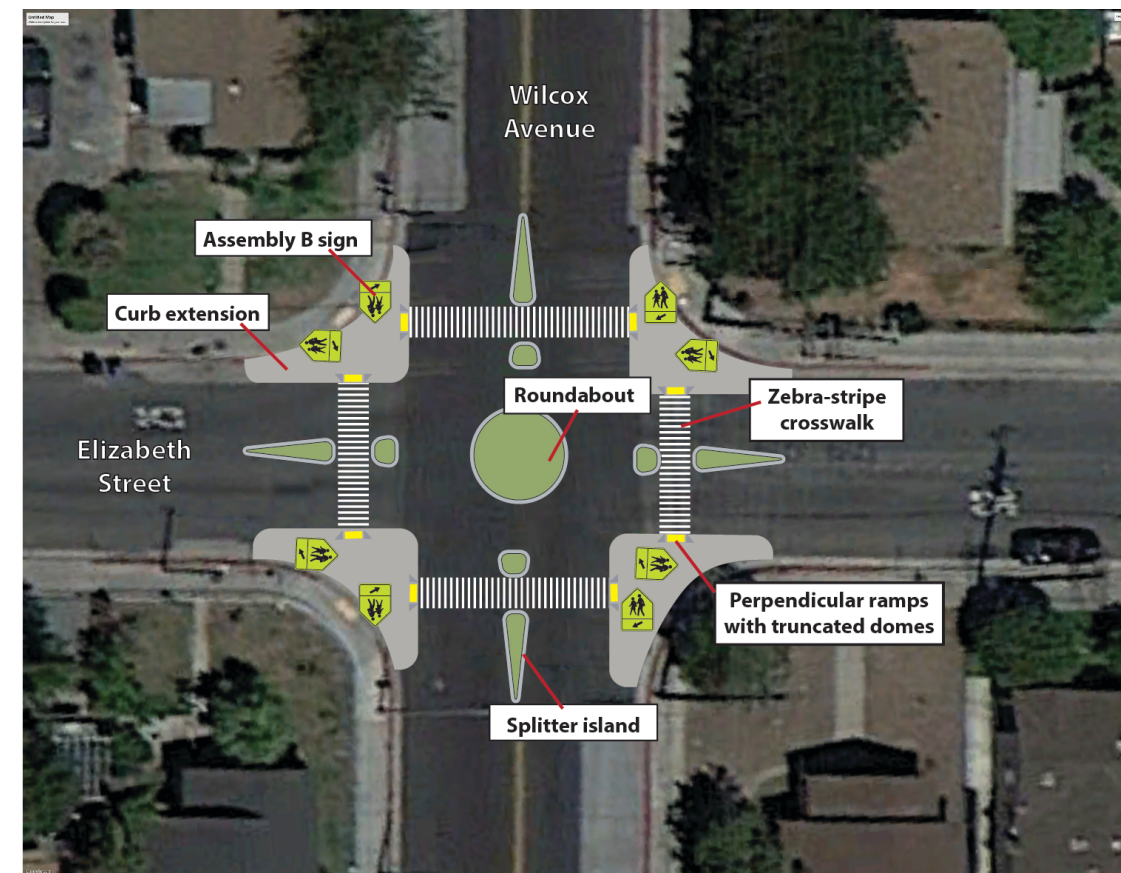
Proposed Option 2

- Add a roundabout (including splitter islands, markings, and signs)
- Add Assembly B signs at all crossings (4)
- Add curb extensions to create deflection on all crossings (4)
- Remove existing signs and markings (4)

Option 1



Option 2





5. Wilcox Ave. & Clara St.

Existing

- Signalized intersection
- Yellow ladder crosswalks on all crossings
- Advance stop lines (3' in advance) on all crossings
- Right-turn lanes northbound on Wilcox Ave. and westbound on Clara St.
- Bus stops on SE and SW corners on Wilcox Ave.

Proposed Option 1

- Replace signals with a roundabout (including splitter islands, markings, and signs *(ATP 2014 funded crosswalks)*)
- Add Assembly B signs at all crossings (4)
- Add curb extensions to create deflection on all crossings; smaller ones where bus stops exist (4)
- Remove pavement markings (4)

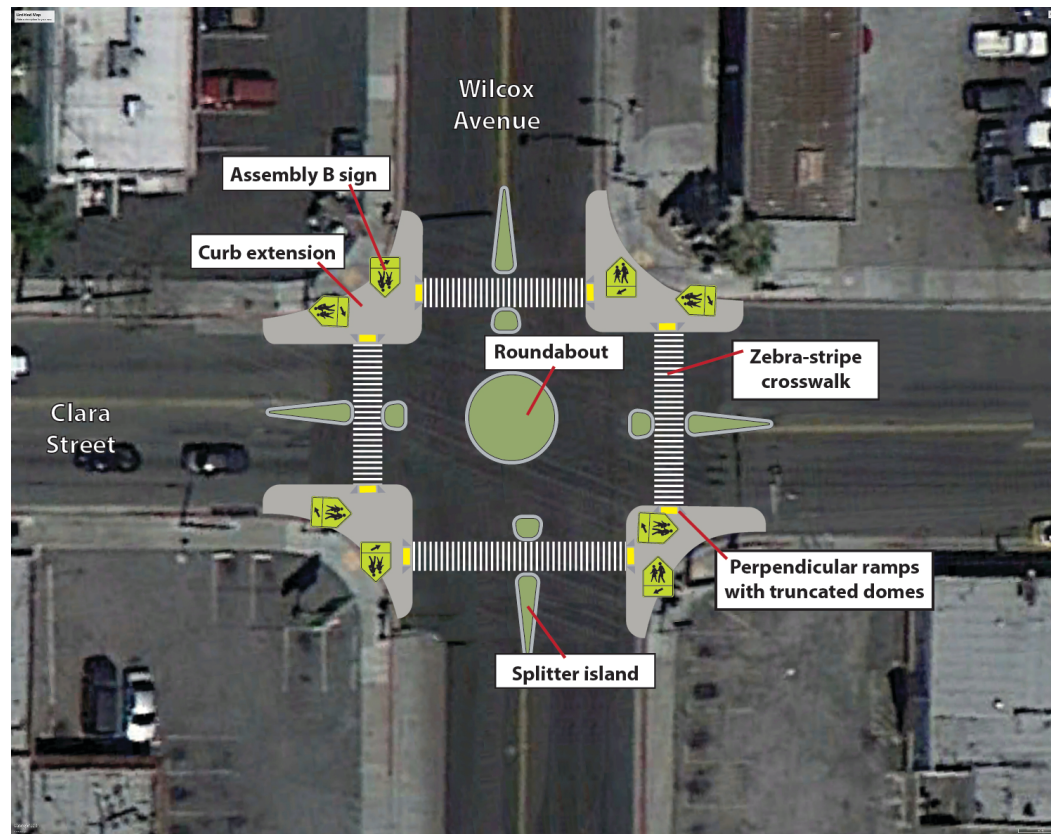
Proposed Option 2

- Add white zebra-stripe crosswalks to all crossings (4) *(ATP 2014)*
- Add advance stop lines (6' in advance) to all crossings (4)
- Add curb extensions to both sides of north, east, and west crossings (6)
- Remove right-turn lanes with a curb extension on the east crossing and a bus bulb on the south crossing (2)
- Add bus bulbs to the south crossing (2)
- Add countdown signals to all crossings (8)
- Add a Leading Pedestrian Interval (4) *(ATP 2014)*

