



## CROSSING GUARD WARRANT MEMORANDUM

To: Larry Tay, P.E., T.E. – City Traffic Engineer at the City of Orange

From: Ryan Calad, P.E., T.E. – Kimley-Horn and Associates, Inc

Copy: Jason Melchor, P.E.

Date: May 28, 2025

Subject: Crossing Guard Assessment Report

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### INTRODUCTION

The City of Orange retained Kimley Horn and Associates to conduct an Engineering Study to assess and evaluate the need for crossing guard(s) at 43 crossing locations (amongst 19 schools) within the City of Orange. The study was conducted to develop a prioritization list that would help identify an intersection's consideration for an adult crossing guard.

Each school and its corresponding study intersections are identified below:

SCHOOL:	#	STREET:	CROSS STREET:
Anaheim Hills Elementary	37	Serrano Avenue	Kendra Loop
California Inspire Academy	8	Cambridge Street	Katella Avenue
	18	Glassell Street	Wilson Avenue / Adams Avenue
	38	Shaffer Street	Quincy Avenue
	4	California Street	Quincy Avenue
	5	Cambridge Street	Adams Avenue
	6	Cambridge Street	Collins Avenue
Cambridge Elementary School	42	Tustin Street	Walnut Avenue
	10	Cambridge Street	Sycamore Avenue
	11	Cambridge Street	Walnut Avenue
Chapman Hills Elementary	13	Canyon View Avenue	Aspen Street
	43	White Oak Ridge	Trail Ends Lane
Fletcher Gate Academy	16	Fletcher Avenue	Batavia Street
	15	Fletcher Avenue	American Way
Handy Elementary	20	Handy Street	Oakmont Avenue
	19	Handy Street	Collins Avenue

Holy Family School	17	Glassell Street	La Veta Avenue
Jordan Elementary School	21	Hewes Street	Jordan Avenue
	14	Esplanade Street	Jordan Avenue
La Veta Elementary	22	La Veta Avenue	Malena Drive
	23	La Veta Avenue	Prospect Street
	24	La Veta Avenue	Yorba Street
Lampson Elementary	25	Lewis Street	Lampson Avenue
Linda Vista Elementary	26	Linda Vista Street	Elsinore Avenue
	12	Cannon Street	San Juan Drive
McPherson Magnet School	31	Prospect Street	Palmyra Avenue
Palmyra Elementary School	30	Palmyra Avenue	Tustin Street
	29	Palmyra Avenue	California Street
	9	Cambridge Street	Palmyra Avenue
Prospect Elementary School	40	Spring Street	Virage Avenue
	32	Prospect Street	Spring Street
	39	Spring Street	Seranado Street
Santiago Charter Middle School	33	Rancho Santiago	Walnut Avenue
Serrano Elementary School	35	Santiago Boulevard	Serrano Avenue
	36	Santiago Boulevard	Taft Avenue
	34	Santiago Boulevard	Meats Avenue
Sycamore Elementary	28	Palm Avenue	Main Street
	27	Palm Avenue	Batavia Street
Taft Elementary School	41	Tustin Street	Briardale Avenue
	7	Cambridge Street	Glendale Avenue
West Orange Elementary School	3	Almond Avenue	Pepper Street
	1	Almond Avenue	Batavia Street
	2	Almond Avenue	Main Street

## CROSSING GUARD WARRANT CRITERIA

An adult crossing guard analysis was completed for the study intersections in accordance with guidance provided in: (1) Section 7D.02 of the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD) and (2) City of Orange Criteria for School Crossing Guards (City of Orange Criteria).

CA MUTCD: Adult crossing guards are generally used to provide gaps in traffic at school crossings where an engineering study has shown that adequate gaps need to be created. The following criteria was used to help determine if a crossing guard could be considered at an intersection:

- A. *While crossing a public highway and at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school;*

AND

- B. *At uncontrolled crossings where there is no alternative controlled crossing within 600 feet, and*
- a. *In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or*
  - b. *In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school*
- Whenever the critical (85<sup>th</sup> percentile) approach speed exceeds 40 mph, the guidelines for rural areas should be applied.*

OR

- C. *At a stop sign-controlled crossing:*
- a. *Where the vehicular traffic volumes on undivided highways of four or more lanes exceed 500 per hour during any period when the school pedestrians are going to or from school*

OR

- D. *At traffic signal-controlled crossings:*
- a. *Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or*
  - b. *Where justified through analysis of the operations of the intersection*

OR

- E. *Other criteria that may be considered in an engineering study include:*
- a. *Special situations make it necessary to assist elementary school pedestrians in crossing the street;*
  - b. *A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period*

City of Orange Criteria: The City of Orange Crossing Guard Assessment outlines the following criteria, of which the requirements in Section I, II, and any one of the requirements in Section III must be met to qualify a school crossing to warrant an adult crossing guard:

- I. *The Guard is for school students K thru 6 grades;*  
AND
- II. *Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time;*  
AND
- III. *Crossing Type (A, B, or C)*
  - A. *Uncontrolled Crossings (Must meet one)*
    - i. *Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour.*

- ii. *Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.*
- iii. *Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.*
- iv. *600 ft. or more to an intersection controlled by STOP signs or traffic signals.*
- v. *When traffic records indicate a high incidence of vehicle collisions as the result of pedestrian misuse of a marked crosswalk*
- vi. *Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be effectively controlled through the application of accepted traffic engineering principles.*
- B. *Crossings controlled by Boulevard Stop Signs (Must meet one)*
  - i. *Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.*
  - ii. *When traffic records indicate high incidences of citations being issued for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.*
- C. *Crossings Controlled by Traffic Signals*
  - i. *Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.*

## DATA COLLECTION

From November 2024 to January 2025, Kimley Horn collected and analyzed pedestrian and vehicle counts, field observations, accident history, and citation history for each intersection included in this study. Utilizing the data that was collected, CA MUTCD and City of Orange Crossing Guard Warrants were completed for each studied intersection. A summary of these findings is provided in **Appendix A**. The completed Crossing guard warrants are included in **Appendix B**.

### Traffic Counts

School-aged (K-6) pedestrian and vehicle volumes were collected at all 43 school crossing locations on Thursday, November 21, 2024. Counts were collected for 1.5 hours during the AM peak hour, beginning either one hour before the start of school or 7:00 A.M., whichever is later. Counts were collected for 2.5 hours during the PM peak hour, beginning 30-minutes before the first dismissal. Kimley-Horn and Associates, Inc. received the traffic counts on December 4, 2024.

### Field Observations

A site visit to each of the 43 project locations was conducted to identify possible safety concerns on November 26, 2024 to November 27, 2024.

### Collision Data

As a part of the City of Orange Crossing Guard Warrant Assessment, collision data was evaluated at each study intersection from August 2018 through June 2024. The data yielded nine (9) total collisions near four (4) of the 43 school crossings One (1) of these collisions involved pedestrians; one collision near American Way and Fletcher Avenue,

### **Citation Data**

Citation data analysis was included to supplement the City of Orange Crossing Guard Warrant. Citation history was provided by the Orange Police Department for the 11 all way stop-controlled crossings. The data was evaluated from November 1, 2019 through October 31, 2024. A copy of the citation data is included in **Appendix C**.

### **FINDINGS**

Pedestrian and vehicle counts, field observations, accident data, and citation history were used to complete the CA MUTCD and City of Orange Criteria Assessments. Based on the assessment findings, the prioritization list for crossing guard consideration is separated into four (4) tiers based on need. Outlined below is the overview of the “Tier” system:

<b>Tier #</b>	<b>Summary</b>
<b>Tier 1</b>	Crossing locations that satisfy CA MUTCD warrants.
<b>Tier 2</b>	Crossing locations that satisfy the City of Orange Criteria only.
<b>Tier 3</b>	Intersections evaluated under the boulevard stop for the City of Orange Criteria that met the pedestrian count and the 500-vehicle volume count per hour, but the crossing is located on a two-lane street. <b>OR</b> Crossings that meet at least 80% of the pedestrian counts per crosswalk in Section II and 80% of the vehicle volume count needed for Section III.
<b>Tier 4</b>	Crossing locations that do not meet warrants

The completed Crossing guard warrants included in **Appendix B** are sorted based on Tier ranking from 1 to 4.

**Tier 1** consists of crossing locations that satisfy CA MUTCD crossing guard warrants. These intersections met the criteria of at least 40 school-aged pedestrians using the crossings in the AM and PM peak hour, as well as vehicle volume counts of 500 per hour at a stop-controlled crossing or 300 turning movements at a signalized crossing.

The following school crossing location meets the requirements for Tier 1:

#	STREET:	CROSS STREET:	SCHOOL:	CONTROL TYPE
32	Prospect Street	Spring Street	Prospect Elementary School	Signal

**Tier 2** consists of crossing locations that satisfy the City of Orange Criteria but not the CA MUTCD warrant. These intersections met the criteria of at least 20 school-aged pedestrians using the crossings in the AM or PM peak hour as well as vehicular traffic volume requirements.

There are twelve (12) intersections that fall into this category. Of these intersections, nine (9) are uncontrolled intersections, two (2) are all-way stop-controlled, and one (1) is signal-controlled. The following school crossing locations intersections meet the requirements for Tier 2:

#	STREET:	CROSS STREET:	SCHOOL:	CONTROL TYPE
3	Almond Avenue	Pepper Street	West Orange Elementary	Uncontrolled
5	Cambridge Street	Adams Avenue	California Inspire Academy	Uncontrolled
7	Cambridge Street	Glendale Avenue	Taft Elementary School	Uncontrolled
12	Cannon Street	San Juan Drive	Linda Vista Elementary	All-Way Stop
15	Fletcher Avenue	American Way	Fletcher Gate Academy	Uncontrolled
19	Handy Street	Collins Avenue	Handy Elementary	All-Way Stop
21	Hewes Steet	Jordan Avenue	Jordan Elementary School	Uncontrolled
22	La Veta Avenue	Malena Drive	La Veta Elementary	Uncontrolled
29	Palmyra Avenue	California Street	Palmyra Elementary School	Uncontrolled
35	Santiago Boulevard	Serrano Avenue	Serrano Elementary School	Signal
39	Spring Street	Seranado Street	Prospect Elementary School	Uncontrolled
40	Spring Street	Virage Avenue	Prospect Elementary School	Uncontrolled

**Tier 3** consists of crossing locations that do not meet the local City of Orange Criteria but have characteristics that merit consideration based on the following:

A. Intersections evaluated under the boulevard stop (All-Way Stop) for the City of Orange Criteria that met the pedestrian count and the 500-vehicle volume count per hour, but the crossing is located on a two-lane street (Section III requires four (4) lanes minimum).

OR

B. Crossings that meet at least 80% of the pedestrian counts per crosswalk and 80% of the vehicle volume count needed for Section III (A, B, or C).

Listed below are the four (4) locations that meet these Tier 3 criteria, which includes three (3) locations are all-way stop-controlled and one (1) uncontrolled location:

#	STREET:	CROSS STREET:	SCHOOL:	CONTROL TYPE
4	California Street	Quincy Avenue	California Inspire Academy	Uncontrolled
10	Cambridge Street	Sycamore Avenue	Cambridge Elementary School	All-Way Stop
11	Cambridge Street	Walnut Avenue	Cambridge Elementary School	All-Way Stop
31	Prospect Street	Palmyra Avenue	McPherson Magnet School	All-Way Stop

**Tier 4** consists of locations that did not satisfy the City of Orange, CA MUTCD, or the special considerations noted in the Tier 3 assessment (minimum lanes or 80% of warrant pedestrian and vehicle volumes) for City of Orange criteria. The following twenty-six (26) study intersections do not fulfill the requirements of either the City of Orange or CA MUTCD and fall into Tier 4:

#	STREET:	CROSS STREET:	SCHOOL:	CONTROL TYPE
1	Almond Avenue	Batavia Street	West Orange Elementary	All-Way Stop
2	Almond Avenue	Main Street	West Orange Elementary	Signal
6	Cambridge Street	Collins Avenue	California Inspire Academy	Signal
8	Cambridge Street	Katella Avenue	California Inspire Academy	Signal
9	Cambridge Street	Palmyra Avenue	Palmyra Elementary School	All-Way Stop
13	Canyon View Avenue	Aspen Street	Chapman Hills Elementary	Signal
14	Esplanade Street	Jordan Avenue	Jordan Elementary School	Uncontrolled
16	Fletcher Avenue	Batavia Street	Fletcher Gate Academy	Signal
17	Glassell Street	La Veta Avenue	Holy Family School	Signal
18	Glassell Street	Wilson Avenue / Adams	California Inspire Academy	Signal
20	Handy Street	Oakmont Avenue	Handy Elementary	All-Way Stop
23	La Veta Avenue	Prospect Street	La Veta Elementary	All-Way Stop
24	La Veta Avenue	Yorba Street	La Veta Elementary	Signal
25	Lewis Street	Lampson Avenue	Lampson Elementary	Signal
26	Linda Vista Street	Elsinore Avenue	Linda Vista Elementary	All-Way Stop
27	Palm Avenue	Batavia Street	Sycamore Elementary	Signal
28	Palm Avenue	Main Street	Sycamore Elementary	Signal
30	Palmyra Avenue	Tustin Street	Palmyra Elementary School	Signal
33	Rancho Santiago	Walnut Avenue	Santiago Charter Middle	All-Way Stop
34	Santiago Boulevard	Meats Avenue	Serrano Elementary School	Signal
36	Santiago Boulevard	Taft Avenue	Serrano Elementary School	Signal
37	Serrano Avenue	Kendra Loop	Anaheim Hills Elementary	Signal
38	Shaffer Street	Quincy Avenue	California Inspire Academy	Uncontrolled
41	Tustin Street	Briardale Avenue	Taft Elementary School	Signal
42	Tustin Street	Walnut Avenue	Cambridge Elementary School	Signal
43	White Oak Ridge	Trail Ends Lane	Chapman Hills Elementary	All-Way Stop

Shown on the following is a condensed summary of the results of the Adult Crossing Guard Warrant Assessment.

