

# Regional Safe Routes to School Plan Phase II

## Volume II – City of Highland



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**Prepared by KOA Corporation – In Collaboration with the San Bernardino County  
Transportation Authority (SBCTA)  
*September 2017***

## City of Highland

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Phase II of the San Bernardino County Transportation Authority (SBCTA) Regional Safe Routes to School (SRTS) Plan is centrally focused on enabling alternative modality usage to and from school sites as well as enhancing the safety of local routes to school. For each of the selected schools, Phase II included student travel data collection, tabulation of specific network improvement recommendations, and formulation of cost estimates for the proposed improvements. Local agency involvement and integration within the SBCTA Regional SRTS Plan Phase II has established the nexus for forthcoming action to secure funding and implementation of identified recommendations.

Within the City of Highland (a member agency of the SBCTA), project efforts saw the completion of two walk audits at the schools listed below. The selection of the target schools was a task that combined insights from the previously completed Regional SRTS Plan Phase I, as well as from City of Highland engineering staff, SBCTA staff, the office of the San Bernardino City Unified School District Superintendent, and the consulting team members whose facilitation unified the respective bodies for this task. The two completed walk audits were:

*Warm Springs Elementary School – November 14th, 2016*

*Lankershim Elementary School – October 28th, 2016*

Following the selection of the target schools, the outreach effort began in order to identify dates, times, and details pertaining to the scheduling of the walk audits. This process was carried out between the school staff (principal, assistant principal, and support staff) and the consultant staff directly. The same personnel were involved in issuing notices about the walk audits to key outlets to generate the most participation during the events. Methods used to publicize the walk audits included: backpack express (hard copy flyers), school directed promotion (emails, automated calls, social media outlets, etc.)

The walk audits held at each school followed a proven methodology while retaining flexibility to ensure that data best incorporated input from the community members that were in attendance. The approach integrated school site field observations with participants as well as briefing and de-briefing sessions. For a detailed walk audit methodology and procedures, please refer to the Regional SRTS Plan Phase II Volume I.

## Warm Springs Elementary School

Warm Springs Elementary School is a San Bernardino City Unified School District (SBCUSD) school located in a low-density residential neighborhood in Highland, CA. The school site is situated along Sterling Avenue between 9th Street and Baseline Street. The walk audit was held in conjunction with the monthly Coffee with the Principal meeting on November 14th, 2016 from 8:00AM to 9:00AM. In attendance were parents, school staff, a City Engineer, and a City SRTS Liaison. This event was used as the staging area for the participants where a briefing and debriefing were conducted. Observations extended into the surrounding neighborhood along Sterling Avenue, 9th Street, Baseline Street, and Rogers Lane. The walk audit itself had 11 participants.

*“Many kids cross in the middle of the block at school because it’s too far for them to walk around on the other side of the street.”*

*“Walking to school is healthy and fun for my children ONLY with my supervision! Safety is my number one priority and as a parent it is my responsibility to keep my kids protected.”*

*“The neighborhood is unsafe for elementary-school-aged children to walk home.”*

**\*\*All remarks received from walk audit participants at Warm Springs Elementary\*\***



## Warm Springs Elementary School Survey and Tally Data



|   |       |
|---|-------|
| <b>Number of Students Assessed in Tally</b> | 399   |
| <b>Number of Tallies</b>                    | 2,154 |
| » <b>Morning (To School)</b>                | 1,079 |
| » <b>Afternoon (From School)</b>            | 1,075 |

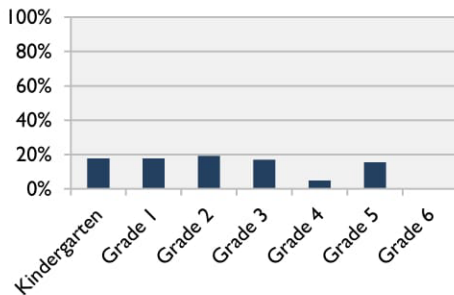
|                                   |     |
|-----------------------------------|-----|
| <b>Number of Surveys Received</b> | 200 |
|-----------------------------------|-----|

Data source: KOA Corporation, processed by the National Center for Safe Routes to School. Data and figures accurate as of Fall 2016.

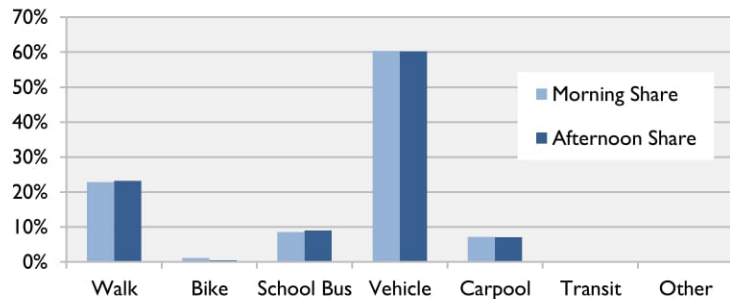
**Tallies** were conducted by teachers in 18 classes on a consecutive Tuesday, Wednesday, and Thursday, assessing students' trips both to and from school that day. The number of tallies is ideally six times the number of surveys. **Surveys** were printed on two-page forms and distributed to parents to take home.

|   |                |
|---|----------------|
| <b>Students who walk or bike to school</b>                                | <b>20.3%</b>   |
| <b>Students who don't walk/bike but have asked parents for permission</b> | <b>+ 19.8%</b> |
| <b>Students who walk/bike or have asked parents for permission</b>        | <b>40.1%</b>   |
| <b>Student enrollment</b>   | <b>x 565</b>   |
| <b>Potential walking/biking student base</b>                              | <b>227</b>     |