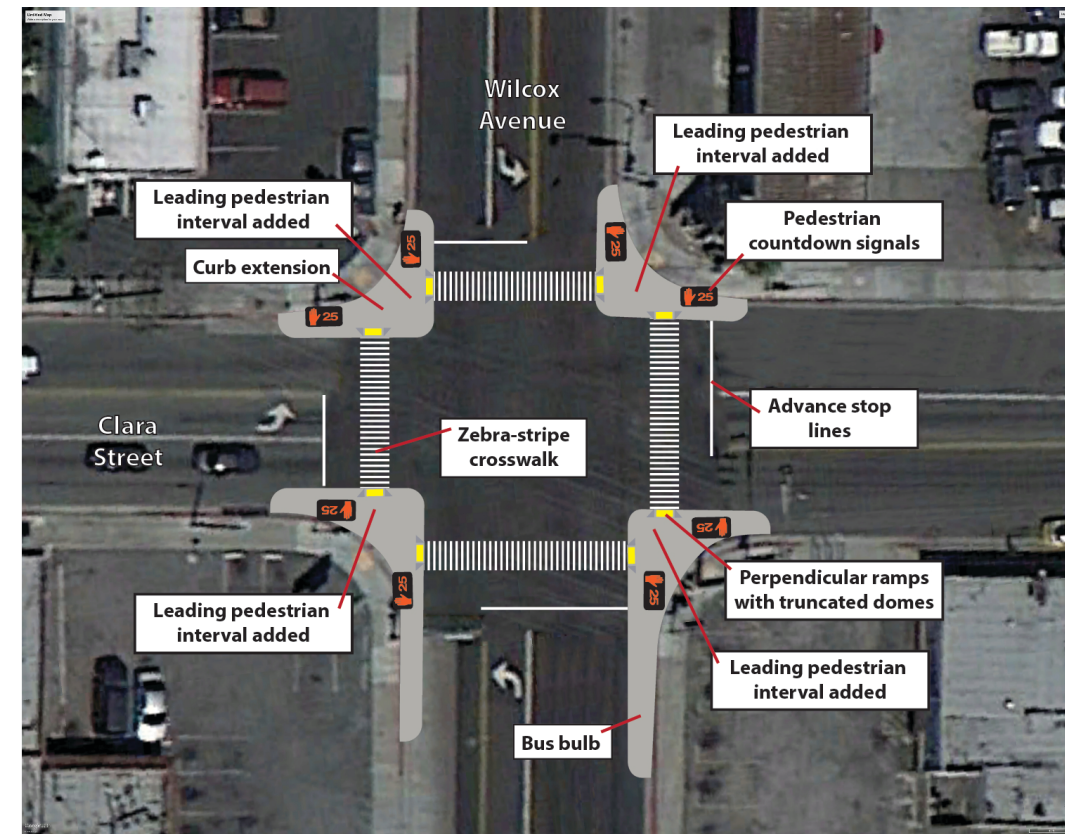
Proposed Option 3

- Add white zebra-stripe crosswalks to all crossings (4) *(ATP 2014)*
- Add advance stop lines (6' in advance) to all crossings (4) *(ATP 2014)*
- Add curb extensions to the north, east, and west crossings (6)
- Reduce the curb returns on the south crossing (2)
- Add countdown signals to all crossings (8)
- Add islands to separate the northbound right-turn lane on Wilcox Ave. from the travel lanes (1 pair)
- Add a Leading Pedestrian Interval (4) *(ATP 2014)*