## City of Orange Adult Crossing Guard List of Proposed Location Warrants

#	STREET:	CROSS STREET:	SCHOOL:	CONTROL TYPE	City of Orange Warrant Satisfied?	CA MUTCD Satisfied?	2023 - 2024 Staffing	2024 - 2025 Staffing	Staffing Priority (Tiers 1-4)
32	Prospect Street	Spring Street	Prospect Elementary School	Signal		✓			1
3	Almond Avenue	Pepper Street	West Orange Elementary	Uncontrolled	✓		Filled		2
5	Cambridge Street	Adams Avenue	California Inspire Academy	Uncontrolled	✓				2
7	Cambridge Street	Glendale Avenue	Taft Elementary School	Uncontrolled	✓		Filled	Filled	2
12	Cannon Street	San Juan Drive	Linda Vista Elementary	All-Way Stop	✓			Filled	2
15	Fletcher Avenue	American Way	Fletcher Gate Academy	Uncontrolled	✓			Filled	2
19	Handy Street	Collins Avenue	Handy Elementary	All-Way Stop	✓		Filled	Filled	2
21	Hewes Steet	Jordan Avenue	Jordan Elementary School	Uncontrolled	✓		Filled	Filled	2
22	La Veta Avenue	Malena Drive	La Veta Elementary	Uncontrolled	✓		Filled	Filled	2
29	Palmyra Avenue	California Street	Palmyra Elementary School	Uncontrolled	✓		Filled	Filled	2
35	Santiago Boulevard	Serrano Avenue	Serrano Elementary School	Signal	✓				2
39	Spring Street	Seranado Street	Prospect Elementary School	Uncontrolled	✓				2
40	Spring Street	Virage Avenue	Prospect Elementary School	Uncontrolled	✓			Filled	2
4	California Street	Quincy Avenue	California Inspire Academy	Uncontrolled	✓ *		Filled	Filled	3
10	Cambridge Street	Sycamore Avenue	Cambridge Elementary School	All-Way Stop	✓ **		Filled	Filled	3
11	Cambridge Street	Walnut Avenue	Cambridge Elementary School	All-Way Stop	✓ **		Filled	Filled	3
31	Prospect Street	Palmyra Avenue	McPherson Magnet School	All-Way Stop	✓ *		Filled	Filled	3
1	Almond Avenue	Batavia Street	West Orange Elementary	All-Way Stop			Filled	Filled	4
2	Almond Avenue	Main Street	West Orange Elementary	Signal					4
6	Cambridge Street	Collins Avenue	California Inspire Academy	Signal					4
8	Cambridge Street	Katella Avenue	California Inspire Academy	Signal					4
9	Cambridge Street	Palmyra Avenue	Palmyra Elementary School	All-Way Stop					4
13	Canyon View Avenue	Aspen Street	Chapman Hills Elementary	Signal			Filled	Filled	4
14	Esplanade Street	Jordan Avenue	Jordan Elementary School	Uncontrolled			Filled		4
16	Fletcher Avenue	Batavia Street	Fletcher Gate Academy	Signal					4
17	Glassell Street	La Veta Avenue	Holy Family School	Signal					4
18	Glassell Street	Wilson Avenue / Adams	California Inspire Academy	Signal					4
20	Handy Street	Oakmont Avenue	Handy Elementary	All-Way Stop			Filled		4
23	La Veta Avenue	Prospect Street	La Veta Elementary	All-Way Stop					4
24	La Veta Avenue	Yorba Street	La Veta Elementary	Signal					4
25	Lewis Street	Lampson Avenue	Lampson Elementary	Signal					4
26	Linda Vista Street	Elsinore Avenue	Linda Vista Elementary	All-Way Stop					4
27	Palm Avenue	Batavia Street	Sycamore Elementary	Signal			Filled		4
28	Palm Avenue	Main Street	Sycamore Elementary	Signal				Filled	4
30	Palmyra Avenue	Tustin Street	Palmyra Elementary School	Signal			Filled	Filled	4
33	Rancho Santiago	Walnut Avenue	Santiago Charter Middle	All-Way Stop					4
34	Santiago Boulevard	Meats Avenue	Serrano Elementary School	Signal					4
36	Santiago Boulevard	Taft Avenue	Serrano Elementary School	Signal					4
37	Serrano Avenue	Kendra Loop	Anaheim Hills Elementary	Signal					4
38	Shaffer Street	Quincy Avenue	California Inspire Academy	Uncontrolled			Filled		4
41	Tustin Street	Briardale Avenue	Taft Elementary School	Signal			Filled		4
42	Tustin Street	Walnut Avenue	Cambridge Elementary School	Signal			Filled		4
43	White Oak Ridge	Trail Ends Lane	Chapman Hills Elementary	All-Way Stop					4

Notes \*Location meets at least 80% of the pedestrian counts per crosswalk and 80% of the vehicle volume count needed for Section III (A, B, or C).

\*\* Intersections evaluated under the boulevard stop (All-Way Stop) for the City of Orange warrants that met the pedestrian count and the 500-vehicle volume count per hour, but the crossing is located on a two-lane street (Warrant Section III requires four (4) lanes minimum)

**APPENDIX A**

**CITY OF ORANGE ADULT CROSSING GUARD  
LIST OF PROPOSED LOCATION WARRANTS**

City of Orange Adult Crossing Guard List of Proposed Location Warrants

#	STREET:	CROSS STREET:	SCHOOL:	CONTROL TYPE	Yellow School X- Walk	City of Orange Section II	City of Orange Section III	# of City of Orange Section III Warrants Satisfied	City of Orange Warrant Satisfied?	CAMUTCD Peds	CAMUTCD Veh	# of CA MUTCD Warrants Satisfied	CA MUTCD Satisfied?	2023 - 2024 Staffing	2024 - 2025 Staffing	Staffing Priority (Tiers 1-4)
32	Prospect Street	Spring Street	Prospect Elementary School	Signal	Yes	✓		0 of 1		✓	✓	2	✓			1
3	Almond Avenue	Pepper Street	West Orange Elementary	Uncontrolled	Yes	✓	✓	1 of 6	✓			0		Filled		2
5	Cambridge Street	Adams Avenue	California Inspire Academy	Uncontrolled	Yes	✓	✓	2 of 6	✓		✓	1				2
7	Cambridge Street	Glendale Avenue	Taft Elementary School	Uncontrolled	Yes	✓	✓	2 of 6	✓		✓	1		Filled	Filled	2
12	Cannon Street	San Juan Drive	Linda Vista Elementary	All-Way Stop	Yes	✓	✓	1 of 2	✓		✓	1			Filled	2
15	Fletcher Avenue	American Way	Fletcher Gate Academy	Uncontrolled	Yes	✓	✓	3 of 6	✓			0			Filled	2
19	Handy Street	Collins Avenue	Handy Elementary	All-Way Stop	Yes	✓	✓	1 of 2	✓		✓	1		Filled	Filled	2
21	Hewes Steet	Jordan Avenue	Jordan Elementary School	Uncontrolled	Yes	✓	✓	3 of 6	✓			0		Filled	Filled	2
22	La Veta Avenue	Malena Drive	La Veta Elementary	Uncontrolled	Yes	✓	✓	2 of 6	✓		✓	1		Filled	Filled	2
29	Palmyra Avenue	California Street	Palmyra Elementary School	Uncontrolled	Yes	✓	✓	2 of 6	✓	✓		1		Filled	Filled	2
35	Santiago Boulevard	Serrano Avenue	Serrano Elementary School	Signal	Yes	✓	✓	1 of 1	✓			0				2
39	Spring Street	Seranado Street	Prospect Elementary School	Uncontrolled	Yes	✓	✓	1 of 6	✓	✓		1				2
40	Spring Street	Virage Avenue	Prospect Elementary School	Uncontrolled	Yes	✓	✓	1 of 6	✓			0			Filled	2
4	California Street	Quincy Avenue	California Inspire Academy	Uncontrolled	Yes	✓		1 of 6	✓ *	✓		1		Filled	Filled	3
10	Cambridge Street	Sycamore Avenue	Cambridge Elementary School	All-Way Stop	Yes	✓		0 of 2	✓ **			0		Filled	Filled	3
11	Cambridge Street	Walnut Avenue	Cambridge Elementary School	All-Way Stop	Yes	✓		0 of 2	✓ **	✓		1		Filled	Filled	3
31	Prospect Street	Palmyra Avenue	McPherson Magnet School	All-Way Stop	Yes		✓	1 of 2	✓ *		✓	1		Filled	Filled	3
1	Almond Avenue	Batavia Street	West Orange Elementary	All-Way Stop	Yes			0 of 2				0		Filled	Filled	4
2	Almond Avenue	Main Street	West Orange Elementary	Signal	No			0 of 1				0				4
6	Cambridge Street	Collins Avenue	California Inspire Academy	Signal	Yes	✓		0 of 1				0				4
8	Cambridge Street	Katella Avenue	California Inspire Academy	Signal	No			0 of 1				0				4
9	Cambridge Street	Palmyra Avenue	Palmyra Elementary School	All-Way Stop	Yes		✓	1 of 2				0				4
13	Canyon View Avenue	Aspen Street	Chapman Hills Elementary	Signal	Yes			0 of 1				0		Filled	Filled	4
14	Esplanade Street	Jordan Avenue	Jordan Elementary School	Uncontrolled	Yes		✓	2 of 6				0		Filled		4
16	Fletcher Avenue	Batavia Street	Fletcher Gate Academy	Signal	Yes			0 of 1				0				4
17	Glassell Street	La Veta Avenue	Holy Family School	Signal	Yes			0 of 1			✓	1				4
18	Glassell Street	Wilson Avenue / Adams	California Inspire Academy	Signal	No	✓		0 of 1				0				4
20	Handy Street	Oakmont Avenue	Handy Elementary	All-Way Stop	Yes			0 of 2				0		Filled		4
23	La Veta Avenue	Prospect Street	La Veta Elementary	All-Way Stop	No		✓	1 of 2			✓	1				4
24	La Veta Avenue	Yorba Street	La Veta Elementary	Signal	Yes			0 of 1				0				4
25	Lewis Street	Lampson Avenue	Lampson Elementary	Signal	Yes		✓	1 of 1			✓	1				4
26	Linda Vista Street	Elsinore Avenue	Linda Vista Elementary	All-Way Stop	Yes			0 of 2				0				4
27	Palm Avenue	Batavia Street	Sycamore Elementary	Signal	No			0 of 1				0		Filled		4
28	Palm Avenue	Main Street	Sycamore Elementary	Signal	Yes			0 of 1				0			Filled	4
30	Palmyra Avenue	Tustin Street	Palmyra Elementary School	Signal	No	✓		0 of 1				0		Filled	Filled	4
33	Rancho Santiago	Walnut Avenue	Santiago Charter Middle	All-Way Stop	Yes	✓		0 of 2		✓		1				4
34	Santiago Boulevard	Meats Avenue	Serrano Elementary School	Signal	No			0 of 1			✓	1				4
36	Santiago Boulevard	Taft Avenue	Serrano Elementary School	Signal	No	✓		0 of 1			✓	1				4
37	Serrano Avenue	Kendra Loop	Anaheim Hills Elementary	Signal	Yes	✓		0 of 1			✓	1				4
38	Shaffer Street	Quincy Avenue	California Inspire Academy	Uncontrolled	Yes			0 of 6				0		Filled		4
41	Tustin Street	Briardale Avenue	Taft Elementary School	Signal	No		✓	1 of 1			✓	1		Filled		4
42	Tustin Street	Walnut Avenue	Cambridge Elementary School	Signal	No		✓	1 of 1			✓	1		Filled		4
43	White Oak Ridge	Trail Ends Lane	Chapman Hills Elementary	All-Way Stop	Yes			0 of 2				0				4

Notes

\*Location meets at least 80% of the pedestrian counts per crosswalk and 80% of the vehicle volume count needed for Section III (A, B, or C).

