Site Circulation Report

LAUSD SCHOOL MODERNIZATION PROJECT - MCKINLEY AVENUE ELEMENTARY SCHOOL

LIN Consulting, Inc.

Traffic, Civil, and Electrical Consulting Engineers

Prepared by:
LIN Consulting, Inc.

For:
ESA
Los Angeles Unified School District

October 17, 2018

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APPENDICES

1.0 INTRODUCTION

The purpose of this report is to document existing traffic and circulation at McKinley Avenue Elementary School (McKinley Avenue ES), located at 7812 McKinley Avenue in the Florence neighborhood within the City of Los Angeles. McKinley Avenue ES is a kindergarten through sixth grade elementary school within the Los Angeles Unified School District's (LAUSD) Local District South. This report summarizes existing conditions, including circulation operations, for use in the facilities planning and design process for the McKinley Avenue 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 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 observations 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 circulation at the school was conducted with the McKinley Avenue ES Principal Tanya Stokes Mack, on May 21, 2018.

This report concludes with observed deficiencies, major 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 McKinley Avenue ES Comprehensive Modernization Project, as well as other future projects. ***Appendix A*** includes notes from the field review conducted on May 21, 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 McKinley Avenue ES campus is located in the east section of the community of South Los Angeles, approximately 7 miles south of downtown Los Angeles. McKinley Avenue ES first opened its doors to students in 1925. Single-family and multi-family housing surrounds the immediate area of McKinley Avenue ES. A regular school day has a morning bell at 8:06 am

and afternoon bell at 2:30 pm. McKinley Avenue ES offers a breakfast program and an after-school program.

Per LAUSD demographic data, as of the 2017-2018 school year, McKinley Avenue ES had an enrollment of 771 students, with 95 staff members.

2.0 TRANSPORTION NETWORK

2.1 Streets and Intersections

The McKinley Avenue ES main campus is bound by East 79th Street to the south, Wadsworth Avenue to the east, East 78th Street to the north, and McKinley Avenue to the west. Roadway characteristics, including roadway classification identified in the City of Los Angeles *Mobility Plan 2035,*[1] study area roadways are provided below.

STUDY AREA ROADWAYS

McKinley Avenue is a north-south roadway classified as a Collector street with one travel lane in each direction and traversable surface width of approximately 30 feet between face of curb within the school zone, which is defined as "a designated roadway segment approaching, adjacent to, and beyond school buildings or grounds, or along which school related activities occur" in the California Manual on Uniform Traffic Control Devices (CA MUTCD) 2014 Edition. Curb parking is allowed all day, except Tuesdays from 8:00 am and 10:00 am on the west side, and Mondays from 8:00 am and 10:00 am on the east side (for street sweeping). No stopping is permitted on the east side between 7:00 am and 5:00 pm. There is no posted speed limit within the school zone, but a school zone sign is posted on southbound McKinley Avenue approximately 300 feet north of East 78th Street in accordance with Section 22352 of the California Vehicle Code. However, a school zone sign is not posted for the northbound direction south of East 79th Street. In accordance with California Vehicle Code, 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. Trucks over 6,000 pounds are prohibited on this street. McKinley Avenue has approximately 300 feet of curb frontage between adjacent intersections.

East 79th Street is an east-west roadway classified as a Local (standard) street with one travel lane in each direction and traversable surface width of approximately 30 feet between face of curb within the school zone. Curb parking is allowed all day on the south side, except Tuesdays

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

from 8:00 am and 10:00 am. No parking is permitted all day on the north side due to parking regulation signing and red curb designation, since parking would block the westbound travel lane. The posted speed limit is 25 mph. School zone signs are posted on eastbound East 79th Street approximately 250 feet west of McKinley Avenue, and in the westbound direction approximately 275 feet east of Wadsworth Avenue, in accordance with Section 22352 of the California Vehicle Code. East 79th Street has approximately 600 feet of curb frontage between adjacent intersections.

Wadsworth Avenue is a north-south roadway classified as a Local (standard) street with one travel lane each direction and traversable surface width of approximately 30 feet between face of curb within the school zone. Curb parking is allowed all day, except Mondays from 8:00 am and 10:00 am on the west side, and Tuesdays from 8:00 am and 10:00 am on the east side. There is no posted speed limit, but school zone signs are posted on both northbound and southbound Wadsworth Avenue approximately 300 feet north of East 78th Street and south of East 79th Street, respectively, in accordance with Section 22352 of the California Vehicle Code. Wadsworth Avenue has approximately 300 feet of curb frontage between adjacent intersections.

East 78th Street is an east-west roadway classified as a Local (standard) street with one travel lane in each direction and traversable surface width of approximately 30 feet between face of curb within the school zone. There is no posted speed limit, but school zone signs are posted on eastbound and westbound East 78th Street approximately 300 feet west of McKinley Avenue and east of Wadsworth Avenue, respectively, in accordance with Section 22352 of the California Vehicle Code. Curb parking is allowed all day on the north side, except Tuesdays from 8:00 am and 10:00 am. On the south side, curb parking is allowed all day, except Mondays from 8:00 am and 10:00 am. On school days, parking along the south curb is restricted between McKinley Avenue and approximately 150 feet west of Wadsworth Avenue to two hours from 9:00 am to 1:30 pm. Passenger loading is only allowed from 6:30 am to 9:00 am and 1:30 pm to 4:00 pm. East 78th Street has approximately 600 feet of curb frontage between adjacent intersections.

STUDY AREA INTERSECTIONS

McKinley Avenue & East 79th Street is a signalized intersection with permissive left turns on all movements. The intersection operates under actuated-coordinated signal timings, with East 79th Street as the coordinated street. Pedestrian recall occurs along East 79th Street.

East 79th Street & Wadsworth Avenue is an unsignalized intersection with stop control on all movements.

Wadsworth Avenue & East 78th Street is an unsignalized intersection with stop control on all movements.