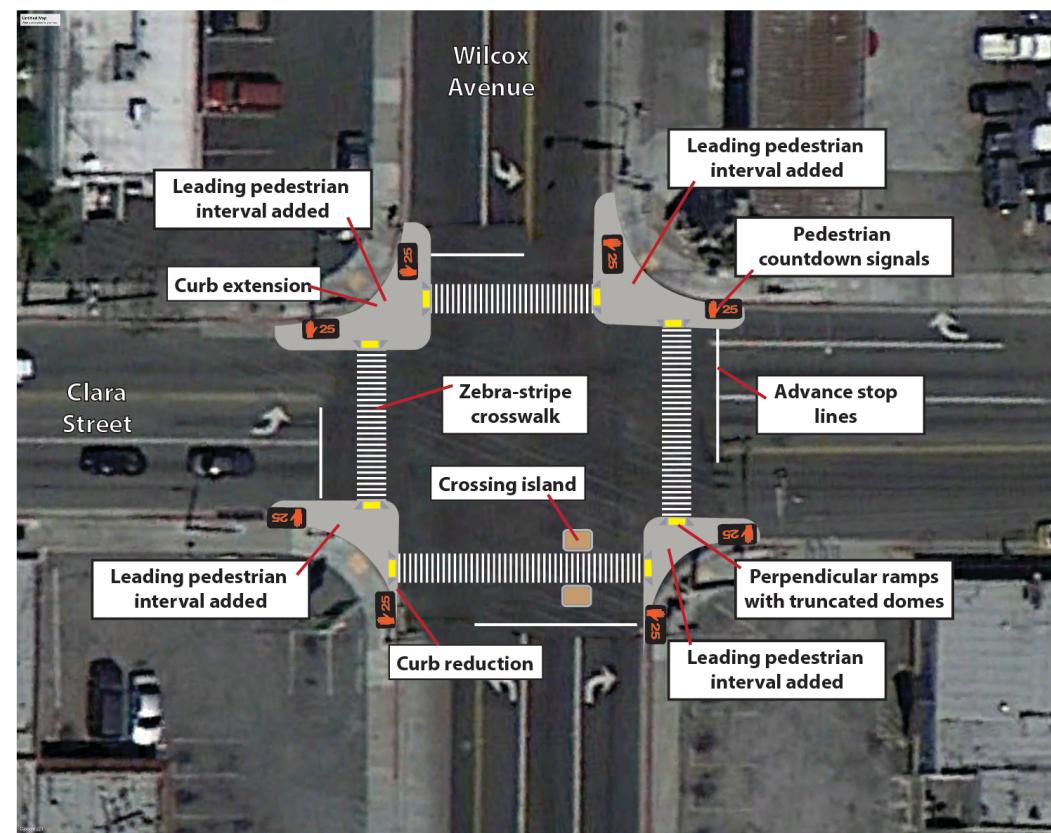
Option 1

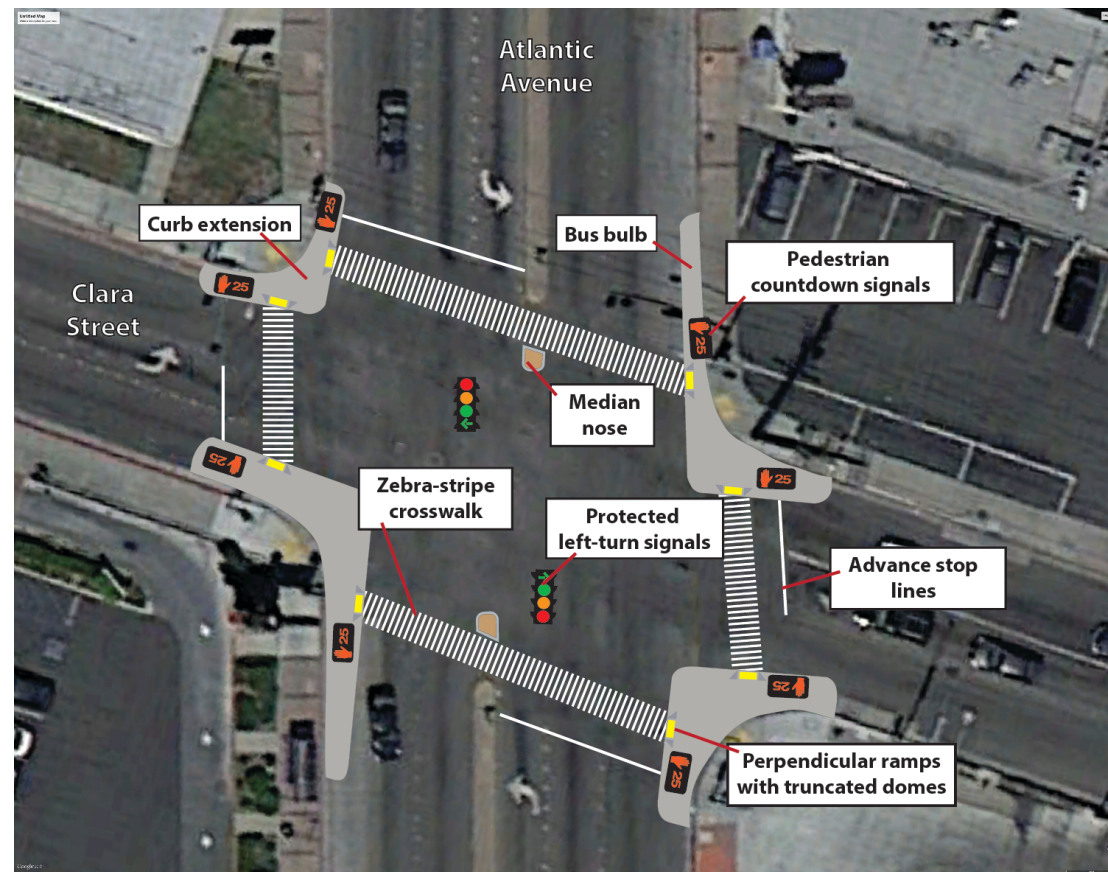


Option 2



Option 3





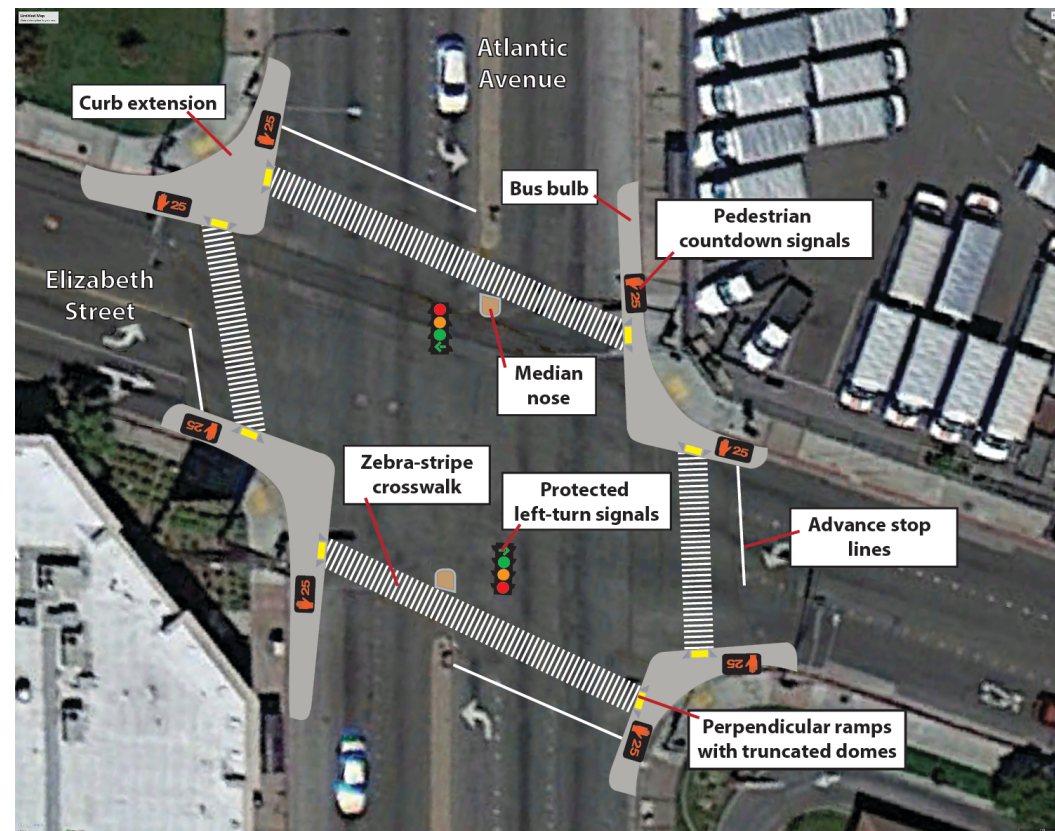
12. Atlantic Ave. & Clara St.