\*\* A.Intersections evaluated under the boulevard stop (All-Way Stop) for the City of Orange warrants that met the pedestrian count and the 500-vehicle volume count per hour, but the crossing is located on a two-lane street (Warrant Section III requires four (4) lanes minimum)

## **APPENDIX B**

### **SCHOOL CROSSING GUARD WARRANTS TIERS 1-4**

## **SCHOOL CROSSING GUARD LOCATIONS**

### **TIER 1**

**Attachment 2:**  
**CITY OF ORANGE**  
**DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION**  
**CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD**  
**(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

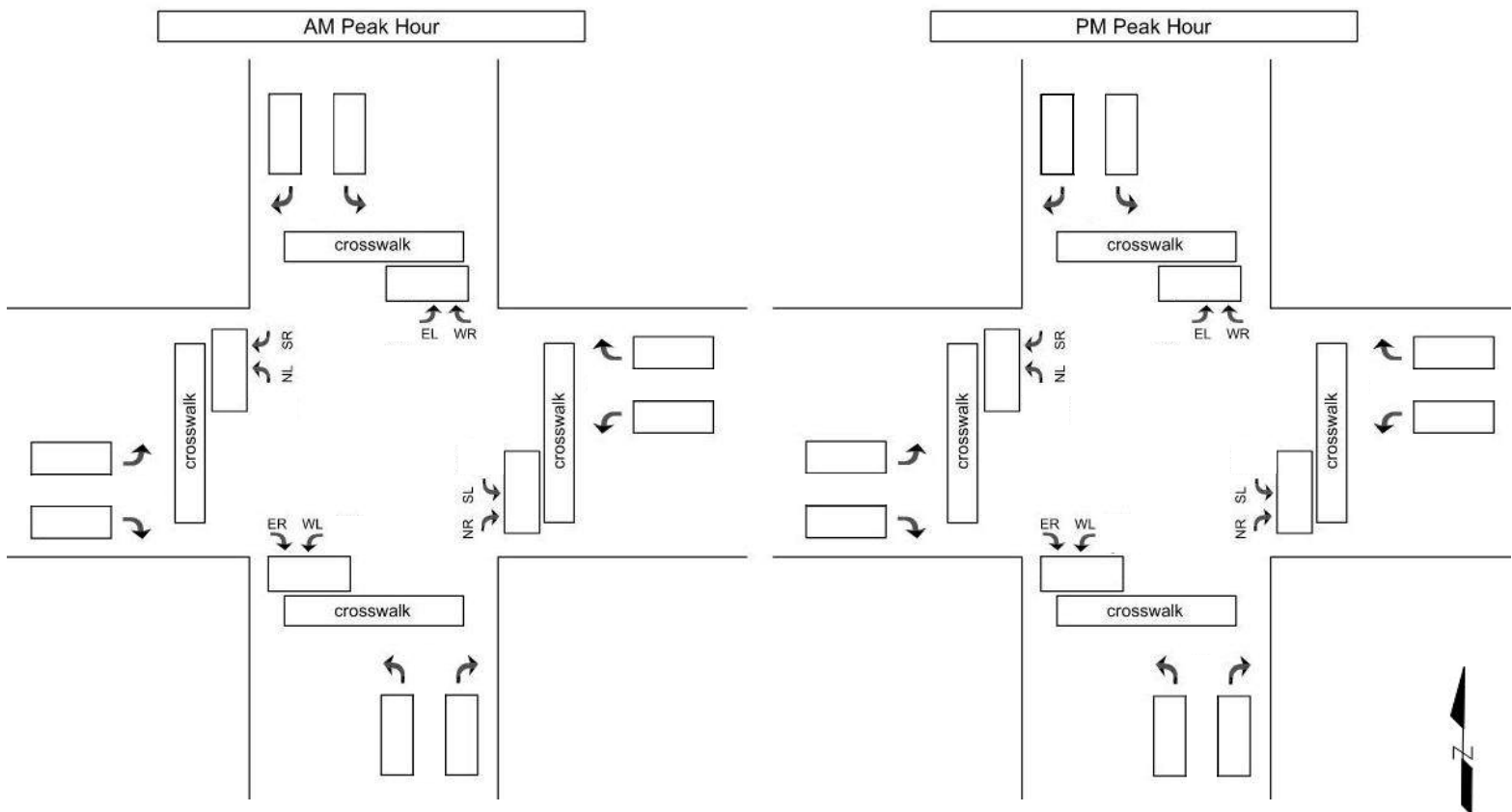
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: Prospect Elementary School

Control Type: Signalized

Major Street: Prospect Street

Minor Street: Spring Street

Critical Approach Speed: 35 mph

Critical Approach Speed: 35 mph

Adult Crossing Guard Warrant Satisfied?	YES
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Criteria	Description	Prospect Street at Spring Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Prospect Street and Spring Street are both public roads	Yes	Yes
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	40 School Pedestrians (S) from 7:30 AM to 8:30 AM 48 School Pedestrians (S) from 3:00 PM to 4:00 PM	Yes	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			Yes
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	399 (South Leg) from 7:30 AM to 8:30 PM	Yes	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 2 lanes in each direction and one left-turn lane on both sides; total of five lanes on Prospect Street
- 4 total lanes on the westbound leg of Spring Street, 5 total lanes on the eastbound leg of Spring Street at the intersection
- West leg of intersection on Spring Street leads into parking lot of Grijalva Park
- Crosswalk on all four legs of intersection
- Parking prohibited in both directions of Prospect Street and east leg of Spring Street

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

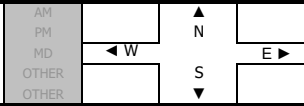
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
Prospect St  
E Spring St

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
32  
SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Prospect St			Prospect St			E Spring St			E Spring St			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 2	WT 0.5	WR 0.5	TOTAL

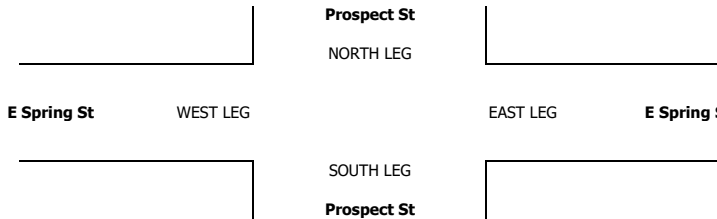
AM	7:00 AM	1	39	26	5	152	0	0	1	2	49	2	6	283
	7:15 AM	7	70	46	19	177	2	2	1	3	55	2	11	395
	7:30 AM	3	93	53	26	235	3	0	2	5	72	4	16	512
	7:45 AM	8	134	77	36	246	4	1	4	2	92	2	29	635
	8:00 AM	11	82	139	47	183	5	1	8	10	130	5	47	668
	8:15 AM	6	96	105	47	207	3	0	6	8	166	6	59	709
	VOLUMES	36	514	446	180	1,200	17	4	22	30	564	21	168	3,202
	APPROACH %	4%	52%	45%	13%	86%	1%	7%	39%	54%	75%	3%	22%	
	APP/DEPART	996	/	686	1,397	/	1,794	56	/	648	753	/	74	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	28	405	374	156	871	15	2	20	25	460	17	151	2,524
	APPROACH %	3%	50%	46%	15%	84%	1%	4%	43%	53%	73%	3%	24%	
	PEAK HR FACTOR	0.870			0.911			0.618			0.680			0.890
	APP/DEPART	807	/	558	1,042	/	1,356	47	/	550	628	/	60	0
	01:30 PM	2	86	50	15	106	4	0	1	3	66	1	21	355
	1:45 PM	2	94	47	7	131	1	0	8	11	75	2	27	405
	2:00 PM	8	87	63	19	124	2	0	0	9	58	0	17	387
	2:15 PM	3	130	72	5	119	1	1	0	4	63	0	20	418
	2:30 PM	5	116	52	8	133	2	0	1	1	87	4	26	435
	2:45 PM	7	154	48	17	148	4	2	2	3	69	4	28	486
PM	3:00 PM	1	182	64	22	122	2	1	5	4	81	6	44	534
	3:15 PM	8	149	77	24	144	4	4	4	5	68	2	30	519
	3:30 PM	4	169	73	27	149	3	2	1	4	162	6	47	647
	3:45 PM	11	193	70	22	144	3	0	3	6	71	4	33	550
	VOLUMES	51	1,360	616	166	1,320	26	10	25	50	790	29	293	4,736
	APPROACH %	3%	67%	30%	11%	87%	2%	12%	29%	59%	71%	3%	26%	
	APP/DEPART	2,027	/	1,663	1,512	/	2,160	85	/	807	1,112	/	106	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	24	693	284	95	559	12	7	13	19	372	18	154	2,250
	APPROACH %	2%	69%	28%	14%	84%	2%	18%	33%	49%	68%	3%	28%	
	PEAK HR FACTOR	0.913			0.930			0.750			0.633			0.869
	APP/DEPART	1,001	/	854	666	/	950	39	/	392	544	/	54	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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AM	7:00 AM	1	39	26	5	152	0	0	1	2	49	2	6	283
	7:15 AM	7	70	46	19	177	2	2	1	3	55	2	11	395
	7:30 AM	3	93	53	26	235	3	0	2	5	72	4	16	512
	7:45 AM	8	134	77	36	246	4	1	4	2	92	2	29	635
	8:00 AM	11	82	139	47	183	5	1	8	10	130	5	47	668
	8:15 AM	6	96	105	47	207	3	0	6	8	166	6	59	709
	TOTAL	36	514	446	180	1,200	17	4	22	30	564	21	168	3,202
PM	1:30 PM	2	86	50	15	106	4	0	1	3	66	1	21	355
	1:45 PM	2	94	47	7	131	1	0	8	11	75	2	27	405
	2:00 PM	8	87	63	19	124	2	0	0	9	58	0	17	387
	2:15 PM	3	130	72	5	119	1	1	0	4	63	0	20	418
	2:30 PM	5	116	52	8	133	2	0	1	1	87	4	26	435
	2:45 PM	7	154	48	17	148	4	2	2	3	69	4	28	486
	3:00 PM	1	182	64	22	122	2	1	5	4	81	6	44	534
	3:15 PM	8	149	77	24	144	4	4	4	5	68	2	30	519
	3:30 PM	4	169	73	27	149	3	2	1	4	162	6	47	647
	3:45 PM	11	193	70	22	144	3	0	3	6	71	4	33	550
	TOTAL	51	1,360	616	166	1,320	26	10	25	50	790	29	293	4,736

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	0	0	1	2
2	3	1	3	9
1	8	0	3	12
4	14	1	6	25
5	31	0	2	38
3	20	1	2	26
16	76	3	17	112
0	2	1	4	7
1	12	1	7	21
4	5	0	6	15
2	9	1	0	12
2	23	2	1	28
5	7	0	3	15
2	5	0	4	11
4	4	1	3	12
5	32	1	8	46
0	22	1	9	32
25	121	8	45	199

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	0	0	1	2
2	2	1	2	7
0	3	0	0	3
2	1	0	0	3
4	14	0	2	20
2	6	1	2	11
11	26	2	7	46
0	1	1	2	4
0	5	1	3	9
3	5	0	6	14
1	7	1	0	9
2	7	1	0	10
3	3	0	3	9
2	1	0	2	5
3	3	1	1	8
2	1	0	0	3
0	3	1	4	8
16	36	6	21	79

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	1	0	1	2
1	2	0	1	4
0	1	0	2	3
1	5	0	0	6
1	1	0	0	2
3	10	0	4	17
0	1	0	0	1
1	1	0	0	2
1	0	0	0	1
1	1	0	0	2
0	0	1	1	2
0	0	0	0	0
0	0	0	2	2
1	0	0	1	2
3	4	1	1	9
0	3	0	0	3
7	10	2	5	24

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	3	0	2	5
2	12	1	4	19
0	12	0	0	12
0	13	0	0	13
2	40	1	6	49
0	0	0	2	2
0	6	0	4	10
0	0	0	0	0
0	1	0	0	1
0	16	0	0	16
2	4	0	0	6
0	4	0	0	4
0	1	0	1	2
0	27	0	7	34
0	16	0	5	21
2	75	0	19	96

**SCHOOL CROSSING GUARD LOCATIONS**

**TIER 2**

**Attachment 2:**  
**CITY OF ORANGE**  
**DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION**  
**CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD**  
**(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