East 78th Street & McKinley Avenue 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

Bus transit stops and services (operators and routes) provided within the vicinity of McKinley Avenue ES are as follows:

- South Central Avenue
  - Northwest corner of East 79th Street
    - Metro 53 (Northbound)
  - Southeast corner of East 79th Street
    - Metro 53 (Southbound)
- Avalon Boulevard
  - Southwest corner of East 79th Street
    - Metro 51 (Northbound)
    - Metro 52 (Northbound)
  - Northeast corner of East 79th Street
    - Metro 51 (Southbound)
    - Metro 52 (Southbound)

Metro Local Route 51 and 52 operate seven days a week between Koreatown and Carson via Avalon Boulevard. Metro Local Route 53 operates seven days a week between Pershing Square and Carson via South Central Avenue.

2.3 Bicycle and Pedestrian Facilities

A Class III bikeway (bike route with shared roadway markings and signage) is provided on the eastbound side of East 79th Street in the school zone. Bicyclists share the roadway with vehicles in East 79th Street. No other bicycle facilities are provided in the school zone. No bicycle racks are provided on school grounds. Per the City of Los Angeles *Mobility Plan 2035,*[2]

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

McKinley Avenue is designated as part of the Neighborhood Enhanced Network within the school zone.

Sidewalks exist on both sides of McKinley Avenue, Wadsworth Avenue and East 78th Street within the school zone. Sidewalks exist on both sides of East 79th Street, but there is a sidewalk gap of approximately 25 feet on the south side of East 79th Street, approximately 150 feet west of the intersection with Wadsworth Avenue. Per the City of Los Angeles *Mobility Plan 2035,*[3] East 79th Street is designated as part of the Bike Lane Network within the school zone.

According to McKinley Avenue ES administrators, few students or faculty bike to school regularly. Administrators also noted that approximately 100 to 150 students walk to school with their parents from the south side of East 78th Street.

2.4 Parks and Other Recreational Facilities

Franklin D. Roosevelt Park is approximately 1.3 miles east of McKinley Avenue ES. Green Meadows Recreation Center is approximately 1.2 miles south of McKinley Avenue ES.

2.5 Congestion Locations

During the morning drop off period, McKinley Avenue ES employs a “valet” drop-off service. A queue of approximately 190 feet was observed from the school gate on East 78th Street to the intersection of East 78th Street and McKinley Avenue. The “valet” service appears to function efficiently and orderly during the drop-off period, with the assistance of community representatives.

During the afternoon bell period, parents were observed to occasionally double-park in the travel lane in both directions of Wadsworth Avenue near the gate to pick up students, blocking through traffic. Some students walk from the gate along Wadsworth Avenue and cross East 79th Street with the help of a school volunteer. Due to the high volume of students and parents, queues of up to 80 feet in length were observed eastbound on East 79th Street. ***Appendix D*** contains traffic counts that were obtained from the City of Los Angeles Department of Transportation (LADOT) *NavigateLA* database.

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

3.0 SCHOOL OPERATIONS

3.1 Parking

At the McKinley Avenue ES campus, there is one parking lot for faculty and staff. According to school administrators, some late-arriving faculty or staff, including substitute teachers, often park on the street since the lot is usually full by the morning bell. Visitors are required to park on the street. This parking lot is located at the northeast corner of the campus and contains 52 marked spaces, 3 reserved spaces, and 2 van-accessible spaces. This lot was observed to be greater than 95% utilized during a typical school day. Approximately 5 cars were observed to be double-parked in the lot during school hours.

Curb parking exists on both sides of McKinley Avenue, East 78th Street, and Wadsworth Avenue, and on the south side of East 79th Street. During the morning and afternoon bell period, the utilization of curb parking was observed at greater than 95%. The rest of the time, the utilization is estimated at 50% to 75%.

3.2 Circulation

McKinley Avenue ES administrators indicated that most vehicular traffic to the school travels along East 79th Street. It was also noted that the majority of students and parents walking to/from school, cross at the McKinley Avenue and East 78th Street intersection, which does not have a crossing guard. Some parents accompany their children, but more often, children walk together in groups between school and home. Only one school bus regularly operates at the school, which is for special education students. Additionally, school administration noted that the presence of street vendors occupying the sidewalk along McKinley Avenue often interfere with pedestrian activity.

During the morning bell period, students use the gate on East 78th Street approximately 50 feet east of McKinley Avenue. Two school-paid community representatives are regularly present at this location to manage student drop-off and pick-up activity. Vehicles wait in a line delineated by cones with signs, and drop off students when they arrive at the loading area as directed by paid community representatives. Three red cones with signs are placed near the gate. Parents wait in a line that stretches from the gate to the intersection of McKinley Avenue and East 78th Street. Once in the loading zone, paid community representatives assist students between the vehicles and the gate. After dropping off students, vehicles continue eastbound on East 78th Street. A few vehicles were observed making illegal U-turns on East 78th Street near the gate.

Only a few vehicles were observed dropping-off students on the north side of the street. A school bus was observed at the curb immediately east of the gate. Traffic queues were observed to extend to approximately 50 feet north and south of the McKinley Avenue and East 78th Street intersection.

During the afternoon bell period, curbside pick-up operates similar to curbside pick-up operations at an airport. There are three school exits used by the students; one each on McKinley Avenue (at the main entrance, serving grades 4 to 6), East 78th Street (near the midpoint along the block, serving grades 2 to 3), and Wadsworth Avenue (approximately midpoint along the block, serving early transitional kindergarten through first grade). Short queues of 1 to 2 vehicles were noted at the intersection of McKinley Avenue and East 78th Street, particularly as students walked across the east and south crosswalks. Occasional red curb stopping was noted along both McKinley Avenue and East 78th Street. Students and their parents were observed walking southbound on Wadsworth Avenue and crossing East 79th Street. There is one crossing guard after school to direct them to cross on the west side of this intersection. Due to the high volume of pedestrians crossing, a queue of approximately 80 feet was observed on eastbound East 79th Street at Wadsworth Avenue. A few parents were observed crossing Wadsworth Avenue mid-block near the gate.