Existing

- Signalized intersection
- Yellow transverse-line crosswalks on all crossings
- Advance stop line on all crossings (3' in advance)
- Bus stops on the NE and SW corners on Atlantic Ave.

Proposed

- Add white zebra-stripe crosswalks to all crossings (4)
- Add advance stop lines (6' in advance) to all crossings (4)
- Add protected left-turns from Atlantic Ave. (2) (*HSIP 2013*)
- Add curb extensions to the east and west crossings, to the NW corner and SE corner to cross Atlantic Ave. (6)
- Add bus bulbs to the NE and SW corners of Atlantic Ave. (2)
- Add countdown signals to all crossings (8) (*HSIP 2013*)
- Put the "Walk" signals on automatic recall
- Add median noses to the north and south crossings (2)
- Increase crossing times in coordination with Los Angeles County
- Note: all proposed recommendations will need to be consistent with regional plans for Atlantic Ave. per the Gateway Cities Council of Government and Southern California Association of Governments Regional Transportation Plan



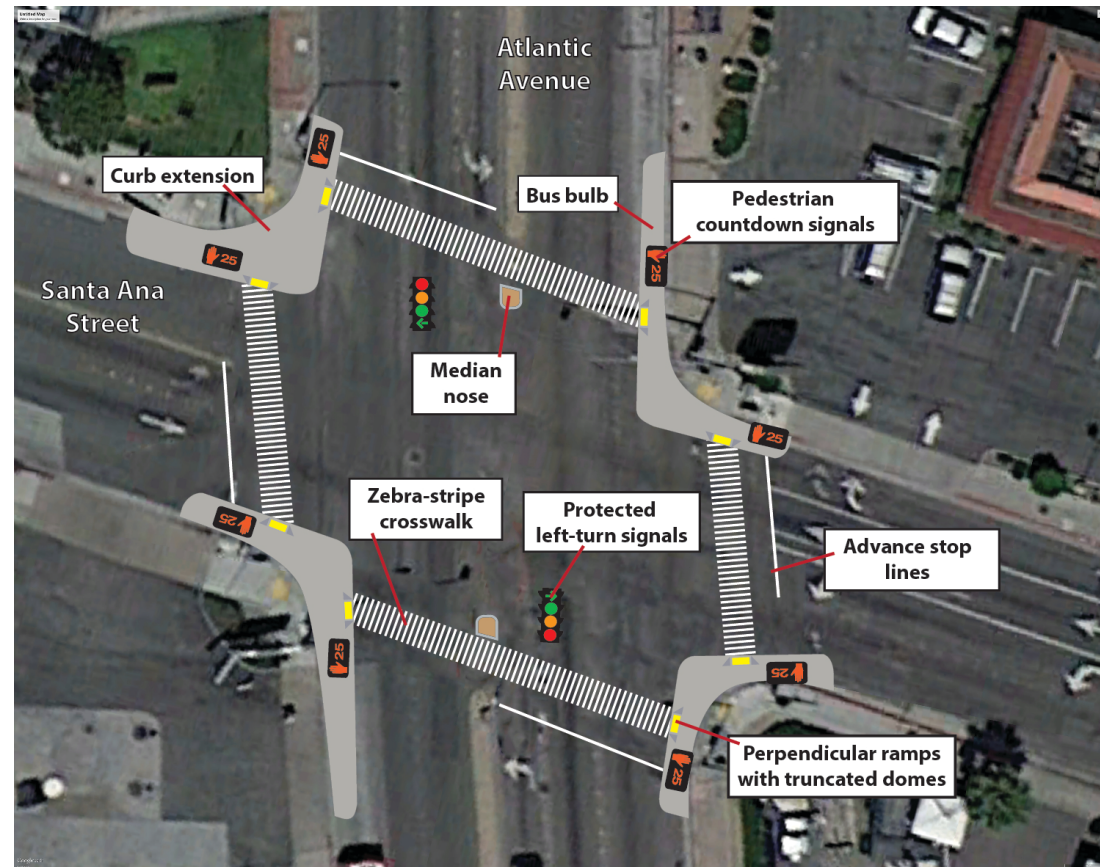
13. Atlantic Ave. & Elizabeth St.

Existing

- Signalized intersection
- Yellow transverse-line crosswalks on all crossings
- Advance stop line on all crossings (3' in advance)
- Bus stops on the NE and SW corners on Atlantic Ave.

Proposed

- Add white zebra-stripe crosswalks to all crossings (4)
- Add advance stop lines (6' in advance) to all crossings (4)
- Add protected left-turns from Atlantic Ave. (2) (*HSIP 2013*)
- Add curb extensions to the east crossing, to the NW corner and SE corner to cross Atlantic Ave., and to the SW corner to cross Elizabeth St. (4)
- Add a large curb extension on the NW corner to cross both directions (2)
- Add bus bulbs to the NE and SW corners of Atlantic Ave. (2)
- Add countdown signals to all crossings (8) (*HSIP 2013*)
- Put the "Walk" signals on automatic recall
- Increase crossing times in coordination with Los Angeles County
- Add median noses to the north and south crossings (2)
- Note: all proposed recommendations will need to be consistent with regional plans for Atlantic Ave. per the Gateway Cities Council of Government and Southern California Association of Governments Regional Transportation Plan