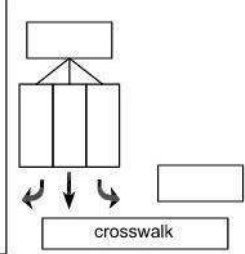
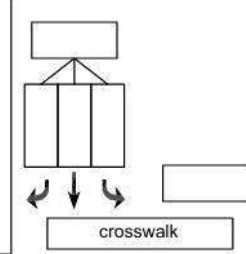
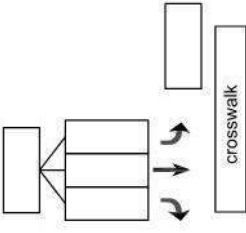
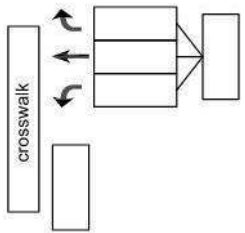
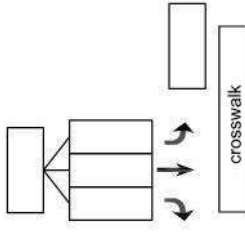
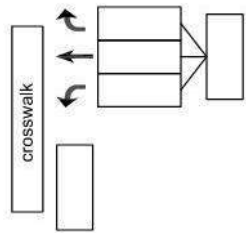

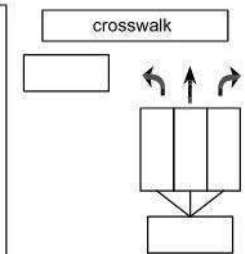
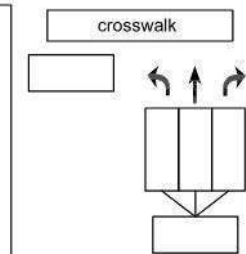
### Section III (Must meet one)

Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

- |   |                              |                             |
|---|------------------------------|-----------------------------|
| 1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.                       | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Uncontrolled Volume = <input style="width: 50px;" type="text"/>	 crosswalk	 crosswalk	Uncontrolled Volume = <input style="width: 50px;" type="text"/>
 crosswalk	 crosswalk	 crosswalk	 crosswalk
AM Peak Hour	PM Peak Hour		
 crosswalk	 crosswalk		

**Adult Crossing Guard Warrant Criteria**School: **West Orange Elementary School**Control Type: **Uncontrolled**Major Street: **Almond Avenue**

Critical Approach Speed: 25 mph

Minor Street: **Pepper Street**

Critical Approach Speed: 25 mph

<b>Adult Crossing Guard Warrant Satisfied?</b>	<b>NO</b>
--	-----------

Criteria	Description	Almond Avenue at Pepper Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Almond Avenue and Pepper Street are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	36 School Pedestrians (W) from 7:00-8:00 AM; 5 School Pedestrians (W) from 2:15-3:15 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	Nearest controlled crossing is 625 feet away	Yes	No
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	41 school pedestrians daily; 267 VPH AM and 246 VPH PM (West Leg)	No	
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No	
05.2	At a stop sign-controlled crossing:  Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

**Observations**

- 3 legged intersection; south leg is the entrance into the school parking lot
- Stop-sign on north leg (minor road) of intersection
- Nearest signal is 625 feet away
- On-street parking allowed on both sides of the street on Pepper Street
- On-street parking allowed in the westbound direction on Almond Avenue
- One unstriped lane in each direction on Pepper Street
- One striped lane in each direction on Almond Avenue

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
S Pepper St  
W Almond Ave

PROJECT #: SC4979  
LOCATION #: 3  
CONTROL: STOP S

NOTES:				AM PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	School Dwy			S Pepper St			W Almond Ave			W Almond Ave			
LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

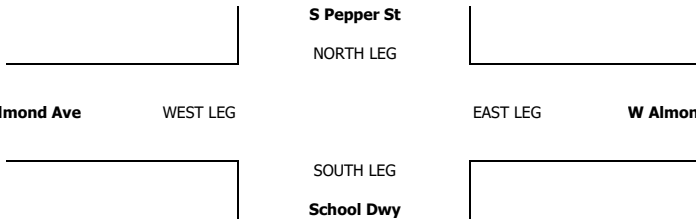
AM	7:00 AM	0	0	0	1	0	3	1	15	0	4	6	1	31
	7:15 AM	0	0	0	0	0	6	0	23	0	3	24	0	56
	7:30 AM	0	0	0	2	4	5	1	28	5	4	27	3	79
	7:45 AM	0	0	0	1	5	8	3	51	26	30	57	8	189
	8:00 AM	0	0	0	1	0	2	2	41	5	1	36	2	90
	8:15 AM	0	0	0	3	0	6	0	13	0	0	30	1	53
	VOLUMES	0	0	0	8	9	30	7	171	36	42	180	15	503
	APPROACH %	0%	0%	0%	17%	19%	63%	3%	79%	17%	18%	76%	6%	
	APP/DEPART	0	/	23	48	/	87	217	/	180	238	/	213	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	0	0	4	9	21	6	143	36	38	144	13	417
	APPROACH %	0%	0%	0%	11%	26%	60%	3%	77%	19%	19%	73%	7%	
	PEAK HR FACTOR	0.000			0.625			0.581			0.516			0.552
	APP/DEPART	0	/	20	35	/	83	186	/	148	196	/	166	0
	01:15 PM	0	0	0	2	1	3	2	27	0	1	28	0	64
	1:30 PM	0	0	0	2	0	2	1	55	0	0	31	0	91
	1:45 PM	0	0	0	0	0	4	3	27	0	1	29	3	67
	2:00 PM	0	0	0	1	0	0	2	27	3	2	32	1	68
	2:15 PM	0	0	0	2	1	4	0	29	5	7	35	1	84
	2:30 PM	0	0	0	2	0	8	2	30	3	1	24	2	72
	2:45 PM	0	0	0	1	0	5	2	32	0	0	30	2	72
	3:00 PM	0	0	0	1	0	4	0	30	0	0	24	2	61
	3:15 PM	0	0	0	2	0	4	2	27	0	0	39	0	74
	3:30 PM	0	0	0	2	0	7	2	31	0	0	44	0	86
	VOLUMES	0	0	0	15	2	41	16	315	11	12	316	11	744
	APPROACH %	0%	0%	0%	25%	3%	69%	5%	92%	3%	4%	93%	3%	
	APP/DEPART	0	/	28	59	/	25	344	/	332	341	/	359	0
	BEGIN PEAK HR	1:30 PM												
	VOLUMES	0	0	0	5	1	10	6	138	8	10	127	5	312
	APPROACH %	0%	0%	0%	31%	6%	63%	4%	91%	5%	7%	88%	3%	
	PEAK HR FACTOR	0.000			0.571			0.679			0.837			0.848
	APP/DEPART	0	/	11	16	/	19	152	/	145	144	/	137	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	2	0	2
0	0	1	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	1	3	1	5

0	1	1	1
---	---	---	---

0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	1	0	0	1
0	1	2	2	5

0	0	0	2
---	---	---	---



AM	7:00 AM	3	3	0	0	6
	7:15 AM	1	1	0	1	3
	7:30 AM	4	2	0	6	12
	7:45 AM	24	18	0	51	93
	8:00 AM	4	4	1	3	12
	8:15 AM	0	1	0	0	1
	TOTAL	36	29	1	61	127
PM	1:15 PM	0	5	0	1	6
	1:30 PM	0	6	0	0	6
	1:45 PM	4	3	0	2	9
	2:00 PM	1	8	0	5	14
	2:15 PM	6	10	0	13	29
	2:30 PM	0	3	0	0	3
	2:45 PM	1	0	0	0	1
	3:00 PM	1	3	0	0	4
	3:15 PM	1	2	1	0	4
	3:30 PM	2	0	0	0	2
	TOTAL	16	40	1	21	78

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
3	3	0	0	6
1	1	0	1	3
4	2	0	6	12
24	18	0	51	93
4	4	1	3	12
0	1	0	0	1
36	29	1	61	127
0	5	0	1	6
0	6	0	0	6
4	3	0	2	9
1	8	0	5	14
6	10	0	13	29
0	3	0	0	3
1	0	0	0	1
1	3	0	0	4
1	2	1	0	4
2	0	0	0	2
16	40	1	21	78

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
2	3	0	0	5
0	1	0	0	1
1	0	0	2	3
13	11	0	20	44
3	4	1	3	11
0	1	0	0	1
19	20	1	25	65
0	4	0	1	5
0	6	0	0	6
2	2	0	2	6
1	8	0	5	14
6	6	0	7	19
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	2	1	0	3
2	0	0	0	2
11	30	1	15	57

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
1	0	0	0	1
1	0	0	0	1
1	1	0	0	2
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
4	1	0	0	5
0	1	0	0	1
0	0	0	0	0
2	0	0	0	2
0	0	0	0	0
0	0	0	1	1
0	2	0	0	2
0	0	0	0	0
1	1	0	0	2
1	0	0	0	1
0	0	0	0	0
4	4	0	1	9

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	1	1
2	1	0	4	7
11	7	0	31	49
0	0	0	0	0
0	0	0	0	0
13	8	0	36	57
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	4	0	5	9
0	0	0	0	0
1	0	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	6	0	5	12

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

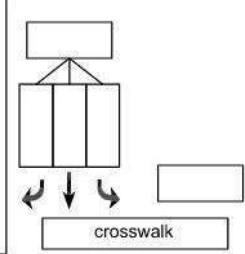
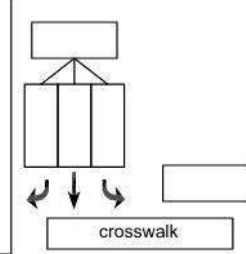
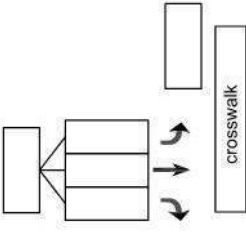
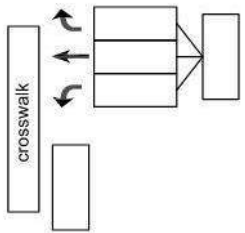
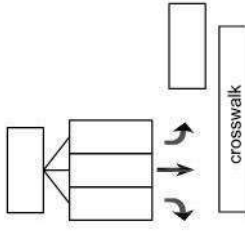
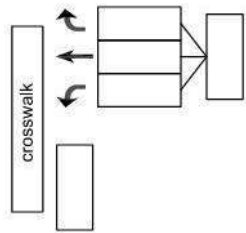

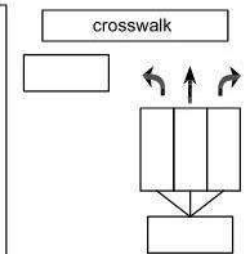
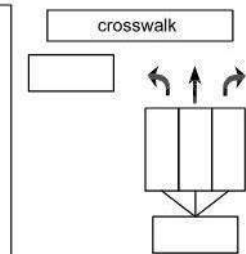
### Section III (Must meet one)

Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

- |   |                              |                             |
|---|------------------------------|-----------------------------|
| 1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.                       | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Uncontrolled Volume = <input style="width: 50px;" type="text"/>	 crosswalk	 crosswalk	Uncontrolled Volume = <input style="width: 50px;" type="text"/>
 crosswalk	 crosswalk	 crosswalk	 crosswalk
AM Peak Hour	PM Peak Hour		
 crosswalk	 crosswalk		

Adult Crossing Guard Warrant Criteria

School: California Inspire Academy

Control Type: Uncontrolled

Major Street: Cambridge Street

Minor Street: Adams Avenue

Critical Approach Speed: 25 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Cambridge Street at Adams Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Cambridge Street and Collins Avenue are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	17 School Pedestrians (S) from 7:15 AM to 8:15 AM 34 School Pedestrians (S) from 2:30 PM to 3:30 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	Nearest controlled crossing ~1,000' away	Yes	Yes
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	618 VPH from 7:15 AM to 8:15 AM; 658 VPH from 2:30 PM to 3:30 PM	Yes	
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No	
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 3 legged intersection (no east leg)
- 1,100 feet from nearest controlled (signalized) intersection
- Crosswalk only on south leg of intersection
- One lane in each direction on Quincy Avenue; on-street parking permitted in both directions
- One lane in each direction on Shaffer Street; on-street parking permitted in both directions

## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Tue, Feb 4, 25LOCATION:  
NORTH & SOUTH:  
EAST & WEST:Orange  
N Cambridge St  
E Adams AvePROJECT #: SC5170  
LOCATION #: 1  
CONTROL: STOP E

NOTES:

AM  
PM  
MD  
OTHER  
OTHER▲  
N  
◀ W  
S  
▼

E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Cambridge St			N Cambridge St			E Adams Ave			E Adams Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	X	X	1	0	0	X	0	X	X	X	