School administrators noted that there is ongoing coordination with residents living along East 78th Street to avoid traveling westbound during school pick-up or drop-off periods, so that traffic flows eastbound in one direction (clockwise) with minimal interruption. Based on field observations, the community appears to be following this strategy.

3.3 Crash History

Crash data used for the Vision Zero project was extracted within the McKinley Avenue ES school zone. Between 2013 and 2016, a total of 21 crashes occurred. Seven of these crashes were near the intersection of East 79th Street and Wadsworth Avenue. Five of these occurred at the intersection of Wadsworth Avenue and East 78th Street. Five collisions occurred at the intersection of East 78th Street and McKinley Avenue. Four collisions occurred at the intersection of McKinley Avenue and East 79th Street. Within the school zone, one pedestrian collision and one bicycle collision were recorded, all of which resulted in non-severe injuries. No fatalities and no severe injuries were recorded. 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

Internal student circulation within the McKinley Avenue ES provides an ADA path of travel, which is marked on the campus leading from the main parking lot into campus. The campus is almost entirely paved over, with the exception of the front of the school, which is an area that is not actively used by the students. Additionally, few shade trees are provided on campus.

The external walk audit conducted on May 21, 2018 within the school perimeter revealed the following deficiencies:

- East 79th Street
    - Sidewalks are mildly uneven, cracked, may be difficult to traverse in a wheelchair, and a large gap exists on the south side
    - Street lighting partially obstructed by trees, sidewalks on the north side may be in shadows
    - Empty tree wells, may be hard to detect for people with visual impairments
    - The curb ramp in the northeast corner of the intersection East 79th Street and McKinley Avenue has possible ponding and degraded pavement, and vertical transition between curb ramps and street paving exceeds one-half inch, which may be difficult for pedestrians in wheelchairs to traverse
    - School zone sign on the west side of the intersection East 79th Street and McKinley Avenue is faded; bike route sign in the northwest corner is tagged
    - Bicyclists observed on sidewalks, conflicting with pedestrians
- McKinley Avenue
    - Sidewalks are generally uneven and cracked on the west side, which may be difficult to traverse in a wheelchair
    - Tree roots lifting sidewalk can cause a difficult walking environment
    - Street lighting only provided on the east side, sidewalk abutting McKinley Avenue ES may be in shadow, particularly in the early morning
    - Bicyclists observed on sidewalks, conflicting with pedestrians
    - Vertical curb ramp transitions between sidewalk and street surface at the intersection McKinley Avenue and East 78th Street exceeds one-half inch, which may be difficult for pedestrians in wheelchairs to traverse
- East 78th Street

  - Sidewalks are mildly uneven, cracked, may be difficult to traverse in a wheelchair
  - Tree roots lifting sidewalk can cause a difficult walking environment
  - Street lighting only provided on the north side, sidewalk may be in shadow
- Wadsworth Avenue
  - Sidewalks are generally uneven, cracked, and lack curb ramps which may be difficult to traverse in a wheelchair
  - Street lighting provided only on the west side, sidewalks may be in shadow
  - Vertical curb ramp transitions between sidewalk and street surface at the intersection of East 78th Street and Wadsworth Avenue exceeds one-half inch which may be difficult for pedestrians in wheelchairs to traverse
  - No tactile stripe on the intersection of East 79th Street and Wadsworth Avenue

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 both travel directions of Wadsworth Avenue
  - Some vehicles make illegal U-turns on East 78th Street or double-park in the westbound travel lane to drop off
  - Several parents and students crossing mid-block outside of a designated crosswalk across Wadsworth Avenue during the afternoon bell period
- Parking
  - Double parking in the parking lot
- Circulation
  - Abutting sidewalks – uneven, cracked, and discontinuous; may discourage students from walking
  - Street lighting coverage results in several dark spots in early morning along immediate school perimeter, which may be a safety and security issue
  - Some curb ramps lack tactile strips, smooth transitions (less than one-half inch vertically) from sidewalk or street pavement joints, or have apparent drainage flow problems, which may result in difficulty traversing by pedestrians in wheelchairs

- McKinley Avenue may not fully comply with California Vehicle Code, since it is not classified as a local street and does not have a speed limit posted within the school zone

4.3 Positive Attributes

- Many school volunteers, paid community representatives, and crossing guard at McKinley Avenue and East 79th Street enhance student safety
- High efficiency of the drop-off operation along East 78th Street due to collaborative efforts between McKinley Avenue ES staff and neighborhood, especially residents along East 78th Street
- Pick-up operation is efficient because of how student grades are spread among multiple gates, with high cooperation with parents and residents
- McKinley Avenue, East 78th Street, and Wadsworth Avenue, which surround the school, provide a natural clockwise flow for operations, which returns drivers back to East 79th Street without unnecessarily long detours

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.

- Although outside of the jurisdiction of LAUSD, tree trimming may help to improve street lighting coverage on the school side of each street
- Although outside of the jurisdiction of LAUSD, planting small canopy trees in vacant tree wells which can provide shade but not block street lighting
- Although outside of the jurisdiction of LAUSD, completion of sidewalk gaps and repair of sidewalks
- Crossing guard warrant analysis is recommended at the McKinley Avenue and East 78th Street intersection
- Review latest Engineering and Traffic Survey for McKinley Avenue with the City of Los Angeles, and whether the school zone is properly signed

APPENDIX A

Field Review Sheets

Wadsworth Ave & E 79th ST
SEARCH THIS AREA
Wadsworth Ave
E 79th St

McKinley Ave & E 78th ST
McKinley Ave
E 78th St
4 Way Stop Control
ADA
Google

*De-facto RT

McKinley Ave
SEARCH THIS AREA
Main office
Entrance
(Not open until after morning bell)
Residential area