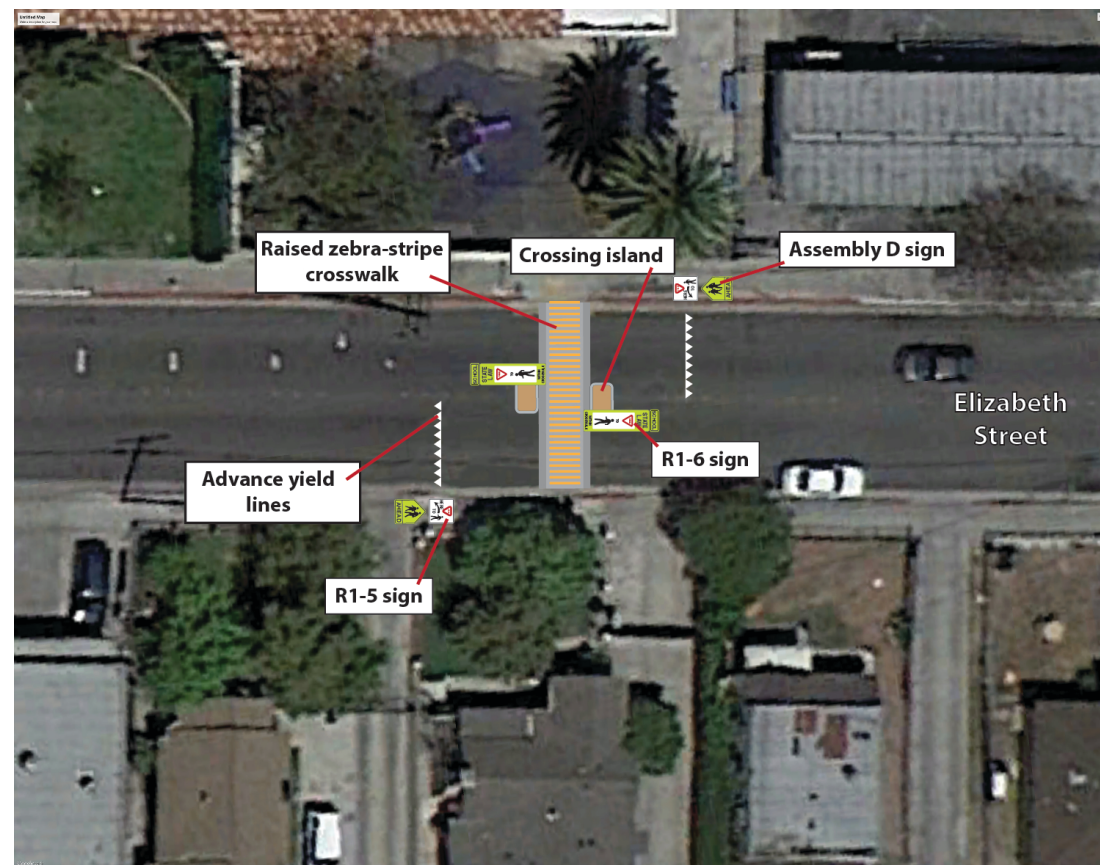
14. Atlantic Ave. & Santa Ana St.

Existing

- Signalized intersection
- Transverse-line crosswalks on all crossings
- Advance stop line on all crossings (3' in advance)
- Bus stops on the NE and SW corners on Atlantic Ave.

Proposed

- Add white zebra-stripe crosswalks to all crossings (4)
- Add advance stop lines (6' in advance) to all crossings (4)
- Add protected left-turns from Atlantic Ave. (2) (*HSIP 2013*)
- Add curb extensions to the east crossing, to the SE corner to cross Atlantic Ave., and to the SW corner to cross Elizabeth St. (4)
- Add a large curb extension on the NW corner to cross both directions (2)
- Add bus bulbs to the NE and SW corners of Atlantic Ave. (2)
- Add countdown signals to all crossings (8) (*HSIP 2013*)
- Put the "Walk" signals on automatic recall
- Increase crossing times in coordination with Los Angeles County
- Add median noses to the north and south crossings (2)
- Note: all proposed recommendations will need to be consistent with regional plans for Atlantic Ave. per the Gateway Cities Council of Government and SCAG Regional Transportation Plan



15. Mid-Block Crossing of Elizabeth St. between Atlantic Ave. and Wilcox Ave.

Existing

- Yellow ladder crosswalks on the north and south crossings
- In-pavement flashers (not fully functioning)
- Assembly B signs
- SLOW SCHOOL XING pavement markers on both approaches
- Assembly C signs on both approaches

Proposed

- Add a raised crosswalk (1)
- Add a yellow zebra-stripe crosswalk (1)
- Add crossing islands (1 pair)
- Add R1-6 signs (2)
- Add Assembly D signs (2)
- Add advance yield lines to both approaches (2)
- Add R1-5 signs to both approaches (2)



Bicycle Improvements

This section details the network of bikeways proposed in Cudahy. Every street that has potential to become a bikeway was field checked and measured. The recommendations resulted from available width and what type of bikeway is most appropriate for each.

The following describes each type of bikeway that is proposed for Cudahy. The proposed bikeways will use the following definitions.

- *Bike paths*—exclusive paved paths separated from the roadway for bicyclists and other non-motorized users
- *Bike lanes*—striped, stenciled, and signed lanes in the street dedicated for bicycles
- *Colored bike lanes*—bike lanes that are colored with a standard green background
- *Buffered bike lanes*—bike lanes that have a painted buffer between either the travel lane and the bike lane, or between the bike lane and parking lane
- *Double buffered bike lanes*—bike lanes with painted buffers between the bike lane and travel lane, and between the bike lane and parking lane
- *Bike routes*—signed bicycle routes that are shared with other traffic
- *Sharrows*—shared lane markings that are bicycle stencils in the street that provide more visibility for bicyclists along bike routes
- *Greenback sharrows*—stencils that are more prominent than regular sharrows by having a green painted background underneath
- *Separated bike lanes*—bike lanes that are in the street and are physically separated from the other travel lanes by parked cars, a painted area, planters, or other barriers

The Design Guidance section of this Plan contains more detail about each bikeway type. The following design principles apply to selecting each bikeway type and its configuration.

1. Where possible, bikeways are designed to maximize comfort and safety for a range of types of bicyclists and bicycling abilities, with a focus on creating bikeways that are comfortable for new and vulnerable cyclists, such as children and seniors. This means creating bikeways that are separated from vehicle traffic with a physical or painted barrier as much as possible, especially on high-speed, high-traffic volume streets.
2. The minimum width of a travel lane is 10', the minimum turn-lane width is 10', and the minimum width for parking lanes is 7'.
3. The minimum width of a bike lane outside of parking is 5', but 6' is preferred.



4. Coloring bike lanes adds more visibility and is helpful where traffic volumes are high, where the bike lanes are narrow, and where traffic speeds are high.
5. Sharrows (shared lane markings) are recommended where bike lanes won't fit. Greenback sharrows are recommended for greater visibility where appropriate.
6. Bikeways are intended to connect to key destinations such as schools, transit stops, parks, stores, and the Los Angeles River Bike Path.
7. Bikeways are intended to connect cyclists to other bikeways in Cudahy, but also to adjacent cities so residents can bicycle throughout the region.
8. Removing parking from low traffic volume residential streets is discouraged. In order to facilitate bicycling on these streets, it is recommended to slow vehicle speeds through traffic calming features such as skinny streets, bulb-outs, chicanes, reduced curb radii, parkways, etc.

