

Measure S North School Traffic Report Flaws

There are several serious flaws in the April 2016 Traffic Impact Analysis for the proposed North Elementary School.

- In the initial paragraph of the report the North School site is described as being bordered on the North by 24th St rather than the actual North bordering 26th St.
- The Morningside Drive segment from 25th N to North School is not addressed in the report and yet is a significant drop-off and pickup point for the school and will definitely be impacted. The North end of this street already is burdened by its use as quick access parking for Valley Park via the Porter Lane ramp let alone the limited parking available for the street residents and impact upon delivery trucks that must turn around at this end of the street. This segment is not even included in the list of other local streets that might be used as access routes, i.e., Silverstrand Ave., Ozone Ct. and 24th Place even though it dead ends right at the school property.
- 25th Street between Valley Drive and Park Ave is a significant feeder street to the school and is listed with a speed limit of 25 MPH when, in fact, it is actually posted for 15 MPH.
- The bordering streets to the school, 25th St., 26th St., Myrtle Ave, Morningside Dr segment South of the school are all listed as two-lane streets. While they are indeed two-way streets, except on trash pickup periods, there is parking on both sides of these streets and to pass a car one must take turns slaloming between the parked cars. 26th Street in particular is barely a one-lane street with cars parked on both sides.
- The report discounts the afternoon traffic volume because the peak period does not significantly overlap the afternoon peak commuter period. One only has to try to get down Valley Drive in front of Valley school at this afternoon pickup period to see how ridiculous this assessment is.
- The assessment that the traffic increase around North School resulting from the Measure S proposal does not represent new traffic because the traffic is redirected from Hermosa View and Hermosa Valley Schools seems to ignore that the traffic is being rerouted from Valley Drive and Prospect Ave which are clearly much more major streets than the narrow residential streets that surround North School. Every block of the streets that surround North School is demarcated by stop signs which clearly impedes traffic flow and is in contrast to the traffic flow on Prospect and Valley with the reduced density of stop signs.
- In discounting the afternoon traffic impact, the report seems to ignore the difference between dropoff duration and pickup duration when there is often a wait for the child to be ready for pickup. Ever notice the difference between the departure/dropoff upper level traffic and the arrival/pickup lower level traffic at LAX.

From the errors in the report noted above, It appears that those that performed the analysis didn't actually traverse the subject streets nor even look at a map of the neighborhood. One might suspect that the analysis was biased towards the interest of the customer; perhaps there ought to be a balancing report performed by the neighbors of North School.

Neighbors of North School,
Terry & Betty Dunbar