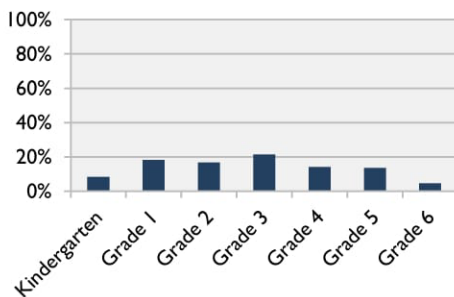
**Grade Distribution of Tallies**



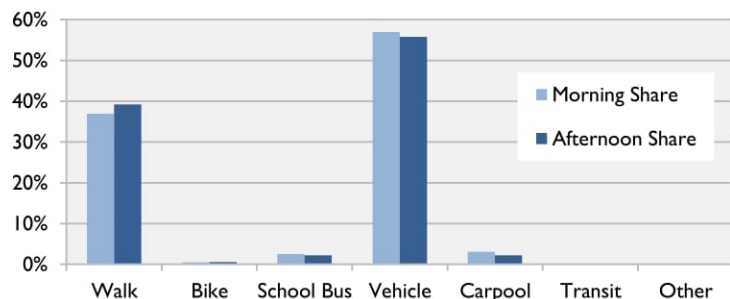
**Travel Mode Distribution of Tallies**



**Grade Distribution of Surveys**

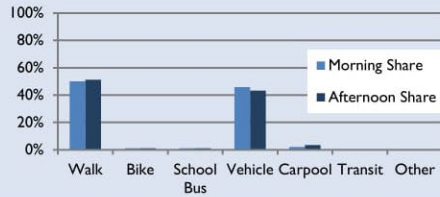


**Travel Mode Distribution of Surveys**



**Students Living Less than ¼ Mile from School**

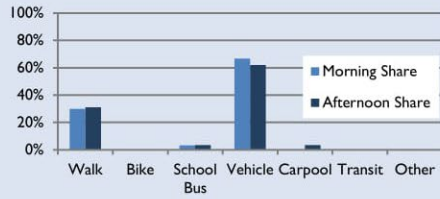
**56%**  
of survey responses



**Top 5 Issues Affecting Likeliness to Walk/Bike:**  
 Violence or Crime – 36%  
 Speed of Traffic Along Route – 26%  
 Safety of Intersections & Crossings – 23%  
 Amount of Traffic Along Route – 21%  
 Weather or Climate – 17%

**Students Living Between ¼ and ½ Mile from School**

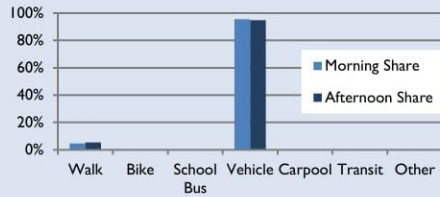
**18%**  
of survey responses



**Top 5 Issues Affecting Likeliness to Walk/Bike:**  
 Violence or Crime – 37%  
 Safety of Intersections & Crossings – 33%  
 Speed of Traffic Along Route – 30%  
 Weather or Climate – 27%  
 Amount of Traffic Along Route – 23%

**Students Living Between ½ and 1 Mile from School**

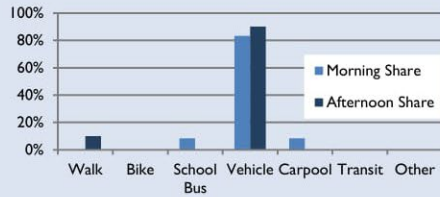
**13%**  
of survey responses



**Top 5 Issues Affecting Likeliness to Walk/Bike:**  
 Violence or Crime – 59%  
 Speed of Traffic Along Route – 50%  
 Amount of Traffic Along Route – 36%  
 Distance – 23%  
 Sidewalks or Pathways – 23%

**Students Living Between 1 and 2 Miles from School**

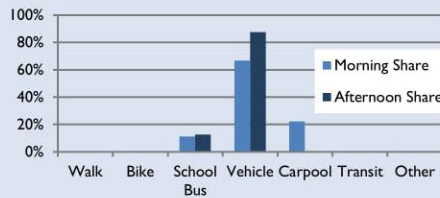
**7%**  
of survey responses



**Top 5 Issues Affecting Likeliness to Walk/Bike:**  
 Violence or Crime – 38%  
 Distance – 23%  
 Weather or Climate – 23%  
 Speed of Traffic Along Route – 15%  
 Safety of Intersections & Crossings – 15%

**Students Living Farther than 2 Miles from School**

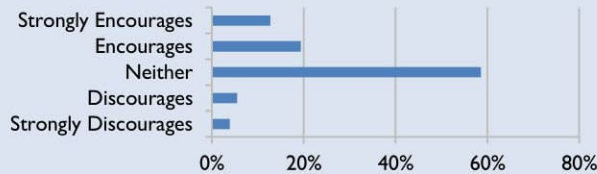
**5%**  
of survey responses



**Top 5 Issues Affecting Likeliness to Walk/Bike:**  
 Distance – 56%  
 Weather or Climate – 44%  
 Convenience of Driving – 33%  
 Time – 33%  
 Violence or Crime – 33%

**Parents' Perspectives**

Whether School Encourages Walking/Biking



**77%**  
consider walking/biking healthy or very healthy.

**67%**  
would not feel comfortable having their child walk/bike at any age with current conditions.

# WARM SPRINGS ELEMENTARY - Fact Sheet

## OVERVIEW

### General Information:



Jurisdiction - City of Highland  
 School Enrollment - 565  
 Free or Reduced Lunch - 97.10%

### Environmental Indicators:



Cal Enviro Score % Range - 81-85%  
 Cal Enviro Score (CES2.0\*) - 45.58

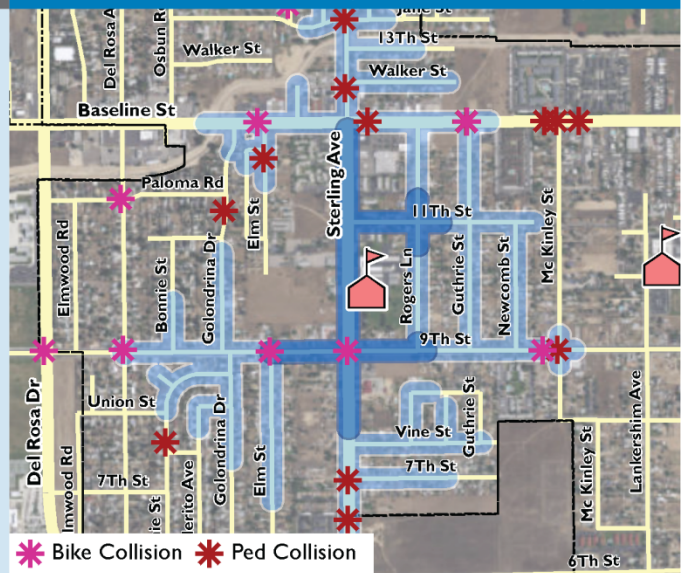
\*CES2.0: Screening method that identifies communities that are disproportionately burdened by multiple sources of pollution.