AM	7:00 AM	0	13	0	0	29	1	3	0	1	0	0	0	47
	7:15 AM	0	26	0	0	62	0	3	0	0	0	0	0	91
	7:30 AM	3	50	0	0	61	1	5	0	4	0	0	0	124
	7:45 AM	12	92	0	0	73	4	9	0	5	0	0	0	195
	8:00 AM	28	99	0	0	96	6	3	0	3	0	0	0	235
	8:15 AM	3	47	0	0	79	3	0	0	2	0	0	0	134
	VOLUMES	46	327	0	0	400	15	23	0	15	0	0	0	826
	APPROACH %	12%	88%	0%	0%	96%	4%	61%	0%	39%	0%	0%	0%	
	APP/DEPART	373	/	350	415	/	415	38	/	0	0	/	61	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	46	288	0	0	309	14	17	0	14	0	0	0	688
	APPROACH %	14%	86%	0%	0%	96%	4%	55%	0%	45%	0%	0%	0%	
	PEAK HR FACTOR	0.657			0.792			0.554			0.000			0.732
	APP/DEPART	334	/	305	323	/	323	31	/	0	0	/	60	0
	01:30 PM	0	46	0	0	80	3	2	0	0	0	0	0	131
	1:45 PM	0	52	0	0	66	6	3	0	0	0	0	0	127
	2:00 PM	1	57	0	0	61	2	4	0	1	0	0	0	126
	2:15 PM	2	80	0	0	68	8	3	0	1	0	0	0	162
	2:30 PM	22	74	0	0	76	9	3	0	6	0	0	0	190
	2:45 PM	8	100	0	0	79	3	1	0	1	0	0	0	192
	3:00 PM	0	69	0	0	62	4	1	0	1	0	0	0	137
	3:15 PM	0	80	0	0	79	2	3	0	1	0	0	0	165
	3:30 PM	0	101	0	0	53	4	5	0	1	0	0	0	164
	3:45 PM	3	100	0	0	77	1	0	0	0	0	0	0	181
	VOLUMES	36	759	0	0	701	42	25	0	12	0	0	0	1,575
	APPROACH %	5%	95%	0%	0%	94%	6%	68%	0%	32%	0%	0%	0%	
	APP/DEPART	795	/	784	743	/	713	37	/	0	0	/	78	0
	BEGIN PEAK HR	2:30 PM												
	VOLUMES	30	323	0	0	296	18	8	0	9	0	0	0	684
	APPROACH %	8%	92%	0%	0%	94%	6%	47%	0%	53%	0%	0%	0%	
	PEAK HR FACTOR	0.817			0.924			0.472			0.000			0.891
	APP/DEPART	353	/	331	314	/	305	17	/	0	0	/	48	0

N Cambridge St

NORTH LEG

E Adams Ave

WEST LEG

EAST LEG

E Adams Ave

SOUTH LEG

N Cambridge St

AM	7:00 AM	0	13	0	0	29	1	3	0	1	0	0	0	47
	7:15 AM	0	26	0	0	62	0	3	0	0	0	0	0	91
	7:30 AM	3	50	0	0	61	1	5	0	4	0	0	0	124
	7:45 AM	12	92	0	0	73	4	9	0	5	0	0	0	195
	8:00 AM	28	99	0	0	96	6	3	0	3	0	0	0	235
	8:15 AM	3	47	0	0	79	3	0	0	2	0	0	0	134
	TOTAL	46	327	0	0	400	15	23	0	15	0	0	0	826
PM	1:30 PM	0	46	0	0	80	3	2	0	0	0	0	0	131
	1:45 PM	0	52	0	0	66	6	3	0	0	0	0	0	127
	2:00 PM	1	57	0	0	61	2	4	0	1	0	0	0	126
	2:15 PM	2	80	0	0	68	8	3	0	1	0	0	0	162
	2:30 PM	22	74	0	0	76	9	3	0	6	0	0	0	190
	2:45 PM	8	100	0	0	79	3	1	0	1	0	0	0	192
	3:00 PM	0	69	0	0	62	4	1	0	1	0	0	0	137
	3:15 PM	0	80	0	0	79	2	3	0	1	0	0	0	165
	3:30 PM	0	101	0	0	53	4	5	0	1	0	0	0	164
	3:45 PM	3	100	0	0	77	1	0	0	0	0	0	0	181
	TOTAL	36	759	0	0	701	42	25	0	12	0	0	0	1,575
	TOTAL	30	323	0	0	296	18	8	0	9	0	0	0	684
	TOTAL	2	4	1	17	24	5	1	1	0	2	4	5	15
	TOTAL	2	1	0	2	5		2	0	0	1	1	2	2

## ALL PED + BIKE &amp; SCOOTER

N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	1	2
0	3	0	1	4
0	5	0	0	5
0	23	2	10	35
0	9	0	0	9
0	1	0	0	1
0	42	2	12	56
0	5	0	1	6
0	4	0	0	4
0	3	0	0	3
1	17	1	3	22
0	29	3	4	36
0	12	0	10	22
0	0	1	4	5
0	0	2	18	20
2	4	1	17	24
2	1	0	2	5
5	75	8	59	147

## PEDESTRIAN CROSSINGS

N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	1	2
0	2	0	1	3
0	2	0	0	2
0	12	0	5	17
0	2	0	0	2
0	1	0	0	1
0	20	0	7	27
0	4	0	1	5
0	4	0	0	4
0	3	0	0	3
1	8	0	2	11
0	7	0	1	8
0	0	0	0	0
0	0	0	2	2
0	0	0	0	0
1	1	0	2	4
2	0	0	0	2
4	27	0	8	39

## BICYCLE &amp; SCOOTER CROSSINGS

NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	3	2	1	6
0	2	0	0	2
0	0	0	0	0
0	5	2	1	8
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	3	1	4
0	0	0	0	0
0	0	1	1	2
0	0	2	3	5
1	3	1	0	5
0	0	0	1	1
1	4	8	6	19

## SCHOOL AGE PED

NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	1	0	0	1
0	3	0	0	3
0	8	0	4	12
0	5	0	0	5
0	0	0	0	0
0	17	0	4	21
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	9	0	1	10
0	22	0	2	24
0	12	0	10	22
0	0	0	1	1
0	0	0	15	15
0	0	0	15	15
0	1	0	1	2
0	44	0	45	89

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

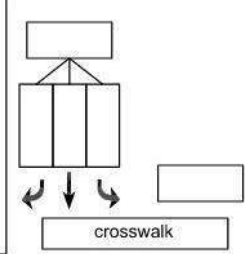
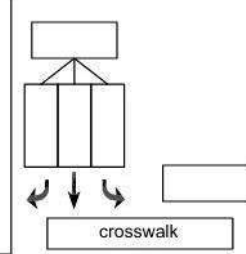
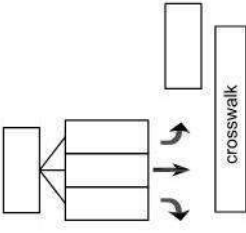
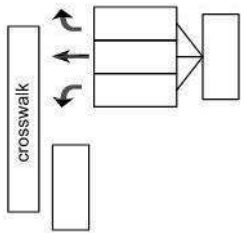
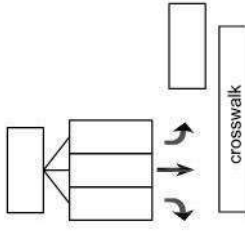
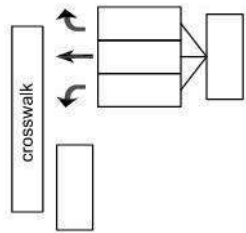

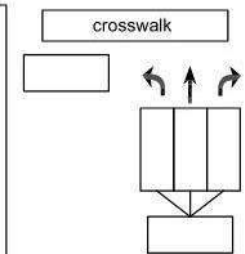
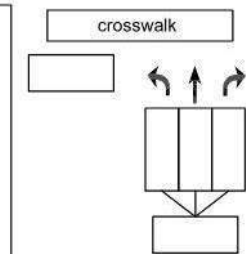
### Section III (Must meet one)

Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

- |   |                              |                             |
|---|------------------------------|-----------------------------|
| 1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.                       | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Uncontrolled Volume = <input style="width: 50px;" type="text"/>	 crosswalk	 crosswalk	Uncontrolled Volume = <input style="width: 50px;" type="text"/>
 crosswalk	 crosswalk	 crosswalk	 crosswalk
AM Peak Hour	PM Peak Hour		
 crosswalk	 crosswalk		

Adult Crossing Guard Warrant Criteria

School: Taft Elementary School

Control Type: Uncontrolled

Major Street: Cambridge Street

Minor Street: Glendale Avenue

Critical Approach Speed: 25 mph

Critical Approach Speed: 25 mph

Warrant must meet the requirements of at least one criteria to be satisfied

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Cambridge Street at Glendale Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Cambridge Street and Glendale Avenue are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	14 School Pedestrians (N) from 7:30 AM - 8:30 AM 23 School Pedestrians (N) from 2:00 PM - 3:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	Approximately 1,100 feet from nearest signal	Yes	Yes
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	41 School Pedestrians daily; 615 VPH AM and 550 VPH PM (North leg)	Yes	
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No	
05.2	At a stop sign-controlled crossing:			
	Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include:	N/A	No	No
	A. Special situations make it necessary to assist elementary school pedestrians in crossing the street; B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 3 legged intersection (no east leg); entrances to school parking lot to the north and south of the intersection
- One slightly slanted crosswalk on the north leg of the intersection
- Crosswalk on north and west leg of intersection
- Stop-control on west leg of intersection
- On-street parking permitted in both directions of Cambridge Street; red curb preventing parking on southbound approach on north leg of intersection on Cambridge Street
- On-street parking permitted in both directions on Glendale Avenue

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N Cambridge St  
E Glendale Ave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
7  
STOP E

NOTES:				AM PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Cambridge St			N Cambridge St			E Glendale Ave			School Dwy			
LANES:	NL 0	NT 2	NR X	SL X	ST 2	SR 0	EL 0	ET X	ER 0	WL 0	WT X	WR X	TOTAL

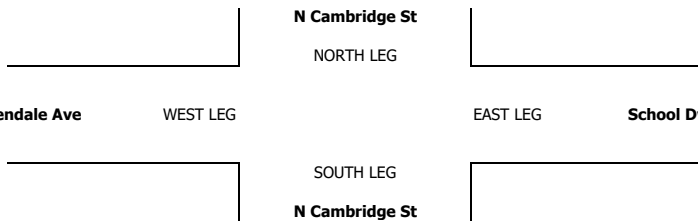
U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2

AM	7:00 AM	0	15	0	0	27	0	0	0	1	0	0	0	43
	7:15 AM	1	19	0	0	45	0	1	0	0	0	0	0	66
	7:30 AM	0	30	0	0	80	0	0	0	2	3	0	0	115
	7:45 AM	1	51	0	0	82	1	1	0	0	6	0	0	142
	8:00 AM	3	76	0	0	104	5	2	0	5	10	0	0	205
	8:15 AM	3	56	0	0	58	0	1	0	3	5	0	0	126
	VOLUMES	8	247	0	0	396	6	5	0	11	24	0	0	699
	APPROACH %	3%	97%	0%	0%	98%	1%	31%	0%	69%	100%	0%	0%	
	APP/DEPART	255	/	254	404	/	431	16	/	0	24	/	14	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	7	213	0	0	324	6	4	0	10	24	0	0	590
	APPROACH %	3%	97%	0%	0%	98%	2%	29%	0%	71%	100%	0%	0%	
	PEAK HR FACTOR	0.696			0.761			0.500			0.600			0.720
	APP/DEPART	220	/	219	332	/	358	14	/	0	24	/	13	0
	02:00 PM	1	68	0	0	62	1	0	0	5	1	0	0	138
	2:15 PM	4	74	0	0	54	3	2	0	4	1	0	0	142
	2:30 PM	2	92	0	0	63	4	2	0	4	8	0	0	175
	2:45 PM	0	77	0	0	51	1	0	0	0	0	0	0	129
	3:00 PM	0	82	0	0	70	0	1	0	2	5	0	0	160
	3:15 PM	1	85	0	0	53	2	2	0	3	2	0	0	148
	3:30 PM	1	68	0	0	49	1	0	0	1	3	0	0	123
	3:45 PM	3	119	0	0	50	2	0	0	1	1	0	0	176
	4:00 PM	0	122	0	0	74	1	2	0	1	2	0	0	202
	4:15 PM	2	128	0	0	59	2	0	0	0	1	0	0	192
	VOLUMES	14	915	0	0	585	17	9	0	21	24	0	0	1,586
	APPROACH %	2%	98%	0%	0%	97%	3%	30%	0%	70%	100%	0%	0%	
	APP/DEPART	930	/	924	602	/	631	30	/	0	24	/	31	0
	BEGIN PEAK HR	3:30 PM												
	VOLUMES	6	437	0	0	232	6	2	0	3	7	0	0	693
	APPROACH %	1%	99%	0%	0%	97%	3%	40%	0%	60%	100%	0%	0%	
	PEAK HR FACTOR	0.852			0.793			0.417			0.583			0.858
	APP/DEPART	443	/	439	238	/	242	5	/	0	7	/	12	0