* De-facto RT

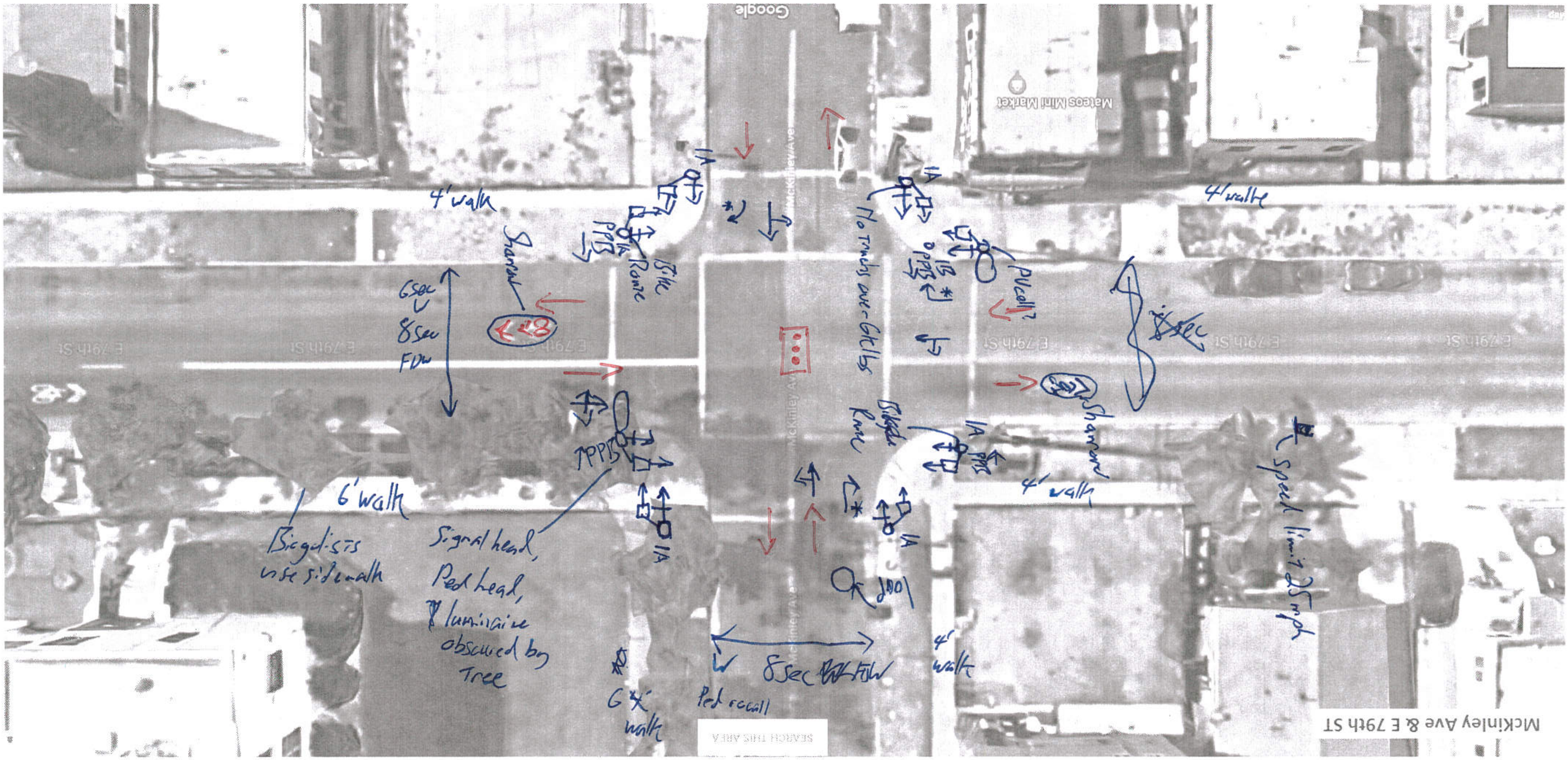
Actuated · coordinated

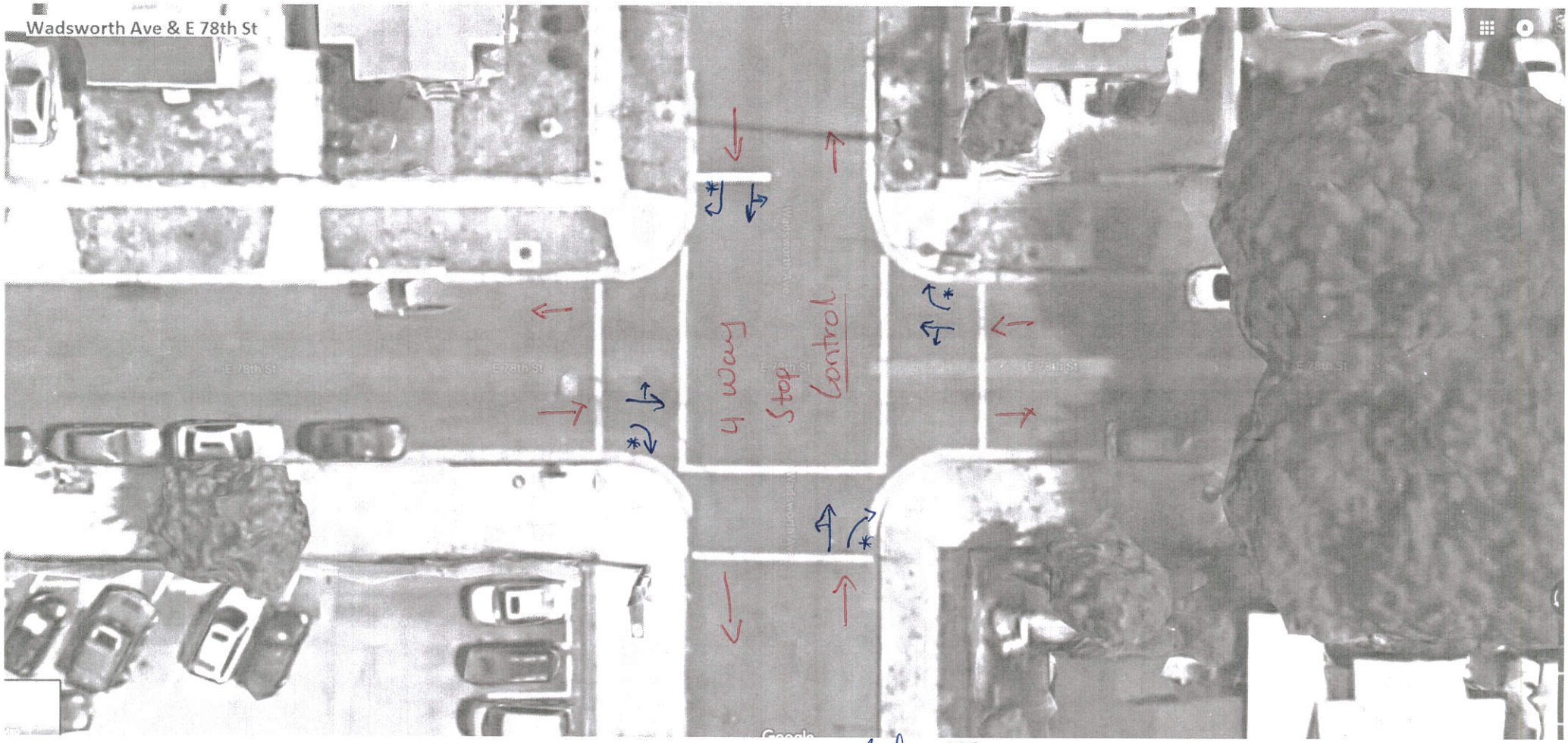
Permissive LT All dir. Rest in green

~~35~~ 54 40s ⟷ Coord. phase

↕ ~~15~~ 20 sec

60s ~~phs~~ cycle length




Wadsworth Ave & E 78th St
4 way
Stop
Control
E 78th St
Wadsworth Ave
Google

* de-facto RT

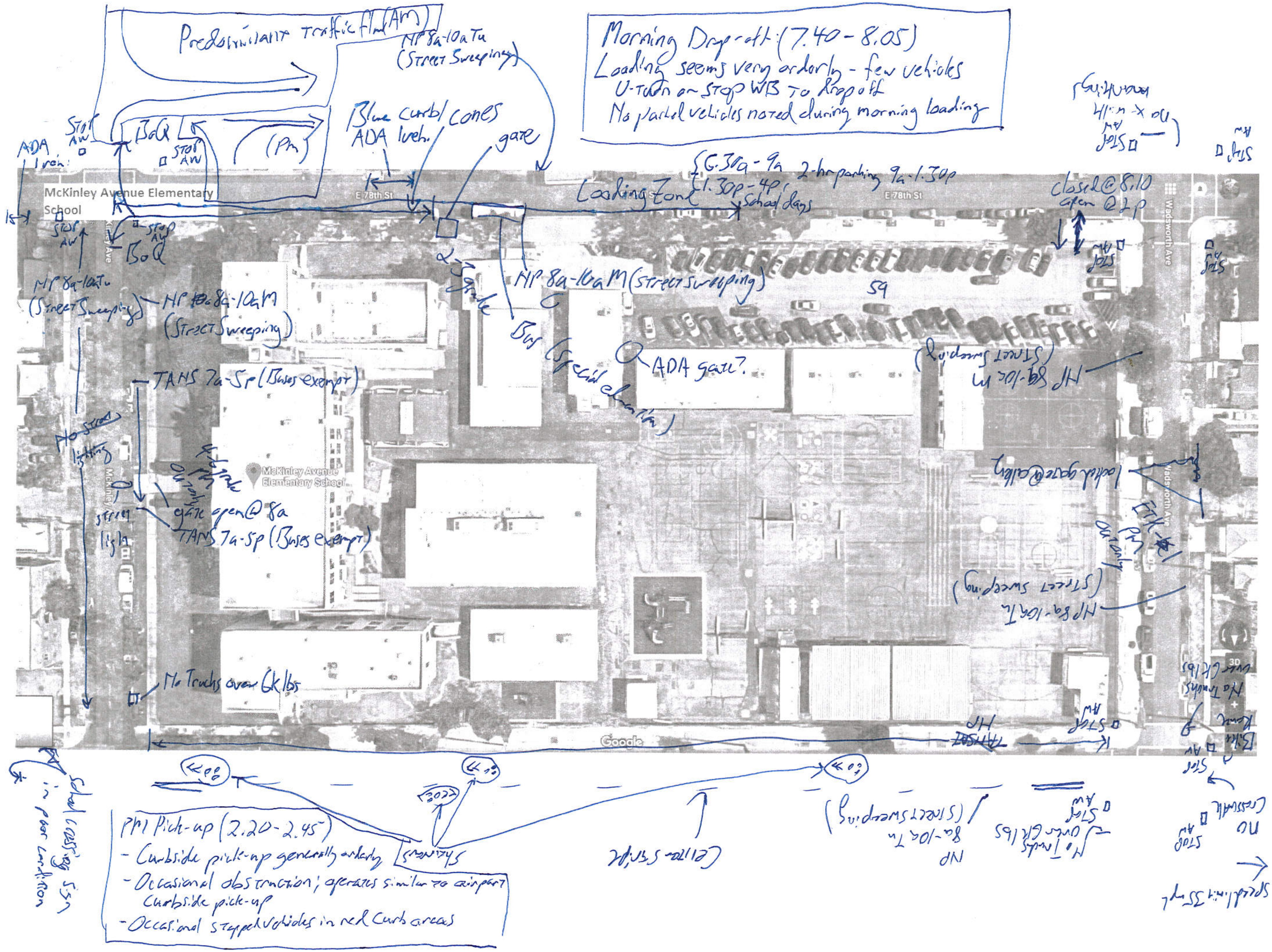
78th Street

Wadsworth Avenue & E 79th Street

Google Earth

N

McKinley Avenue Elementary School



Predominant traffic flow (AM)
(PM)
HP 8a-10a Tu (Street Sweeping)
Blue curb/cones ADA veh.
gate
ADA veh.
STOP AW
BoQ
Morning Drop-off: (7:40 - 8:05)
Loading seems very orderly - few vehicles
U-turn on stop WB to drop off
No parked vehicles noted during morning loading
6:30a - 9a
1:30p - 4p
2-hr parking 9a-1:30p
School days
Loading Zone
closed @ 8:10
open @ 2p
McKinley Avenue Elementary School
E 78th St
Wadsworth Ave
McKinley Ave
2-3 grade
HP 8a-10a M (Street Sweeping)
Bus (Special education)
ADA gate?
59
HP 8a-10a M (Street Sweeping)
TANS 7a-5p (Buses exempt)
4-6 grade PM out only
gate open @ 8a
No street lighting
street light
No Trucks over 6K lbs
locked gate @ alley
ETK-1 PM out only
HP 8a-10a Th (Street Sweeping)
No Trucks over 6K lbs
NP 8a-10a Th (Street Sweeping)
Center Stripe
School crossing sign in poor condition
PM Pick-up (2:20-2:45)
- Curbside pick-up generally orderly
- Occasional obstruction; operates similar to airport curbside pick-up
- Occasional stopped vehicles in red curb areas
Speed limit 35 mph
NO Crosswalk
Google

* AM curb parking utilization very high (~95%)
* Midday curb parking utilization ~50-75%
* Several stray / unleashed dogs; dogs barking @ pedestrians
* no q noted in PM @ 78th/Mckinley
* drivers seemed overall respectful to peds - PM & AM
* Street vendors block sidewalks on occasion, but not major impedance - PM & AM
* occasional blocking at crosswalks - PM
* occasional stopping / parking in red curb zone

APPENDIX B

Walk Audit Sheets

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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: JCM