### Walk Audit Highlights



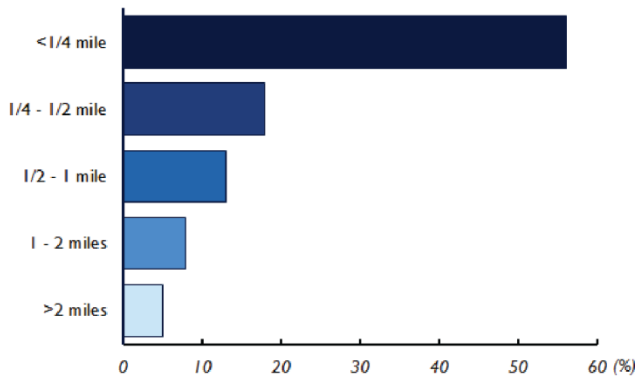
# of Walk Audit Participants - 11  
 # of Surveys Received - 200

## WALKSHED (1/4 and 1/2 mile)



\* Bike Collision \* Ped Collision

## COMMUTE DISTANCE (%)



Source: SBCTA SRTS Consultant Team - School Specific National SRTS Center Data

## COLLISION ANALYSIS

### Pedestrian Related Collisions



2 within 1/4 mile  
 14 within 1/2 mile  
 1 fatal within (1/2 mile)

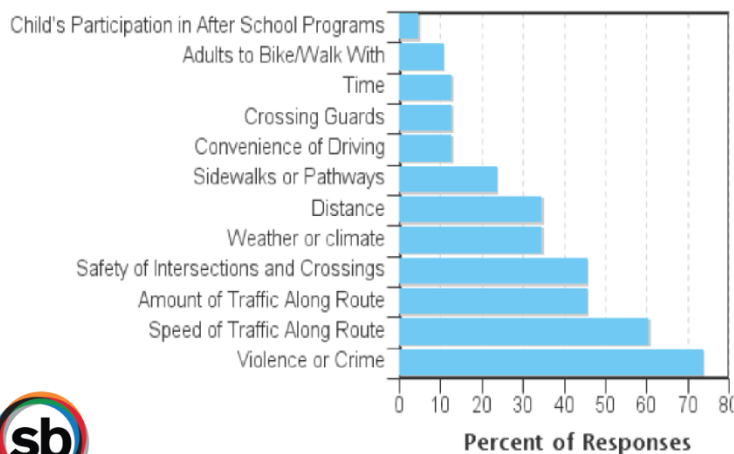
### Bicyclist Related Collisions



2 within 1/4 mile  
 9 within 1/2 mile  
 0 fatal within (1/2 mile)

Source: <https://tims.berkeley.edu/> - (Years: 2010 - 2016)

## REASONS FOR NOT WALKING/BIKING



## TRAVEL MODE BEHAVIOR

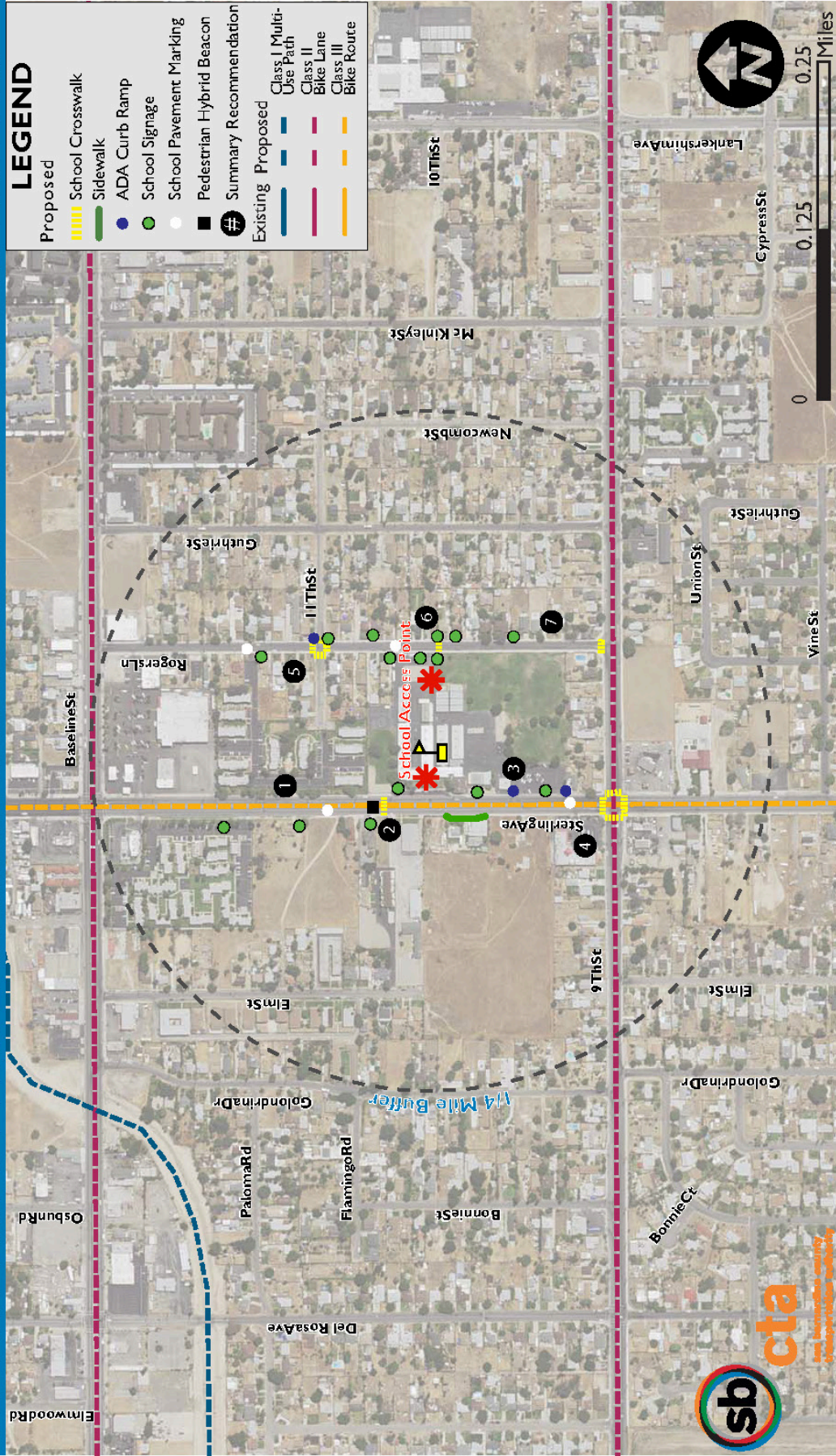
|         | morning | afternoon |
|---------|---------|-----------|
| walk    | 37%     | 39%       |
| bike    | 0.5%    | 0.6%      |
| bus     | 3%      | 2%        |
| vehicle | 57%     | 56%       |
| carpool | 3%      | 2%        |
| transit | 0%      | 0%        |
| other   | 0%      | 0%        |