0	2	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

0	0	0	0
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AM	7:00 AM	0	15	0	0	27	0	0	0	1	0	0	0	43
	7:15 AM	1	19	0	0	45	0	1	0	0	0	0	0	66
	7:30 AM	0	30	0	0	80	0	0	0	2	3	0	0	115
	7:45 AM	1	51	0	0	82	1	1	0	0	6	0	0	142
	8:00 AM	3	76	0	0	104	5	2	0	5	10	0	0	205
	8:15 AM	3	56	0	0	58	0	1	0	3	5	0	0	126
	TOTAL	8	247	0	0	396	6	5	0	11	24	0	0	699
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	16	0	2	1	19								
	2:30 PM	36	0	13	0	49								
	2:45 PM	2	0	2	2	6								
	3:00 PM	3	0	4	2	9								
	3:15 PM	1	0	0	1	2								
	3:30 PM	0	0	0	2	2								
	3:45 PM	0	0	1	0	1								
	4:00 PM	2	0	1	2	5								
	4:15 PM	3	0	3	0	6								
	TOTAL	63	0	26	10	99								

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	1	0	1
0	0	0	3	3
0	0	0	2	2
2	0	3	1	6
33	0	10	2	45
7	0	2	2	11
42	0	16	10	68
0	0	0	0	0
16	0	2	1	19
36	0	13	0	49
2	0	2	2	6
3	0	4	2	9
1	0	0	1	2
0	0	0	2	2
0	0	1	0	1
2	0	1	2	5
3	0	3	0	6
63	0	26	10	99

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	1	0	1
0	0	0	2	2
0	0	0	1	1
0	0	1	0	1
20	0	4	1	25
6	0	2	1	9
26	0	8	5	39
0	0	0	0	0
15	0	2	1	18
14	0	3	0	17
2	0	2	2	6
3	0	4	0	7
0	0	0	1	1
0	0	0	2	2
0	0	0	0	0
2	0	0	1	3
0	0	3	0	3
36	0	14	7	57

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	2	1	3
2	0	5	1	8
0	0	0	1	1
2	0	7	5	14
0	0	0	0	0
0	0	0	0	0
0	0	3	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	1	1	2
0	0	0	0	0
0	0	5	3	8

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
11	0	1	0	12
1	0	0	0	1
14	0	1	0	15
0	0	0	0	0
1	0	0	0	1
22	0	7	0	29
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3	0	0	0	3
27	0	7	0	34

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

## B. Crossings Controlled by Boulevard STOP signs

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

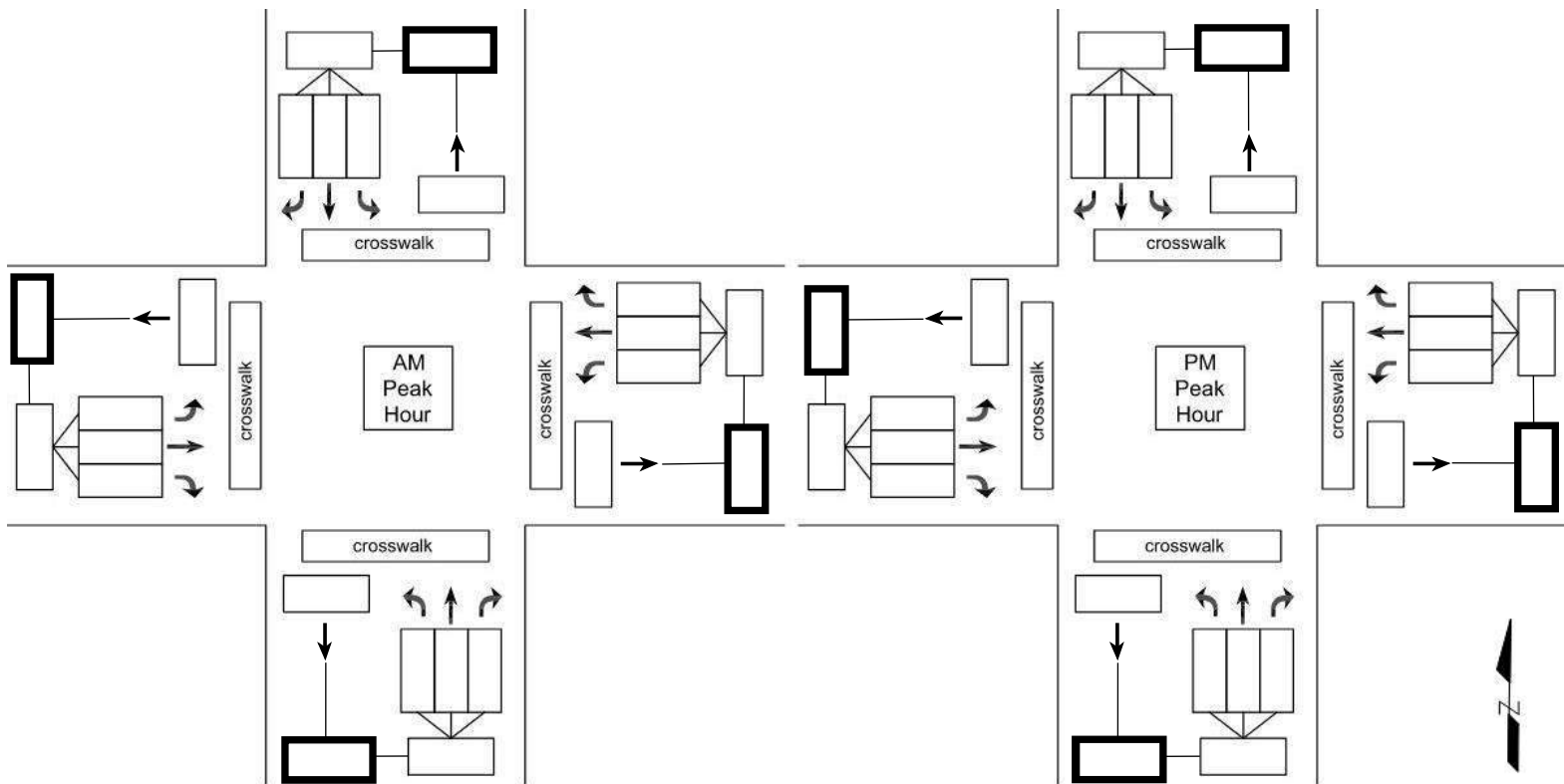
2. When traffic records indicate high incidences of citations being issued for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



Adult Crossing Guard Warrant Criteria

School: Linda Vista Elementary

Control Type: Stop-Controlled

Major Street: Cannon Street

Minor Street: San Juan Drive

Critical Approach Speed: 40 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Cannon Street at San Juan Drive		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Cannon Street and San Juan Drive are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	22 School Pedestrians (N) from 7:30 AM - 8:30 AM 21 School Pedestrians (N) from 1:45 PM - 2:45 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing:  Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	808 VPH (North Leg) from 7:30 AM to 8:30 AM	Yes	Yes
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or  (b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Slightly offset intersection with west-leg leading into driveway into school
- 2 lanes in each direction on Cannon Street with left-turn lane on both north and south legs
- 1 unstriped lane in each direction on San Juan Drive
- Crosswalks only on north leg and east leg of intersection
- On-street parking permitted in both directions on San Juan Drive
- On-street parking prohibited in both directions on Cannon Street

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N Cannon St  
E San Juan Dr

PROJECT #: SC4979  
LOCATION #: 12  
CONTROL: STOP ALL

NOTES:				AM		▲ N	
				PM			
				MD	◄ W		E ►
				OTHER		S ▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Cannon St			N Cannon St			E San Juan Dr			E San Juan Dr			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL X	ET X	ER X	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

AM	7:00 AM	1	40	0	5	80	5	0	0	0	0	3	5	139
	7:15 AM	2	41	0	2	83	11	0	0	0	2	0	3	144
	7:30 AM	2	54	1	2	107	31	0	0	0	3	3	11	214
	7:45 AM	23	80	5	3	92	56	0	0	0	1	4	10	274
	8:00 AM	18	86	1	5	74	26	0	0	0	3	1	5	219
	8:15 AM	3	60	6	8	92	3	0	0	0	1	1	3	177
	VOLUMES	49	361	13	25	528	132	0	0	0	10	12	37	1,167
	APPROACH %	12%	85%	3%	4%	77%	19%	0%	0%	0%	17%	20%	63%	
	APP/DEPART	423	/	398	685	/	538	0	/	38	59	/	193	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	46	280	13	18	365	116	0	0	0	8	9	29	884
	APPROACH %	14%	83%	4%	4%	73%	23%	0%	0%	0%	17%	20%	63%	
	PEAK HR FACTOR	0.785			0.826			0.000			0.676			0.807
	APP/DEPART	339	/	309	499	/	373	0	/	31	46	/	171	0
	01:30 PM	2	40	0	5	29	5	0	0	0	1	1	8	91
	1:45 PM	3	35	2	6	34	19	0	0	0	1	0	6	106
	2:00 PM	10	66	3	5	39	16	0	0	0	2	0	6	147
	2:15 PM	7	39	6	8	44	14	0	0	0	4	1	3	126
	2:30 PM	1	72	4	1	32	16	0	0	0	6	0	14	146
	2:45 PM	1	71	0	3	32	4	0	0	0	1	0	7	119
	3:00 PM	1	71	3	2	46	2	0	0	0	1	0	7	133
	3:15 PM	0	81	3	4	54	4	0	0	0	2	0	4	152
	3:30 PM	3	114	4	6	65	1	0	0	0	2	1	7	203
	3:45 PM	0	124	4	3	65	6	0	0	0	6	0	6	214
	VOLUMES	28	713	29	43	440	87	0	0	0	26	3	68	1,438
	APPROACH %	4%	93%	4%	8%	77%	15%	0%	0%	0%	27%	3%	70%	
	APP/DEPART	770	/	782	571	/	466	0	/	72	97	/	118	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	4	390	14	15	230	13	0	0	0	11	1	24	702
	APPROACH %	1%	96%	3%	6%	89%	5%	0%	0%	0%	31%	3%	67%	
	PEAK HR FACTOR	0.797			0.872			0.000			0.750			0.820
	APP/DEPART	408	/	414	258	/	241	0	/	29	36	/	18	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1

0	0	0	0
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N Cannon St  
NORTH LEG

E San Juan Dr WEST LEG EAST LEG E San Juan Dr

SOUTH LEG  
N Cannon St

AM	7:00 AM	
	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	TOTAL	
PM	1:30 PM	
	1:45 PM	
	2:00 PM	
	2:15 PM	
	2:30 PM	
	2:45 PM	
	3:00 PM	
	3:15 PM	
	3:30 PM	
	3:45 PM	
	TOTAL	

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	0	0	2	3
1	0	2	0	3
5	0	0	0	5
18	0	3	0	21
16	0	6	0	22
9	0	0	0	9
50	0	11	2	63
0	0	0	0	0
5	0	0	0	5
1	0	1	0	2
25	0	5	1	31
20	0	4	0	24
0	0	1	1	2
0	0	0	0	0
0	0	3	1	4
0	0	1	1	2
0	0	1	0	1
51	0	16	4	71

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	0	0	0	1
1	0	1	0	2
2	0	0	0	2
7	0	1	0	8
11	0	5	0	16
6	0	0	0	6
28	0	7	0	35
0	0	0	0	0
5	0	0	0	5
1	0	0	0	1
15	0	4	1	20
9	0	2	0	11
0	0	0	0	0
0	0	0	0	0
0	0	3	0	3
0	0	1	0	1
0	0	0	0	0
30	0	10	1	41

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	1	0	1
0	0	3	2	5

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	2	2
0	0	0	0	0
3	0	0	0	3
11	0	2	0	13
5	0	1	0	6
3	0	0	0	3
22	0	3	2	27
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
10	0	1	0	11
11	0	2	0	13
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
21	0	3	1	25