DATE: 5/21/18
LOCATION / WEATHER: Overcast / Drizzle
TIME: 1p - 3p

STREETS:

79th, between McKinley & Wadsworth
78th, between McKinley & Wadsworth
McKinley, between 78th & 79th
Wadsworth, between 78th & 79th

INTERSECTIONS:

79th & McKinley
78th & McKinley
79th & McKinley
78th & Wadsworth

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

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Ⓐ 78th
Ⓑ Wadsworth

STREETS

Topic		Question	Result (Y, N, Other or N/A) Ⓐ	Ⓑ
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?	N/A	N/A
	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?	N	N
	7.	Are ramps provided as an alternative to stairs?	Y	Y
Quality, Conditions, and Obstructions	1.	Will snow storage disrupt pedestrian access or visibility?	N/A	N/A
	2.	Is the path clear from both temporary and permanent obstructions?	Y	Y
	3.	Is the walking surface too steep? Note 4 -	N	N — Note 1
	4.	Is the walking surface adequate and well-maintained?	N	N
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	Y
Lighting	1.	Is the sidewalk adequately lit?	Y N ③	Y N ②
	2.	Does the street lighting improve pedestrian visibility at night?	Y	Y
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?	N	N
	2.	Does the number of driveways make the route undesirable for pedestrian travel?	N	N
Traffic Characteristics	1.	Are there any conflicts between bicycles and pedestrians on sidewalks?	N Note 2	N — Note 2
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:**

Note 1: ~~there is a big hole in Wadsworth see pics.~~ uneven, see pic. no ramps
not good for ADA

Note 2: ~~bicycles share road with vehicles.~~ No bicycles

Note 1: Wadsworth not enough tree. leave hole. see pic.

3. only one side has lighting.

4. uneven. see pics. leave hole for tree. see pic.

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(A) 79th
(B) Mckinley

STREETS

Topic		Question	(A) Result (Y, N, Other or N/A)	(B) Result (Y, N, Other or N/A)
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?	N/A	N/A
	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?	N(1)	Y