The following tables show existing conditions for streets that have potential to become part of a bikeway network. Each bikeway is broken into segments corresponding with major changes in roadway configuration or width. Each segment describes the existing roadway configuration and width, then lists proposed modifications to add bikeways.

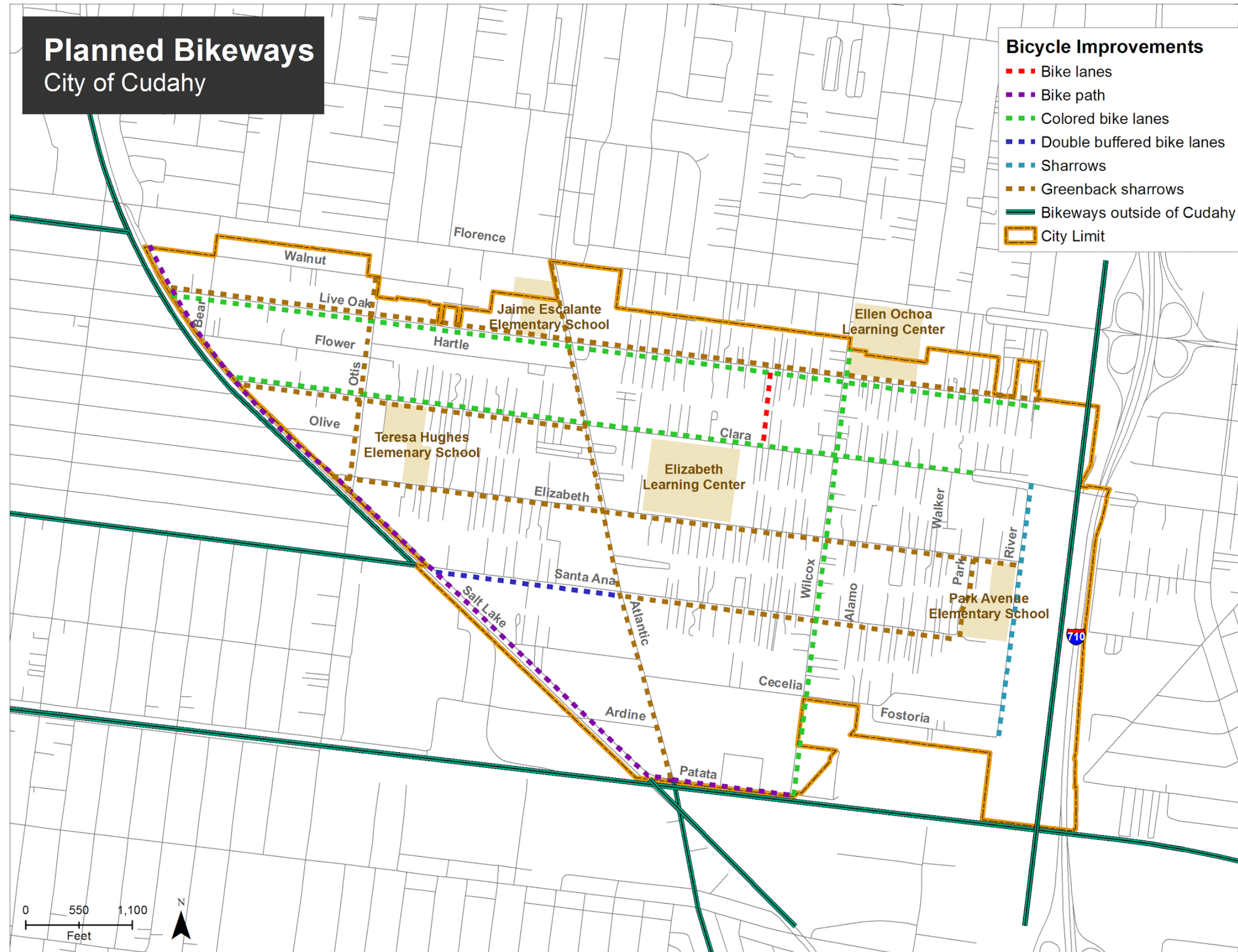


Table 14. Existing & Proposed Street Configurations in Cudahy

Street	From	To	Street Data					Proposed Bikeways									Additional Recommendations
			Street Width (Ft.)	To Median (x)	# of Lanes	Center Turn Lane/ Median (C,M)	Parking (x)	Class I Bike Path	Class II Bike Lane	Colored Bike Lanes	Double Buffered Bike Lanes	Class III Bike Route	Class III Bike Route with Greenback Sharrows	Separated Bike Lanes	Widen Sidewalk	Add Median	
Live Oak St.	Salt Lake Ave.	River Rd.	40		2		x			South side			North side				6' bike lane on south side
Clara St.	Salt Lake Ave.	Atlantic Ave.	40		2		x			North side			South side				6' bike lane on north side
Clara St.	Atlantic Ave.	River Rd. turn-off	44		2		x			x							5' lanes
Elizabeth St.	Salt Lake Ave.	River Rd.	35-36		2		x						x				
Santa Ana St.	Salt Lake Ave.	Atlantic Ave.	56		2		x		Option 2		Option 1					Option 2	
Santa Ana St.	Atlantic Ave.	Park Ave.	36		2		x						x				
Patata St.	Atlantic Ave.	Wilcox Ave.	40		2		x	Option 1					Option 2				Option 1: Work with the RR company and South Gate for a bike path in the RR right-of-way
Salt Lake Ave.	Walnut St.	Elizabeth St.	35		2		NE side only	Option 1		Option 3, SW side			Option 3, NE side	Option 2, west side			Option 1: Work with the RR company and South Gate for a bike path in the RR right-of-way Option 2: Obtain 8' of RR right-of-way and put 2-way separated bike lanes on the southwest side Option 3: 6'-wide colored bike lane on the SW side, and bike route with Type B sharrows on the NE side
Salt Lake Ave.	Elizabeth St.	Atlantic Ave.	34		2			Option 1		Option 3				Option 2, west side			Option 1: Work with the RR company and South Gate for a bike path in the RR right-of-way Option 2: 2-way separated bike lanes on the southwest side Option 3: 6' colored bike lanes