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

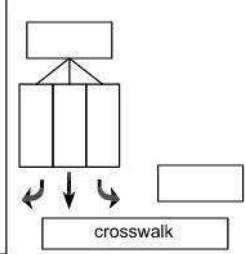

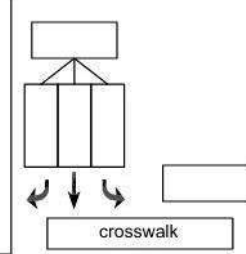
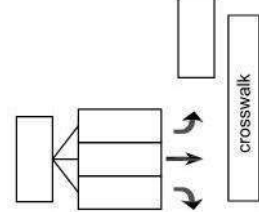
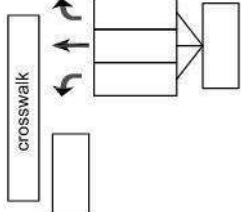
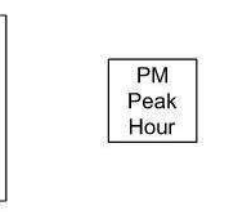
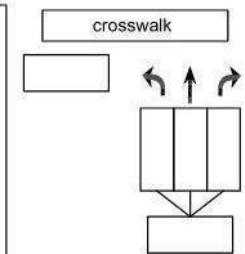
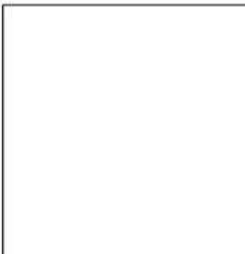
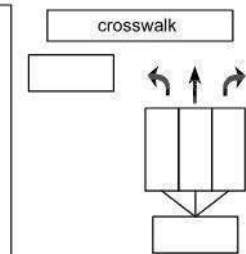
### Section III (Must meet one)


Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

- |   |                              |                             |
|---|------------------------------|-----------------------------|
| 1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.                       | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

<p>Uncontrolled Volume = <input type="text"/></p> 		<p>Uncontrolled Volume = <input type="text"/></p> 
	<p>AM Peak Hour</p> 	<p>PM Peak Hour</p> 
		



Adult Crossing Guard Warrant Criteria

School: **Fletcher Gate Academy**  
Control Type: **Uncontrolled**  
Major Street: **Fletcher Avenue**  
Minor Street: **American Way**

Critical Approach Speed: 25 mph  
Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Fletcher Avenue at American Way		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Fletcher Avenue and American Way are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	6 School Pedestrians from 7:30 AM - 8:30 AM 21 School Pedestrians from 2:00 PM - 3:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	Nearest alternate controlled crossing is 1,000 feet away	Yes	No
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	32 School Pedestrians Daily	No	
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No	
05.2	At a stop sign-controlled crossing:  Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or  (b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Two-Way Left-Turn Lane on Fletcher Avenue in addition to one lane in each direction; on-street parking permitted in both directions
- Red curb striping prevent parking near the school parking lot driveways
- Undivided and unstriped roadway with one lane in each direction on American Way; on-street parking permitted in both directions
- Three legged intersection (no north leg) with offset northbound entrance to school parking lot
- Crosswalk on west and south leg of intersection

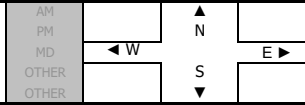
## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24LOCATION:  
NORTH & SOUTH:  
EAST & WEST:Orange  
N American Way  
W Fletcher AvePROJECT #:  
LOCATION #:  
CONTROL:SC4979  
15  
STOP N

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N American Way			N American Way			W Fletcher Ave			W Fletcher Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	1	1	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1

AM	7:00 AM	2	0	5	0	0	0	0	23	5	5	18	0	58
	7:15 AM	5	0	5	0	0	0	0	26	4	6	21	0	67
	7:30 AM	1	0	1	0	0	0	0	32	3	2	28	0	67
	7:45 AM	3	0	3	0	0	0	0	33	8	7	50	0	104
	8:00 AM	3	0	7	0	0	0	0	49	7	13	88	0	167
	8:15 AM	0	0	2	0	0	0	0	28	2	8	37	0	77
	VOLUMES	14	0	23	0	0	0	0	191	29	41	242	0	541
	APPROACH %	38%	0%	62%	0%	0%	0%	0%	87%	13%	14%	85%	0%	
	APP/DEPART	37	/	0	0	/	70	220	/	215	284	/	256	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	7	0	13	0	0	0	0	142	20	30	203	0	416
	APPROACH %	35%	0%	65%	0%	0%	0%	0%	88%	12%	13%	87%	0%	
	PEAK HR FACTOR	0.500			0.000			0.723			0.579			0.623
	APP/DEPART	20	/	0	0	/	50	162	/	156	234	/	210	0
	01:45 PM	2	0	10	0	0	0	0	18	7	2	23	0	62
	2:00 PM	0	0	8	0	0	0	0	25	5	2	24	0	64
	2:15 PM	4	0	4	0	0	0	0	23	6	2	27	0	66
	2:30 PM	19	0	13	0	0	0	0	43	4	1	46	0	126
	2:45 PM	7	0	8	0	0	0	0	33	8	3	50	0	109
	3:00 PM	16	0	7	0	0	0	0	19	3	6	27	0	78
	3:15 PM	11	0	2	0	0	0	0	22	5	3	31	0	74
	3:30 PM	14	0	7	0	0	0	0	32	2	7	44	0	106
	3:45 PM	6	0	4	0	0	0	0	34	2	1	31	0	78
	4:00 PM	14	0	6	0	0	0	0	26	3	0	45	0	94
	VOLUMES	93	0	69	0	0	0	0	275	45	27	348	0	859
	APPROACH %	57%	0%	43%	0%	0%	0%	0%	86%	14%	7%	93%	0%	
	APP/DEPART	162	/	0	0	/	72	321	/	345	376	/	442	0
	BEGIN PEAK HR	2:30 PM												
	VOLUMES	53	0	30	0	0	0	0	117	20	13	154	0	387
	APPROACH %	64%	0%	36%	0%	0%	0%	0%	85%	15%	8%	92%	0%	
	PEAK HR FACTOR	0.648			0.000			0.729			0.788			0.768
	APP/DEPART	83	/	0	0	/	33	137	/	147	167	/	207	0

0	0	0	1
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0	0	1	0	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2

0	0	0	0
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N American Way

NORTH LEG

W Fletcher Ave

WEST LEG

EAST LEG

W Fletcher Ave

SOUTH LEG

N American Way

AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	1	0	3	4
	8:00 AM	0	0	0	11	11
	8:15 AM	0	1	0	4	5
TOTAL		0	5	0	18	23
PM	1:45 PM	0	1	0	0	1
	2:00 PM	2	2	0	0	4
	2:15 PM	0	5	0	31	36
	2:30 PM	1	4	0	18	23
	2:45 PM	1	0	0	3	4
	3:00 PM	0	1	0	0	1
	3:15 PM	0	0	0	0	0
	3:30 PM	0	2	0	0	2
	3:45 PM	0	2	0	0	2
TOTAL		1	3	0	1	5

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	3	0	0	3
0	0	0	0	0
0	0	0	0	0
0	1	0	3	4
0	0	0	11	11
0	1	0	4	5
0	5	0	18	23
0	1	0	0	1
2	2	0	0	4
0	5	0	31	36
1	4	0	18	23
1	0	0	3	4
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2
0	2	0	0	2
1	3	0	1	5
5	20	0	53	78

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2
0	0	0	7	7
0	0	0	3	3
0	1	0	12	13
0	0	0	0	0
0	2	0	0	2
0	2	0	20	22
0	2	0	10	12
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	2	0	0	2
0	9	0	31	40

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	3	0	0	3
0	1	0	0	1
2	0	0	0	2
0	0	0	0	0
1	1	0	0	2
1	0	0	0	1
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
1	1	0	1	3
5	7	0	1	13

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	4	4
0	1	0	1	2
0	1	0	6	7
0	0	0	0	0
0	0	0	0	0
0	3	0	11	14
0	1	0	8	9
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	4	0	21	25

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

**B. Crossings Controlled by Boulevard STOP signs**

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

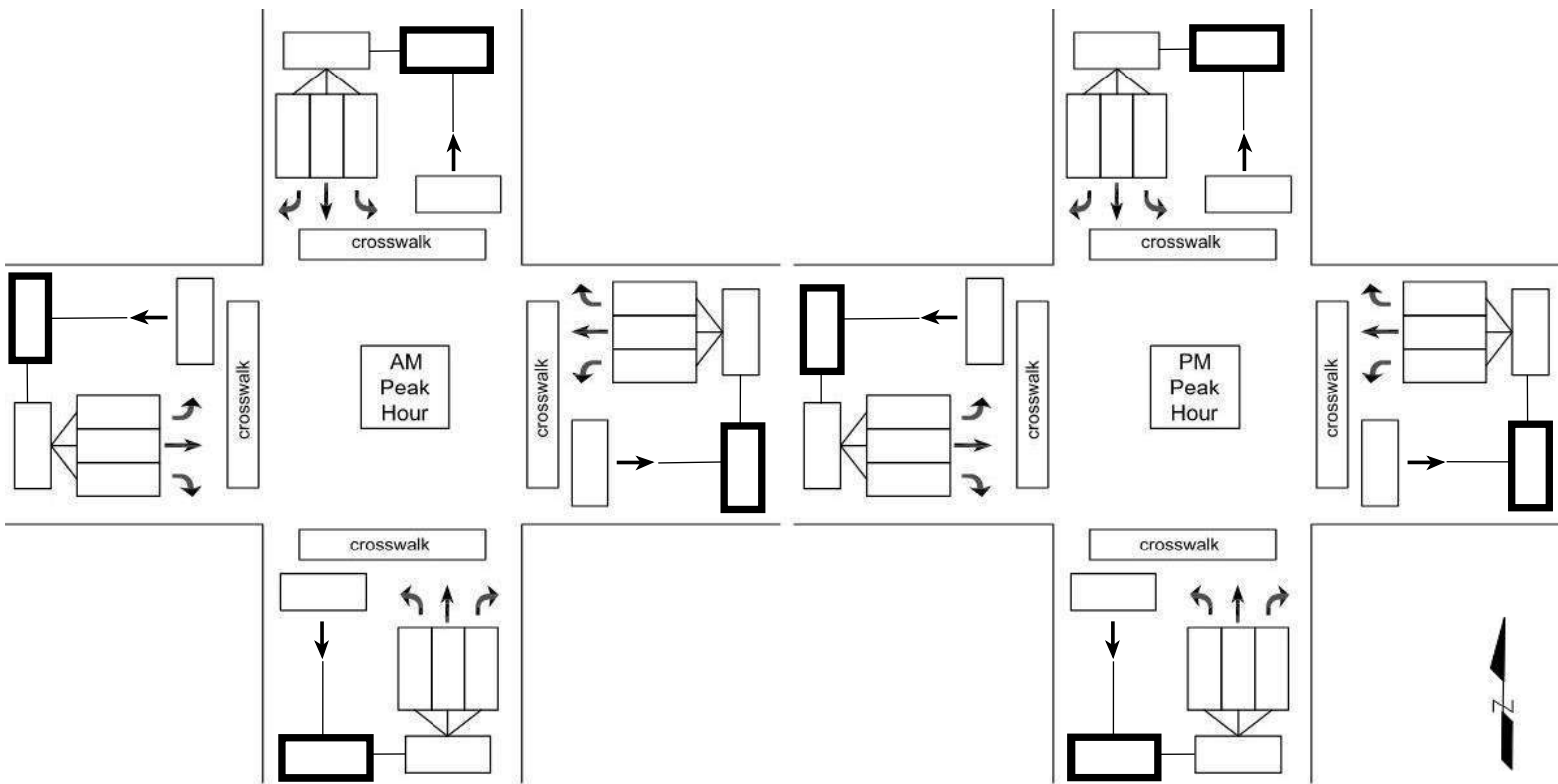
2. When traffic records indicate high incidences of citations being issues for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



Adult Crossing Guard Warrant Criteria

School: **Handy Elementary**

Control Type: **Stop-Controlled**

Major Street: **Handy Street**

Minor Street: **Collins Avenue**

Critical Approach Speed: 25 mph

Critical Approach Speed: 35 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Handy Street at Collins Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Handy Street and Collins Avenue are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	37 School Pedestrians from 7:30 AM - 8:30 AM 38 School Pedestrians from 2:00 PM - 3:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing:  Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	1,251 VPH AM and 1,137 VPH PM (West Leg)	Yes	Yes
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 2 lanes in each direction on Collins Avenue, with stop sign on cement footing as a center median
- On-street parking permitted in westbound direction on Collins Avenue; on-street parking prohibited in eastbound direction
- 1 lane in each direction on Handy Street
- On-street parking prohibited on Handy Street from 7 AM to 9AM and 2PM to 4 PM every day in both directions
- Crosswalks on all four legs of the intersection

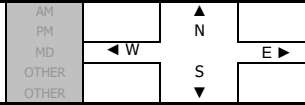
## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24LOCATION:  
NORTH & SOUTH:  
EAST & WEST:Orange  
N Handy St  
E Collins AvePROJECT #:  
LOCATION #:  
CONTROL:  
SC4979  
19  
SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Handy St			N Handy St			E Collins Ave			E Collins Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	2	0	0	2	0	