	7.	Are ramps provided as an alternative to stairs?	Y	Y
Quality, Conditions, and Obstructions	1.	Will snow storage disrupt pedestrian access or visibility?	N/A	N/A
	2.	Is the path clear from both temporary and permanent obstructions?	Y	N(6)
	3.	Is the walking surface too steep?	N	N
	4.	Is the walking surface adequate and well-maintained?	N(5)	N(5)
Continuity and Connectivity	1.	Are sidewalks/walkable shoulders continuous and on both sides of the street?	N(5)	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?	Y/N(3)	N(3)
	2.	Does the street lighting improve pedestrian visibility at night?	N	N
Visibility	1.	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	N	N
Driveways	1.	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	N	Y(5)
	2.	Does the number of driveways make the route undesirable for pedestrian travel?	N	N
Traffic Characteristics	1.	Are there any conflicts between bicycles and pedestrians on sidewalks?	Y(4)	Y(4)
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) Empty tree wells
(2) Tree roots lifting paved landscape buffer
(3) West (North) sidewalk may be in shadow; lighting partially obstructed by trees
(4) At least 1 bike noted on sidewalk
(5) See photos of cracked, missing sidewalk, large lips - particularly W. side of Mckinley
(6) Gates from residences open, obstructing sidewalk
(7) Large gap on S. side of 79th St

LIN Consulting, Inc.
Traffic, Civil, Electrical Consulting Engineers

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(A) 79th & McKinley
(B) 78th & McKinley

INTERSECTIONS

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

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

(1) NE ramp has possible ponding & degraded pavement; SW ramp > lip > 1"
(2) Luminaire on SW quadrant only / NW guidrail
(3) Signalized
(4) School sign on 79th West of intersection, faded; bike route sign tagged
(5) Resting green on 79th w/ Ped recall; PPB for Mckinley
(6) Large ped volumes @ intersection
(7) Lips of 1/2" - 1" noted @ crosswalk
(8) Street vendors block peds
(9) Heavy student crossing