Street	From	To	Street Data					Proposed Bikeways									Additional Recommendations
			Street Width (Ft.)	To Median (x)	# of Lanes	Center Turn Lane/ Median (C,M)	Parking (x)	Class I Bike Path	Class II Bike Lane	Colored Bike Lanes	Double Buffered Bike Lanes	Class III Bike Route	Class III Bike Route with Greenback Sharrows	Separated Bike Lanes	Widen Sidewalk	Add Median	
Otis St.	Walnut St.	Salt Lake Ave.	38		2		x						x				
Atlantic Ave.	Florence Ave.	Cecilia St.	30	x	2	M	x						x				
Atlantic Ave.	Cecilia St.	Salt Lake Ave.	37	x	2	M	x						x				
Wilcox Ave.	Florence Ave.	Cecelia St.	46		2		x			Option 1			Option 2	Option 2		6' lanes	
Wilcox Ave.	Cecelia St.	Patata St.	40		2		West side only			Option 1			Option 2	Option 2		6' lanes; remove on-street parking	
Park Ave.	Elizabeth St.	Santa Ana St.	40		2		x						x				
River Rd.	Clara St.	Fostoria St.	25		2								x				
Clara Park Bike Path	Live Oak St.	East side of Clara Park						x								Work with the property owner to pave a path along the western perimeter of the property to the east side of Clara Park; could be done through a purchase, easement, or requirement of new development	