Source: SBCTA SRTS Consultant Team - School Specific National SRTS Center Data



Source: SBCTA SRTS Consultant Team - School Specific National SRTS Center Data

# SBCTA SRTS PHASE II: WARM SPRINGS ELEMENTARY SCHOOL, HIGHLAND





Background/Discussion of the Engineering Recommendations

| Recommendation # | Location                      | Improvement  | Background/Discussion   |
|------------------|-------------------------------|--|---|
| 1                | Sterling Avenue               | School signage, school pavement marking  | Adherence to MUTCD Part 7 guidelines to increase driver awareness of pedestrians along Sterling Ave, a primary walking route to school (noted during field observation). Restripe the school pavement marking in order to increase visibility of the striping for drivers.  |
| 2                | Sterling Avenue               | High visibility ladder style crosswalk, pedestrian hybrid beacon, and bulbouts                                 | Installation of a midblock high visibility ladder style crosswalk with two bulbouts and a pedestrian hybrid beacon will enhance safety for pedestrians crossing the street to access School from the west side of Sterling Avenue.  |
| 3                | Sterling Avenue               | Sidewalk, school signage, ADA compliance, school pavement marking  | See below, "General - sidewalks" and "ADA curb ramps." The school signage and school pavement marking improvements will enhance awareness of school zone for Northbound traffic along Sterling Avenue.  |
| 4                | Sterling Avenue at 9th Street | High visibility ladder style crosswalk, ADA compliance   | Repainting of the four High visibility ladder style crosswalks will enhance visibility for drivers. See below, "General - ADA curb ramps."  |
| 5                | Rogers Lane at 11th Street    | Advanced warning school signage, high visibility ladder style crosswalk, ADA compliance, bulbouts and red curb | The upgrades to signage and repainting of high visibility ladder style crosswalks at each corner will help with drivers visibility of pedestrians and the upcoming school zone. The installation of bulbouts at all four corners of the intersection may improve safety for pedestrians walking to and from school. See below, "General- ADA curb ramps." & "General - Red curb." |
| 6                | Rogers Lane                   | School signage, school pavement marking, bulbouts and red curb   | The upgrades to signage and repainting of high visibility ladder style crosswalks at each corner will help with drivers visibility of pedestrians and the upcoming school zone. The installation of bulbouts at all four corners of the intersection will increase safety for pedestrians walking to and from school. See below, "General- Red curb."                             |
| 7                | Rogers Lane at 9th Street     | School signage and high visibility ladder style crosswalk  | Adherence to MUTCD Part 7 guidelines to increase driver awareness of pedestrians along Rogers Lane, a primary walking route to school (noted during field observation). Restriping of school crosswalk to a high visibility ladders style crosswalk enhances visibility for drivers.  |
| General          | School area                   | Red curb   | Red curbs are recommended for driveways/intersections for primary walking routes to school (noted during field observation) to increase visibility of pedestrians and vehicles.   |
|                  | School area                   | Sidewalk   | Sidewalks recommended along primary walking routes to school within 1/4 mile radius of the school to close gap in existing sidewalk network. Recommendation attends to comments received on the walk audit and during school-wide surveying.  |
|                  | School area                   | ADA curb ramps   | Improvements made to comply with ADA standards for increased accessibility for students/parents along their primary routes to school.   |

Warm Springs Elementary School

**Cost Estimates: Warm Springs Elementary School**

The following cost estimation table details the Warm Springs Elementary School network engineering recommendations by corridor.