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Ⓐ 78th & Wardsworth

Ⓑ 79th & Wardsworth

INTERSECTIONS

Topic		Question	Result (Y, N, Other or N/A)* Ⓐ	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	N	
	2.	Do channelized right turn lanes minimize conflicts with pedestrians?	N/A	N/A	
	3.	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	N	N	
	4.	Are pedestrian crossings located in areas where sight distance may be a problem?	N	N	
	5.	Do raised medians provide a safe waiting area (refuge) for pedestrians?	N/A	N/A	
	6.	Are supervised crossings adequately staffed by qualified crossing guards?	N	Y	drop-off pick-up
	7.	Are marked crosswalks wide enough?	Y	Y	
	8.	Do at-grade railroad crossings accommodate pedestrians safely?	N/A	N/A	
	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?	N. Note 1	N	Note 3
Quality, Conditions, and Obstructions		*Use questions for Streets for potential issues on obstructions*			
	1.	Is the crossing pavement adequate and well maintained?	Y	Y	
	2.	Is the crossing pavement flush with the roadway surface?	Y	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	Y	
	2.	Are pedestrians clearly directed to crossing points and pedestrian access ways?	Y	Y	
Lighting	1.	Is the pedestrian crossing adequately lit?	N②	N②	② = only one light
Visibility	1.	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	Y	Y	
	2.	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	Y	Y	
	3.	Do other conditions exist where stopped vehicles may obstruct visibility of pedestrians?	N	N	
Access Management	1.	Are driveways placed close to crossings?	N	N	
Traffic Characteristics	1.	Do turning vehicles pose a hazard to pedestrians?	N	N	
	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	N	
Signs and Pavement Markings	1.	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	N	N	
	2.	Are crossing points for pedestrians properly signed and/or marked?	Y	Y	
Signals	1.	Are pedestrian signal heads provided and adequate?	N/A	N/A	
	2.	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A	N/A	
	3.	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A	N/A	
	4.	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A	N/A	
	5.	Are ADA accessible push buttons provided and properly located?	N/A	N/A	

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

Note 1: ~~20 years age used to be rebuilt.~~
curb ramp lip > 1", no tactile warning.
2. only 1 light each intersection.
3. No tactile warning.

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Main Faculty Lot

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?	Y①
Continuity and Connectivity	1.	Are pedestrian facilities continuous? Do they provide adequate connections for pedestrian traffic?	N①
	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?	N②
	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?	N①
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:**

① Peds forced to walk in aisle - gated, so no students (just faculty)

② Gated - not intended for ped access

* ADA path of travel noted from ADA parking spaces

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TRANSIT AREAS

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

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

① No bus service in area

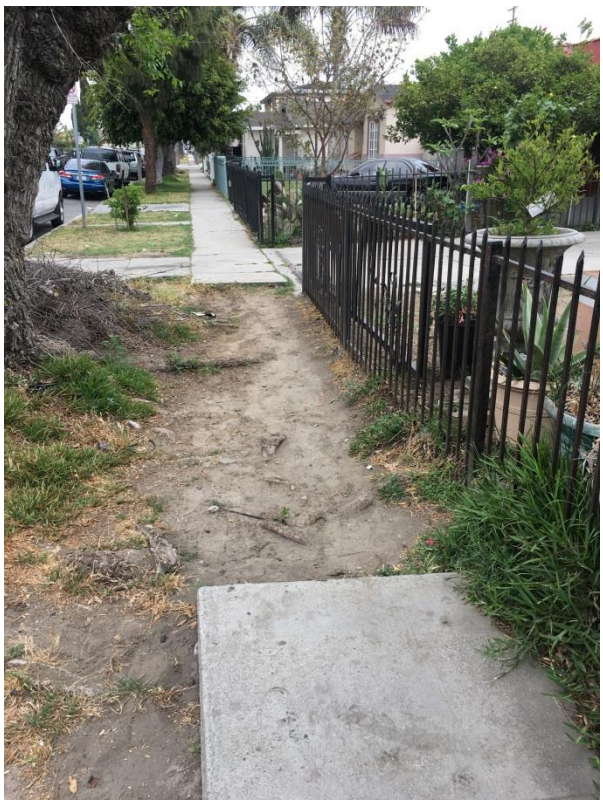
APPENDIX C

Selected Photos

Sidewalk is generally uneven on the west side of McKinley Avenue; gates left open block sidewalk traffic

Double parking in the faculty parking lot

Double parking on both sides of Wadsworth Avenue during the afternoon bell period



A large gap in the sidewalk on the south side of East 79th Street, which may affect pedestrian safety and accessibility

Tree wells do not have trees or covers; may cause difficulty for vision-impaired pedestrians

Tree roots lifting sidewalk can cause a difficult walking environment on East 78th Street

Street lighting obscured at intersection of McKinley Avenue and East 79th Street

Curb ramp in the northeast corner of the intersection East 79th Street and McKinley Avenue has possible ponding, degraded pavement, and vertical grade differences over one-half inch

In the intersection of East 78th Street and McKinley Avenue, the vertical grade difference of the ramp at the street in the southeast corner is larger than one-half inch

Valet service has high compliance, and adequate signing informs drivers of procedure at East 78th Street