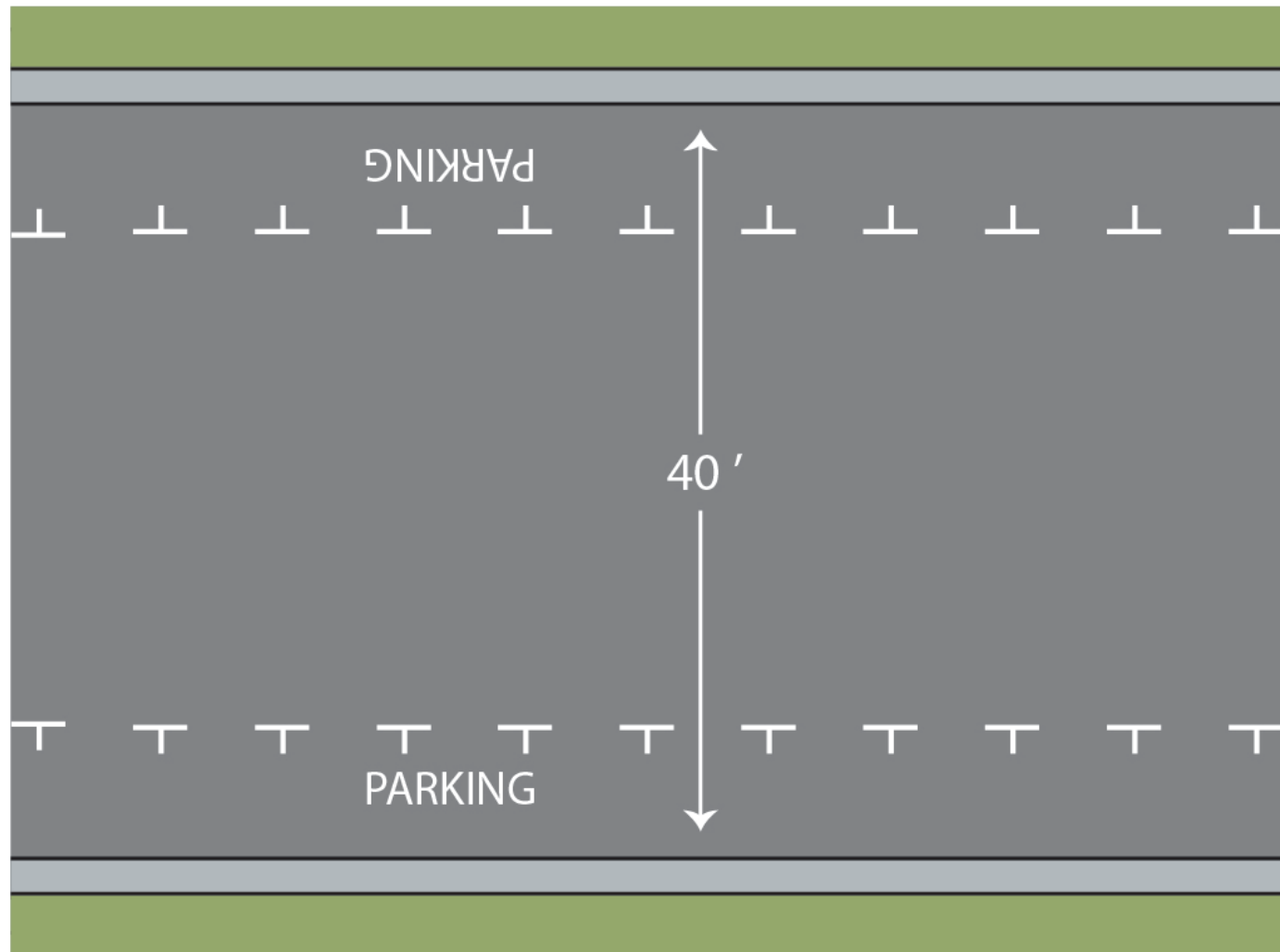


Map 3. Planned Bikeways

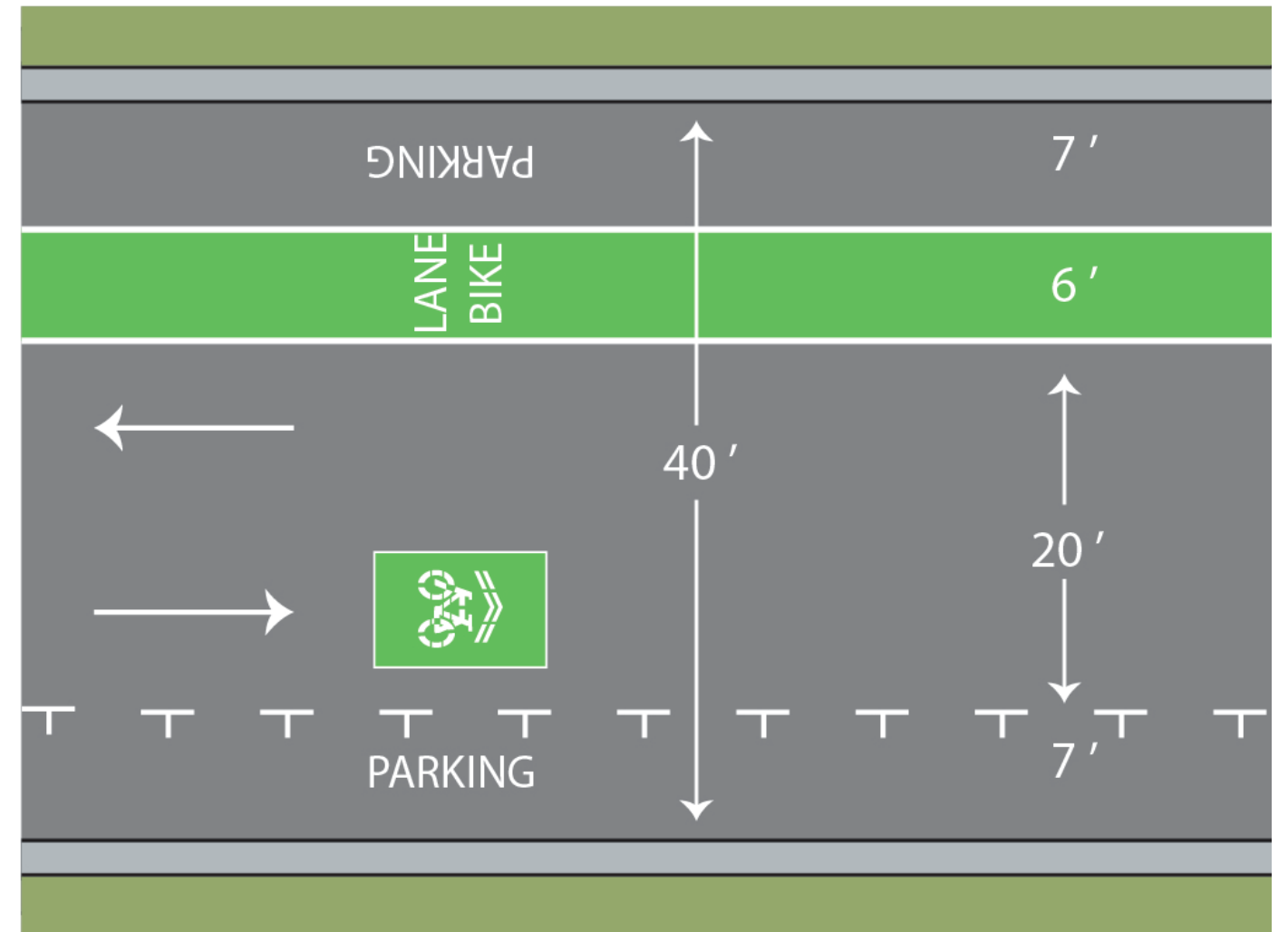
Clara Street From Salt Lake Avenue to Atlantic Avenue

Colored Bike Lane & Class III Bike Route with Greenback Sharrows

Existing



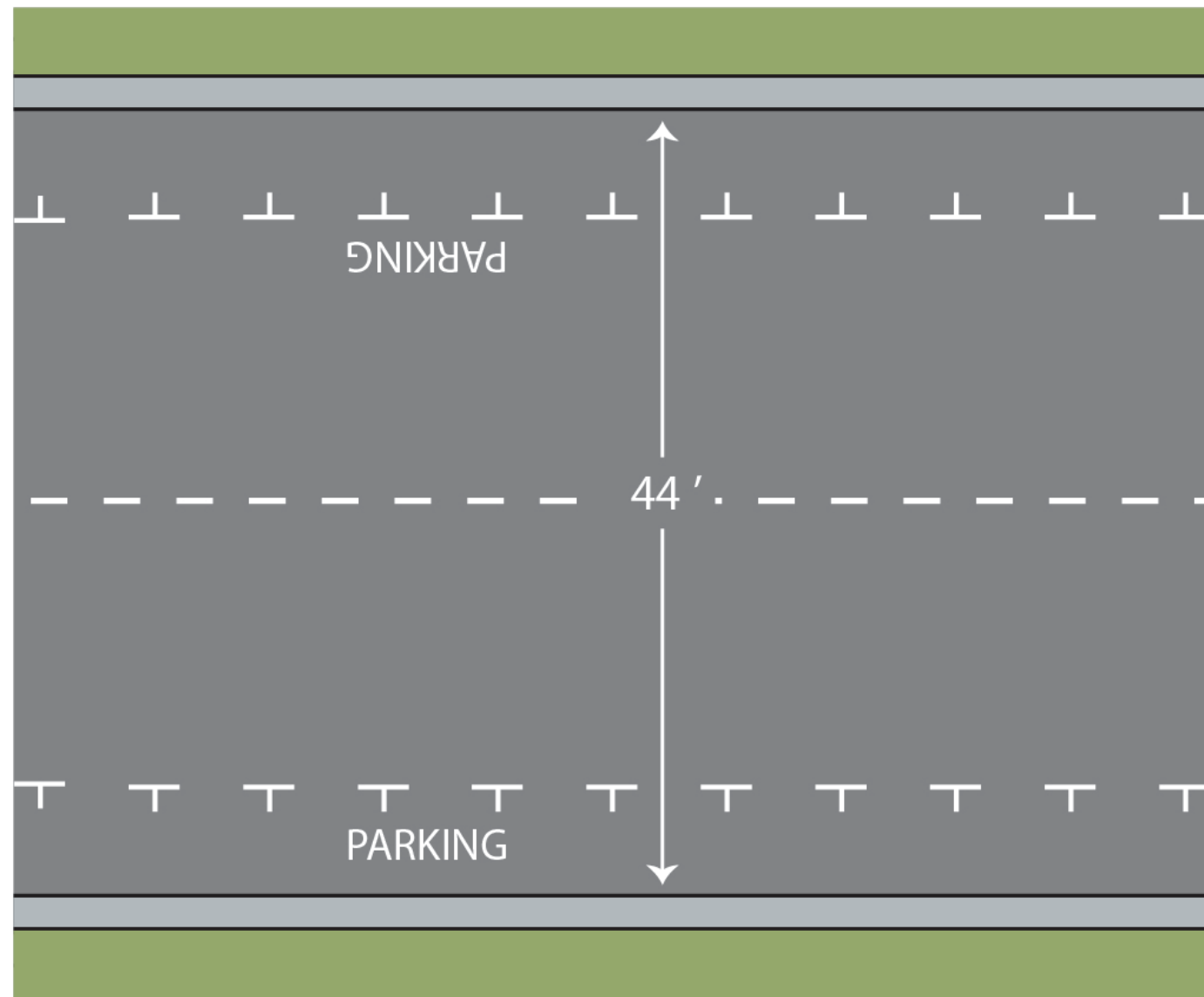
Proposed



Clara Street From Atlantic Avenue to River Road Turn-Off

Colored Bike Lanes

Existing



Proposed