| <b>CORRIDOR</b>      | <b>IMPROVEMENT</b>                           | <b>UNIT</b>      | <b>COST</b> | <b>QTY</b> | <b>TOTAL</b>     |
|----------------------|--|------------------|-------------|------------|------------------|
| <b>Sterling Ave.</b> | Pedestrian Flashing Beacon (Post/Pole Mount) | Each             | \$9,056     | 2          | \$18,113         |
|                      | New Sign on Post                             | Each             | \$181       | 4          | \$725            |
|                      | School Area Pavement Marking (Per Word)      | Each             | \$254       | 6          | \$1,521          |
|                      | High Visibility Ladder Crosswalk             | Each             | \$1,788     | 5          | \$8,940          |
|                      | ADA Curb Ramps                               | Each             | \$3,623     | 2          | \$7,245          |
|                      | Curb Extension - Raised                      | Per Intersection | \$87,766    | 0.5        | \$43,883         |
|                      | Concrete Sidewalk (1 side of street)         | Per Linear Foot  | \$52        | 152        | \$7,892          |
|                      | Concrete Curb and Gutter (1 side of Street)  | Per Linear Foot  | \$36        | 152        | \$5,506          |
| <b>Segment Total</b> |  |                  |             |            | <b>\$93,825</b>  |
| <b>Rogers Ln.</b>    | New Sign on Post                             | Each             | \$181       | 7          | \$1,268          |
|                      | School Area Pavement Marking (Per Word)      | Each             | \$254       | 6          | \$1,521          |
|                      | High Visibility Ladder Crosswalk             | Each             | \$1,788     | 6          | \$10,728         |
|                      | ADA Curb Ramps                               | Each             | \$3,623     | 1          | \$3,623          |
|                      | Curb Extension - Raised                      | Per Intersection | \$87,766    | 1.5        | \$131,650        |
| <b>Segment Total</b> |  |                  |             |            | <b>\$148,789</b> |
| <b>ALL SEGMENTS</b>  |  |                  |             |            | <b>\$242,614</b> |

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## Lankershim Elementary School

Lankershim Elementary School is a San Bernardino City Unified School District (SBCUSD) school located in a low-density residential neighborhood of Highland, CA. The school is located along Lankershim Avenue, just north of 9th Street. Held on October 28th, 2016, the Lankershim Elementary School walk audit took place from 8:00AM to 9:00AM after the morning start bell and immediately followed a School Site Council Meeting. In attendance were an engineer from the City of Highland, parents, and school staff. Participants utilized large-format maps of the school area as a tool to convey areas of concern. There were a total of 15 participants engaged in the walk audit event which included observations of the surrounding neighborhood along Lankershim Avenue, 9th Street, McKinley Avenue, and Eucalyptus Drive.

*“I wouldn’t ever let my child walk due to the amount of crime in the city.”*

*“At times it is very difficult getting out of the school due to the amount of traffic. I’m concerned there might be accidents. Many people park in the red curb zones.”*

*“Children these days act reckless and play around too much. They make their commute unsafe at times.”*

**\*\*All remarks received from walk audit participants at Lankershim Elementary\*\***



## Lankershim Elementary School Survey and Tally Data



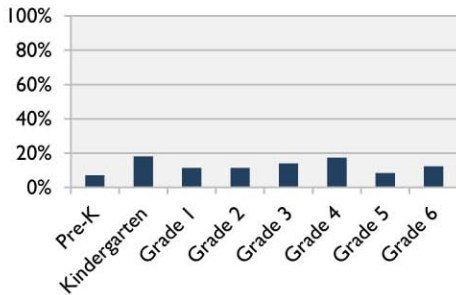
|   |              |
|---|--------------|
| <b>Number of Students Assessed in Tally</b> | <b>673</b>   |
| <b>Number of Tallies</b>                    | <b>3,702</b> |
| » <b>Morning (To School)</b>                | <b>1,885</b> |
| » <b>Afternoon (From School)</b>            | <b>1,817</b> |
| <b>Number of Surveys Received</b>           | <b>376</b>   |

Data source: KOA Corporation, processed by the National Center for Safe Routes to School. Data and figures accurate as of Fall 2016.

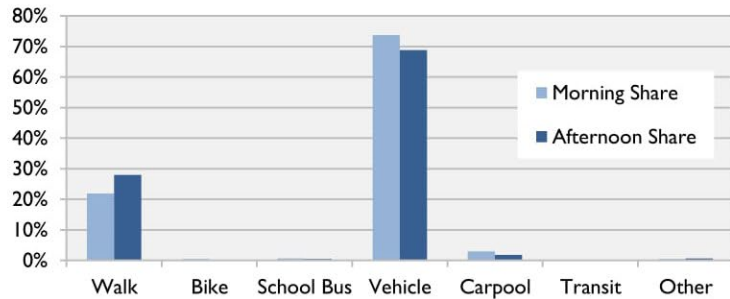
**Tallies** were conducted by teachers in 28 classes on a consecutive Tuesday, Wednesday, and Thursday, assessing students' trips both to and from school that day. The number of tallies is ideally six times the number of students. **Surveys** were printed on two-page forms and distributed to parents to take home.

|   |                |
|---|----------------|
| <b>Students who walk or bike to school</b>                                | <b>19.9%</b>   |
| <b>Students who don't walk/bike but have asked parents for permission</b> | <b>+ 29.1%</b> |
| <b>Students who walk/bike or have asked parents for permission</b>        | <b>49.0%</b>   |
| <b>Student enrollment</b>   | <b>x 764</b>   |
| <b>Potential walking/biking student base</b>                              | <b>374</b>     |