APPENDIX D

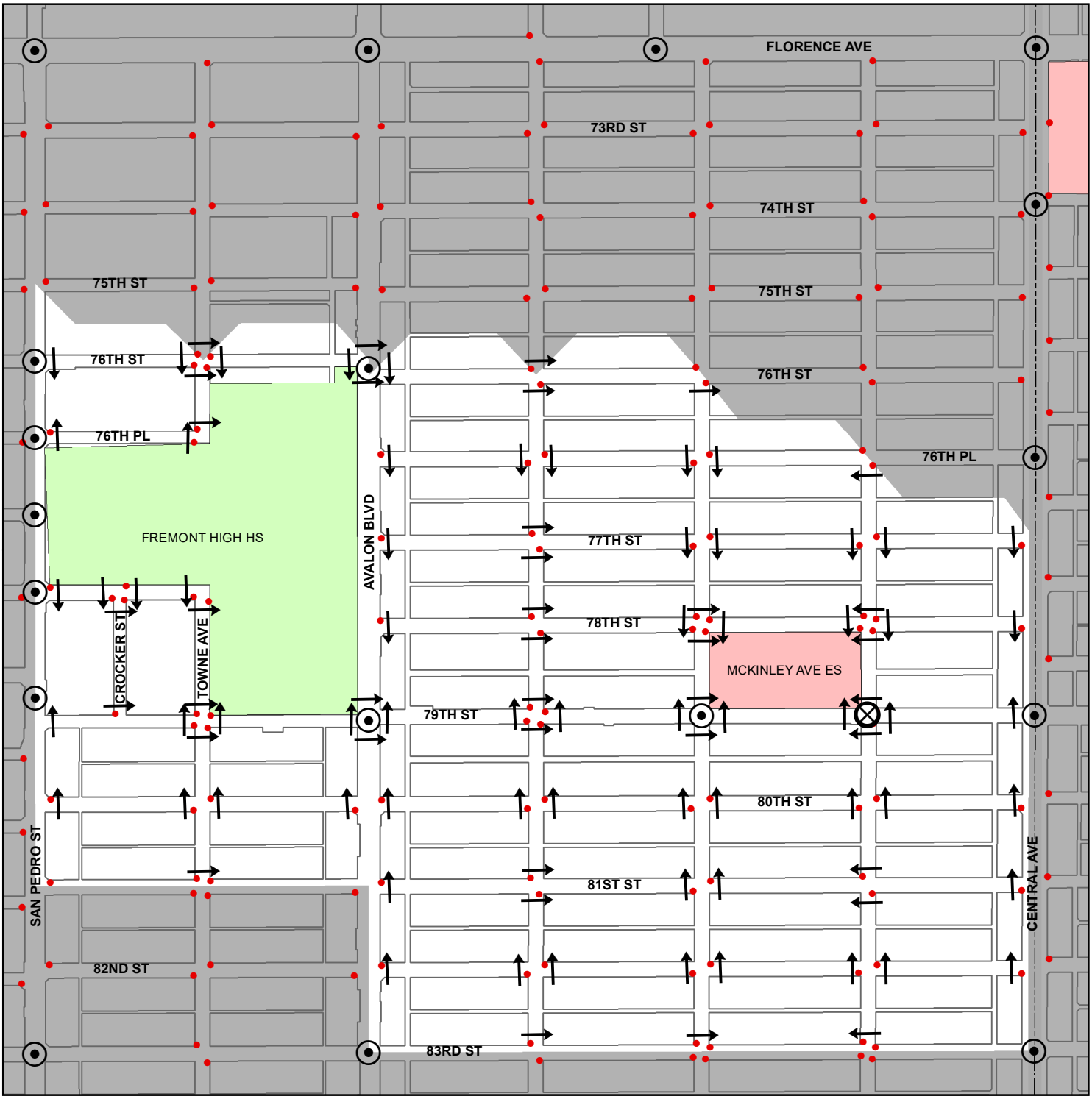
Additional Information

CITY OF LOS ANGELES - DEPARTMENT OF TRANSPORTATION

LADOT
Moving LA Forward

September 2016

PEDESTRIAN ROUTES FOR MCKINLEY AVENUE ELEMENTARY SCHOOL



Legend

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

N
W E
S

0 200 400
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.

McKinley Elementary School
SCHOOL SITE MAP

7812 S. McKinley Avenue *Los Angeles, California 90001* *(323) 582-7481* *Rev. 08/3/2017*

SCHOOL MAP
2017-2018

Mr. Calderon
Room 46
6th Grade
Ext. 254

Ms. Machian
Room 47
6th Grade
Ext. 253

Mr. Rivers
Room 48
6th Grade
Ext. 252

Mrs. Matthews
Room 49
6th Grade
Ext. 251

Boys Restrooms | Girls Restrooms | Faculty Restrooms

Mr. Reingold
Room 41
1st Grade

T. Smith
Room 40
1st Grade

Ms. Z. Pulido
Room 39
1st Grade

Mrs. Martinez
Room 38
1st Grade

Ms. S. Pulido
Room 37
2nd Grade

Ms. Fuller
Room 36
2nd Grade

Mrs. Alonso
Room 35
2nd Grade

Ms. Navarro
Room 34
2nd Grade

Ms. Kiely
Room 32
K/1st Grade

Mrs. Nguyen
Room 33
2nd Grade

Garage

Hubert Hall 1st Floor

Ball Room
Faculty Restroom
Custodial Room
Mr. Davis
Rm 23 Lwr SDC
Ms. Santos
RSP Rm. 24
APEIS Rm 25
Guided Reading Book Rm
Mrs. Smith
Room 22
K Grade
Mrs. Longoria
Room 21
K Grade
Ms. Napoles
Room 20
K Grade

Hubert Hall 2nd Floor

Ms. Vivero
Room 29
3rd Grade
Mrs. Thornton
Room 30
3rd Grade
Ms. Dixon
Room 31
Upper Aut
Ms. Wagoner
Room 28
3rd Grade
Mr. Edwards
Room 27
3rd Grade
Mr. Munoz
Room 26
3rd Grade

Ms. Alvarez
Room K2
PALS

Mrs. Landeros
Room K-1
Lwr Aut

Main Building 2nd Floor

Ms. Perez
Room 16
4th Grade
Ms. Thomas
Room 15
4th Grade

Computer Lab
Rm. 14

Cafeteria
Faculty Lounge

Faculty Lounge | Mr. Halling Room 19 4th Grade | Mr. Sanchez Room 18 5th Grade | Ms. Stephens Room 17 Upper SDC

Main Building 2nd Floor

Mrs. Burns Room 10 5th Grade | Ms. Cisneros Room 11 5th Grade | Ms. Cole Room 12 4th Grade | Ms. Garcia Room 13 4th Grade

Boys Room | Mrs. Joyner Jackson, AP 8B | Mrs. Mack, Principal 8A | Media Room | Ms. Jones, TSP Adv. Ms. Lee, TI Coord. Ms. Watkins, Inst. Coach Room 7 | Girls Room

Main Building 1st Floor

LIBRARY | Main Office | Main Entrance | Restroom / Nurse | Copy Room | Room 3

Main Building 1st Floor

Mr. Stern
ETK
RM. 6

PD Room
Rm. 5

Ms. Spear
TK
Room 4

2nd Floor

Room 9

Auditorium
1st Floor

Parent Center Rm 1