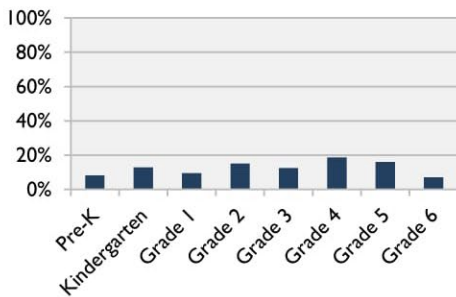
**Grade Distribution of Tallies**



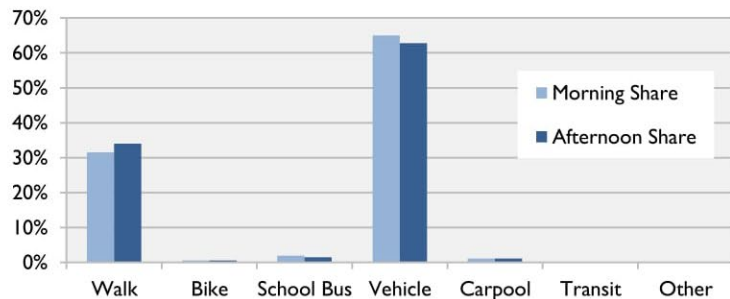
**Travel Mode Distribution of Tallies**



**Grade Distribution of Surveys**

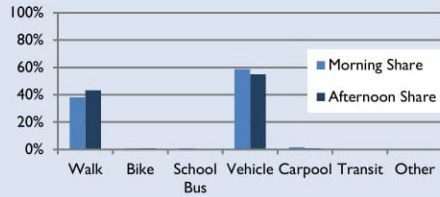


**Travel Mode Distribution of Surveys**



**Students Living Less than ¼ Mile from School**

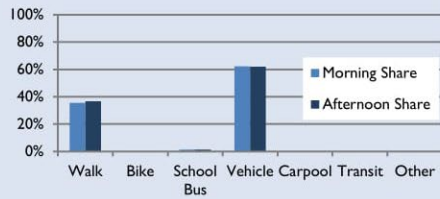
**38%**  
of survey responses



**Top 5 Issues Affecting Likelihood to Walk/Bike:**  
 Violence or Crime – 33%  
 Speed of Traffic Along Route – 32%  
 Safety of Intersections & Crossings – 26%  
 Amount of Traffic Along Route – 24%  
 Weather or Climate – 16%

**Students Living Between ¼ and ½ Mile from School**

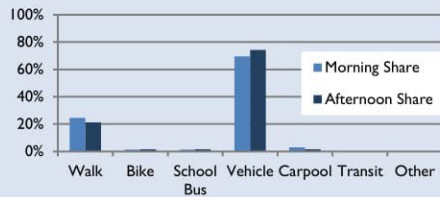
**24%**  
of survey responses



**Top 5 Issues Affecting Likelihood to Walk/Bike:**  
 Violence or Crime – 45%  
 Safety of Intersections & Crossings – 42%  
 Speed of Traffic Along Route – 39%  
 Amount of Traffic Along Route – 38%  
 Weather or Climate – 34%

**Students Living Between ½ and 1 Mile from School**

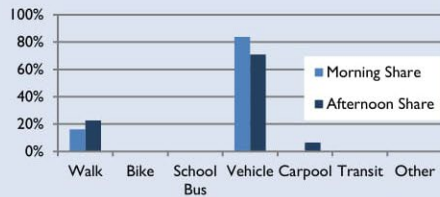
**22%**  
of survey responses



**Top 5 Issues Affecting Likelihood to Walk/Bike:**  
 Weather or Climate – 34%  
 Violence or Crime – 31%  
 Speed of Traffic Along Route – 30%  
 Amount of Traffic Along Route – 23%  
 Distance – 20%

**Students Living Between 1 and 2 Miles from School**

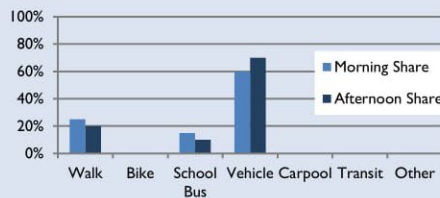
**10%**  
of survey responses



**Top 5 Issues Affecting Likelihood to Walk/Bike:**  
 Violence or Crime – 29%  
 Speed of Traffic Along Route – 26%  
 Amount of Traffic Along Route – 26%  
 Safety of Intersections & Crossings – 26%  
 Distance – 23%

**Students Living Farther than 2 Miles from School**

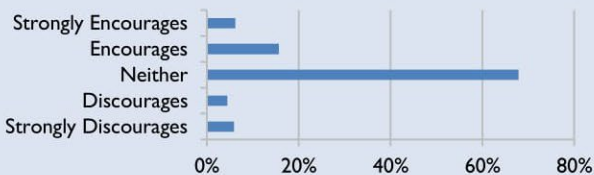
**7%**  
of survey responses



**Top 5 Issues Affecting Likelihood to Walk/Bike:**  
 Amount of Traffic Along Route – 52%  
 Distance – 48%  
 Speed of Traffic Along Route – 43%  
 Safety of Intersections & Crossings – 43%  
 Violence or Crime – 43%

**Parents' Perspectives**

Whether School Encourages Walking/Biking



**77%**  
consider walking/biking healthy or very healthy.

**61%**  
would not feel comfortable having their child walk/bike at any age with current conditions.

# LANKERSHIM ELEMENTARY - Fact Sheet

## OVERVIEW

### General Information:



Jurisdiction - City of Highland  
 School Enrollment - 764  
 Free or Reduced Lunch - 95.80%

### Environmental Indicators:



Cal Enviro Score % Range - 81-85%  
 Cal Enviro Score (CES2.0\*) - 45.58

\*CES2.0: Screening method that identifies communities that are disproportionately burdened by multiple sources of pollution.

### Walk Audit Highlights

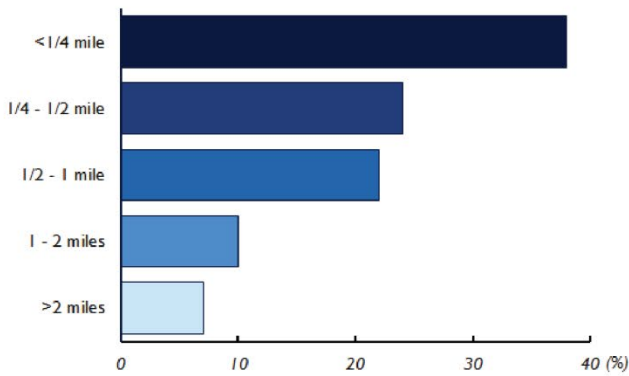


# of Walk Audit Participants - 9  
 # of Surveys Received - 376

## WALKSHED (1/4 and 1/2 mile)



## COMMUTE DISTANCE (%)



Source: SBCTA SRTS Consultant Team - School Specific National SRTS Center Data

## COLLISION ANALYSIS

### Pedestrian Related Collisions



0 within 1/4 mile  
 8 within 1/2 mile  
 0 fatal within (1/2 mile)

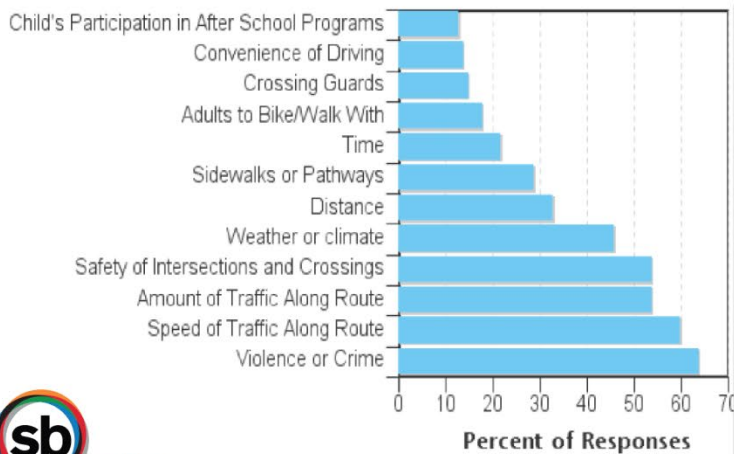
### Bicyclist Related Collisions



2 within 1/4 mile  
 6 within 1/2 mile  
 0 fatal within (1/2 mile)

Source: <https://tims.berkeley.edu/> - (Years: 2010 - 2016)

## REASONS FOR NOT WALKING/BIKING



## TRAVEL MODE BEHAVIOR

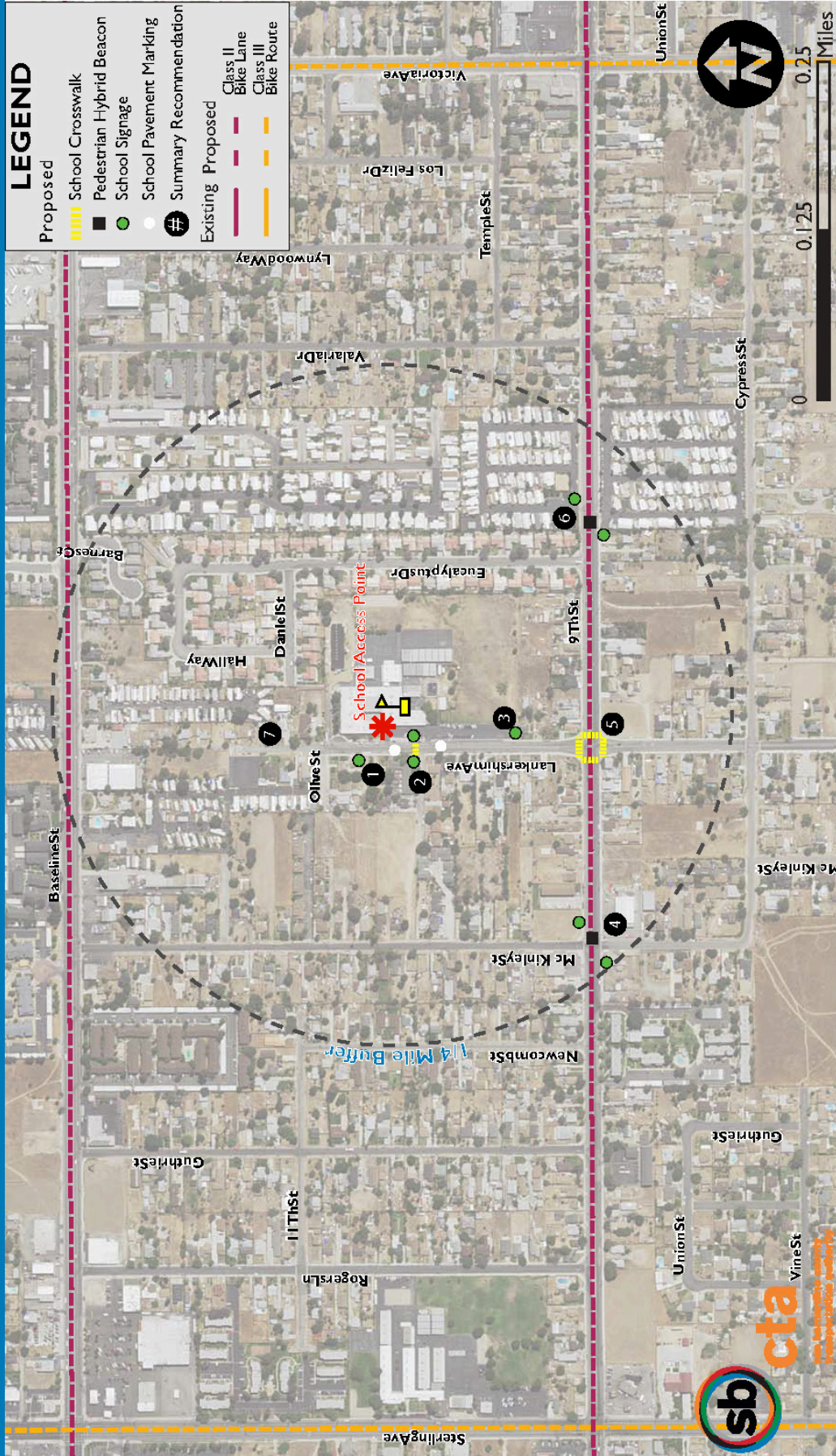
| Mode    | morning | afternoon |
|---------|---------|-----------|
| walk    | 32%     | 34%       |
| bike    | 0.5%    | 0.6%      |
| bus     | 2%      | 1%        |
| vehicle | 65%     | 63%       |
| carpool | 1%      | 1%        |
| transit | 0%      | 0%        |
| other   | 0%      | 0%        |

Source: SBCTA SRTS Consultant Team - School Specific National SRTS Center Data



Source: SBCTA SRTS Consultant Team - School Specific National SRTS Center Data

# SBCTA SRTS PHASE II: LANKERSHIM ELEMENTARY SCHOOL, HIGHLAND



## PROPOSED ENGINEERING RECOMMENDATIONS

- Lankershim Avenue:** Install SW24-3(CA) Assembly D sign facing north. Paint "SLOW SCHOOL XING" pavement legends 100 feet from midblock crossing for northbound and southbound traffic. Paint red curb on east side of street extending 20' from crosswalk to provide more pedestrian visibility.
- Lankershim Avenue Midblock Crossing:** Restripe school crosswalk with high visibility paint (ladder style). Install SW24-2(CA) Assembly B signs at both ends of school crosswalk facing north and south. Trim trees on west side of street. Paint red curb on both sides of the street extending 20' from crosswalk to provide more pedestrian visibility. Install bulb-out at east end of school crosswalk.
- Lankershim Avenue south of School Campus:** Replace existing school sign with SW24-3(CA) Assembly D sign for northbound traffic.
- 9th Street at McKinley Street:** Install pedestrian hybrid flashing beacon with pedestrian push button actuation on both sides of the street. Install R1-5 signs and corresponding advanced yield lines for eastbound and westbound traffic.
- Lankershim Avenue at 9th Street:** Restripe all existing school crosswalks with high visibility (ladder style) crosswalks at the intersection.
- 9th Street Midblock Crossing:** Install pedestrian hybrid flashing beacon with pedestrian push button actuation on both sides of the street. Install R1-5 signs and corresponding advanced yield lines for eastbound and westbound traffic.
- Lankershim Avenue:** Install street improvements (curb, gutter, and sidewalk) for area north of Olive Street.



Background/Discussion of the Engineering Improvements

| Recommendation # | Location                            | Improvement   | Background/Discussion  |
|------------------|-------------------------------------|---|--|
| 1                | Lankershim Avenue                   | School signage, School pavement markings, Red curb                          | School pavement markings and school signage can increase driver awareness regarding pedestrian crossings in the area. See item below, "General - Red curb."  |
| 2                | Lankershim Avenue Midblock Crossing | High visibility crosswalk, School signage, Tree trimming, Red curb, Bulbout | High visibility crosswalks alert drivers of crossings in the area. School signage can inform drivers of conflicting crossing movements at this location. Tree trimming can improve sight distance and visibility for drivers in the area. Bulbouts shorten the crossing distance at this location (immediately adjacent to the school campus). See item below, "General - Red curb." |
| 3                | Lankershim Avenue south of School   | School signage  | School signage can increase driver awareness regarding crossings in the area.  |
| 4                | 9th Street at McKinley Street       | Pedestrian hybrid flashing beacon, Yield lines and signage                  | Pedestrian flashing beacons, with actuation, can increase driver awareness regarding a pedestrian's presence at this location. Yield lines and corresponding signage provide a cushion between pedestrians and vehicular traffic, thus creating a more comfortable environment for pedestrians.  |
| 5                | Lankershim Avenue at 9th Street     | High visibility crosswalks  | High visibility crosswalks can increase driver awareness regarding crossings in the area.  |
| 6                | 9th Street Midblock Crossing        | Pedestrian hybrid flashing beacon, Yield lines and signage                  | Pedestrian flashing beacons, with actuation, can increase driver awareness regarding a pedestrian's presence at this location. Yield lines and corresponding signage provide a cushion between pedestrians and vehicular traffic, thus creating a more comfortable environment for pedestrians.  |
| 7                | Lankershim Avenue                   | Sidewalk  | See item below, "General - Sidewalk."  |
| General          | School area                         | Red curb  | Red curbs are recommended for driveways/intersections for primary walking routes to school (noted during field observation) to increase visibility of pedestrians and vehicles.  |
|                  | School area                         | Sidewalk  | Sidewalks recommended along primary walking routes to school within 1/4 mile radius of the school to close gap in existing sidewalk network. Recommendation attends to comments received on the walk audit and during school-wide surveying  |
|                  | School area                         | ADA curb ramps  | Improvements made to comply with ADA standards for increased accessibility for students/parents along their primary routes to school.  |

Lankershim Elementary School

**Cost Estimates: Lankershim Elementary School**

The following cost estimation table details the Lankershim Elementary School network engineering recommendations by corridor.

| <b>CORRIDOR</b>        | <b>IMPROVEMENT</b>                           | <b>UNIT</b>      | <b>COST</b> | <b>QTY</b> | <b>TOTAL</b>    |
|------------------------|--|------------------|-------------|------------|-----------------|
| <b>Lankershim Ave.</b> | New Sign on Post                             | Each             | \$181       | 4          | \$725           |
|                        | School Area Pavement Marking (Per Word)      | Each             | \$254       | 6          | \$1,521         |
|                        | High Visibility Ladder Crosswalk             | Each             | \$1,788     | 3          | \$5,364         |
|                        | Curb Extension - Raised                      | Per Intersection | \$87,766    | 0.25       | \$21,942        |
|                        | Concrete Sidewalk (1 side of street)         | Per Linear Foot  | \$52        | 360        | \$18,692        |
|                        | Concrete Curb and Gutter (1 side of Street)  | Per Linear Foot  | \$36        | 360        | \$13,041        |
| <b>Segment Total</b>   |  |                  |             |            | <b>\$61,285</b> |
| <b>9th St.</b>         | Pedestrian Flashing Beacon (Post/Pole Mount) | Each             | \$9,056     | 2          | \$18,113        |
|                        | New Sign on Post                             | Each             | \$181       | 4          | \$725           |
|                        | High Visibility Ladder Crosswalk             | Each             | \$1,788     | 2          | \$3,576         |
| <b>Segment Total</b>   |  |                  |             |            | <b>\$22,413</b> |
| <b>ALL SEGMENTS</b>    |  |                  |             |            | <b>\$83,698</b> |

## Appendices

- Warm Springs Elementary School Walk Audit Sign-in Sheet
- Lankershim Elementary School Walk Audit Sign-in Sheet