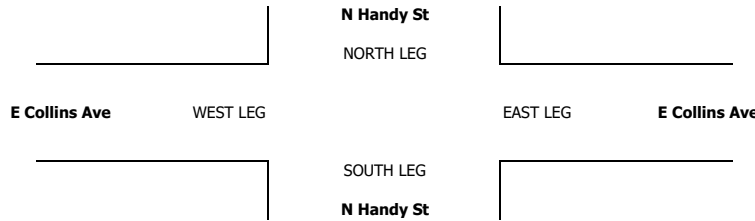
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	2	10	7	3	5	11	1	72	6	5	64	5	191
	7:15 AM	5	12	12	2	12	9	4	89	13	9	83	4	254
	7:30 AM	12	12	26	9	18	9	3	152	11	8	103	6	369
	7:45 AM	16	6	26	8	12	16	4	144	33	19	125	5	414
	8:00 AM	29	19	11	8	29	13	3	94	37	20	133	6	402
	8:15 AM	22	10	19	5	12	17	3	102	7	10	142	4	353
	VOLUMES	86	69	101	35	88	75	18	653	107	71	650	30	1,983
	APPROACH %	34%	27%	39%	18%	44%	38%	2%	84%	14%	9%	87%	4%	
	APP/DEPART	256	/	117	198	/	266	778	/	789	751	/	811	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	79	47	82	30	71	55	13	492	88	57	503	21	1,538
	APPROACH %	38%	23%	39%	19%	46%	35%	2%	83%	15%	10%	87%	4%	
	PEAK HR FACTOR	0.881			0.780			0.819			0.914			0.929
	APP/DEPART	208	/	81	156	/	216	593	/	604	581	/	637	0
	01:45 PM	4	11	14	8	13	8	8	105	13	8	97	3	292
	2:00 PM	5	10	8	4	9	10	3	102	16	12	89	4	272
	2:15 PM	15	5	7	6	13	9	7	119	32	20	109	4	346
	2:30 PM	22	18	11	6	5	14	11	94	12	11	122	3	329
	2:45 PM	17	7	15	2	4	6	11	138	13	6	161	4	384
	3:00 PM	12	6	8	4	7	12	10	138	13	10	135	2	357
	3:15 PM	6	6	17	0	6	11	12	141	10	14	137	8	368
	3:30 PM	13	7	17	5	12	9	8	156	8	18	180	5	438
	3:45 PM	6	16	14	5	11	12	3	146	21	13	174	5	426
	4:00 PM	13	6	14	3	6	8	14	144	28	14	155	7	412
	VOLUMES	113	92	125	43	86	99	87	1,283	166	126	1,359	45	3,624
	APPROACH %	34%	28%	38%	19%	38%	43%	6%	84%	11%	8%	89%	3%	
	APP/DEPART	330	/	224	228	/	378	1,536	/	1,451	1,530	/	1,571	0
	BEGIN PEAK HR	3:15 PM												
	VOLUMES	38	35	62	13	35	40	37	587	67	59	646	25	1,644
	APPROACH %	28%	26%	46%	15%	40%	45%	5%	85%	10%	8%	88%	3%	
	PEAK HR FACTOR	0.912			0.786			0.929			0.899			0.938
	APP/DEPART	135	/	97	88	/	161	691	/	662	730	/	724	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	1	0	0	1	2
	7:15 AM	3	3	4	6	16
	7:30 AM	1	5	0	3	9
	7:45 AM	1	11	1	16	29
	8:00 AM	4	6	0	37	47
	8:15 AM	3	1	0	4	8
	TOTAL	13	26	5	67	111
PM	1:45 PM	2	5	0	3	10
	2:00 PM	0	1	0	1	2
	2:15 PM	0	7	0	6	13
	2:30 PM	0	14	0	35	49
	2:45 PM	0	3	0	15	18
	3:00 PM	1	7	0	3	11
	3:15 PM	1	3	2	1	7
	3:30 PM	0	2	1	5	8
	3:45 PM	2	3	0	6	11
	4:00 PM	0	3	0	0	3
	TOTAL	6	48	3	75	132

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	1	0	1
1	1	0	2	4
1	2	0	3	6
2	2	0	15	19
3	1	0	2	6
7	6	1	22	36
1	4	0	1	6
0	1	0	1	2
0	6	0	6	12
0	4	0	8	12
0	3	0	3	6
0	3	0	1	4
1	2	2	0	5
0	1	1	1	3
1	0	0	3	4
0	2	0	0	2
3	26	3	24	56

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
1	0	0	1	2
3	3	3	6	15
0	0	0	0	0
0	0	1	0	1
0	3	0	1	4
0	0	0	0	0
4	6	4	8	22
1	1	0	2	4
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
1	4	0	2	7
0	1	0	1	2
0	1	0	1	2
1	3	0	0	4
0	0	0	0	0
3	10	0	7	20

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	4	0	1	5
0	9	0	13	22
2	1	0	21	24
0	0	0	2	2
2	14	0	37	53
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	10	0	26	36
0	0	0	12	12
0	0	0	0	0
0	0	0	0	0
0	0	0	3	3
0	0	0	3	3
0	1	0	0	1
0	12	0	44	56

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

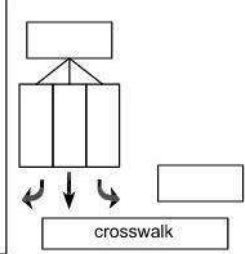

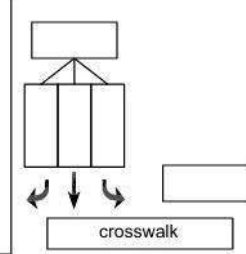
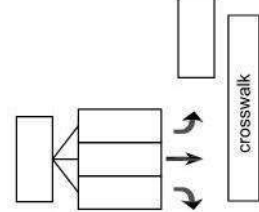
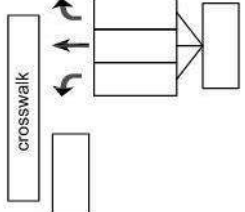
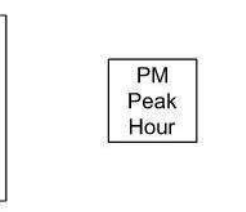
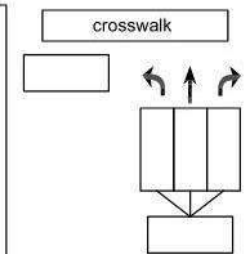
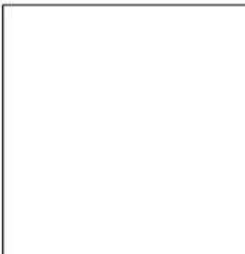
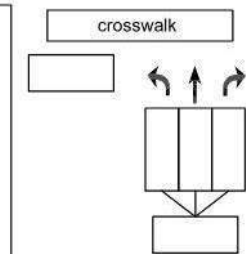
### Section III (Must meet one)


Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

- |   |                              |                             |
|---|------------------------------|-----------------------------|
| 1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.                       | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

<p>Uncontrolled Volume = <input type="text"/></p> 		<p>Uncontrolled Volume = <input type="text"/></p> 
	<p>AM Peak Hour</p> 	<p>PM Peak Hour</p> 
		



Adult Crossing Guard Warrant Criteria

School: **Jordan Elementary School**

Control Type: **Uncontrolled**

Major Street: **Hewes Street**

Minor Street: **Jordan Avenue**

Critical Approach Speed: 35 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Hewes Street at Jordan Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Hewes Street and Jordan Avenue are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	5 School Pedestrians from 7:30 AM - 8:30 AM 27 School Pedestrians from 3:15 PM - 4:15 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	Nearest controlled crossing is ~1900 feet away	Yes	No
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	39 School Pedestrians Daily	No	
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No	
05.2	At a stop sign-controlled crossing:  Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 3 legged intersection (no east leg)
- Two lanes in each direction on Hewes; Hewes has a slight curve
- 1 lane in each direction on Jordan Ave
- Crosswalk only on north leg of intersection
- On-street parking permitted in both directions on Jordan Avenue
- On-stret parking prohibited in both directions on Hewes Street

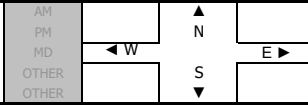
## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24LOCATION:  
NORTH & SOUTH:  
EAST & WEST:Orange  
S Hewes St  
E Jordan AvePROJECT #:  
LOCATION #:  
CONTROL:SC4979  
21  
STOP E

NOTES:



	NORTHBOUND S Hewes St			SOUTHBOUND S Hewes St			EASTBOUND E Jordan Ave			WESTBOUND E Jordan Ave			
LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL

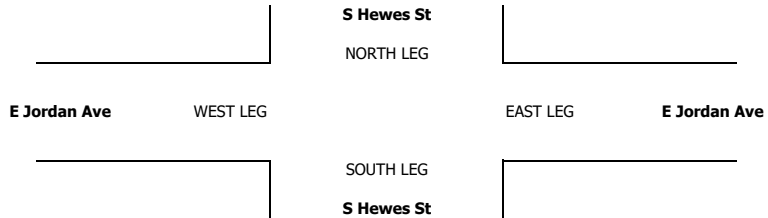
AM	7:00 AM	2	35	0	0	87	9	3	0	4	0	0	0	140
	7:15 AM	4	51	0	0	93	8	3	0	4	0	0	0	163
	7:30 AM	8	65	0	0	115	15	5	0	6	0	0	0	214
	7:45 AM	5	77	0	0	128	40	8	0	4	0	0	0	262
	8:00 AM	10	64	0	0	156	95	14	0	10	0	0	0	349
	8:15 AM	7	67	0	0	137	20	24	0	9	0	0	0	264
	VOLUMES	36	359	0	0	716	187	57	0	37	0	0	0	1,393
	APPROACH %	9%	91%	0%	0%	79%	21%	61%	0%	39%	0%	0%	0%	
	APP/DEPART	396	/	416	903	/	754	94	/	0	0	/	223	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	30	273	0	0	536	170	51	0	29	0	0	0	1,090
	APPROACH %	10%	90%	0%	0%	76%	24%	64%	0%	36%	0%	0%	0%	
	PEAK HR FACTOR	0.916			0.703			0.606			0.000			0.781
	APP/DEPART	304	/	324	706	/	566	80	/	0	0	/	200	0
	01:45 PM	6	51	0	0	66	13	5	0	5	0	0	0	146
	2:00 PM	5	58	0	0	54	17	3	0	3	0	0	0	140
	2:15 PM	7	74	0	0	49	17	7	0	3	0	0	0	157
	2:30 PM	6	89	0	0	80	28	21	0	9	0	0	0	233
	2:45 PM	3	70	0	0	83	21	33	0	9	0	0	0	219
	3:00 PM	6	85	0	0	57	8	10	0	5	0	0	0	171
	3:15 PM	10	99	0	0	91	5	4	0	4	0	0	0	213
	3:30 PM	4	85	0	0	74	4	6	0	5	0	0	0	178
	3:45 PM	6	116	0	0	74	7	2	0	3	0	0	0	208
	4:00 PM	5	118	0	0	66	16	14	0	5	0	0	0	224
	VOLUMES	58	845	0	0	694	136	105	0	51	0	0	0	1,890
	APPROACH %	6%	93%	0%	0%	84%	16%	67%	0%	33%	0%	0%	0%	
	APP/DEPART	904	/	950	830	/	746	156	/	0	0	/	194	0
	BEGIN PEAK HR	2:30 PM												
	VOLUMES	25	343	0	0	311	62	68	0	27	0	0	0	836
	APPROACH %	7%	93%	0%	0%	83%	17%	72%	0%	28%	0%	0%	0%	
	PEAK HR FACTOR	0.844			0.863			0.565			0.000			0.897
	APP/DEPART	368	/	411	373	/	338	95	/	0	0	/	87	0

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

1	0	0	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

0	0	0	0
---	---	---	---



		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM		1	0	0	0	1
	7:00 AM	0	0	1	2	3
	7:15 AM	0	0	0	0	0
	7:30 AM	5	0	0	1	6
	7:45 AM	11	0	0	0	11
	8:00 AM	0	0	0	0	0
PM	8:15 AM	0	0	0	0	0
	TOTAL	17	0	1	3	21
		1	0	1	0	2
	1:45 PM	1	0	0	0	1
	2:00 PM	2	0	1	0	3
	2:15 PM	5	0	0	1	6
	2:30 PM	9	1	3	1	14
	2:45 PM	0	0	1	2	3
	3:00 PM	3	0	0	1	4
	3:15 PM	0	0	0	2	2
	3:30 PM	1	0	0	1	2
	3:45 PM	4:00 PM	30	0	1	3
TOTAL	52	1	7	11	71	

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
3	0	0	0	3
7	0	0	0	7
0	0	0	0	0
11	0	0	0	11
1	0	0	0	1
1	0	0	0	1
2	0	0	0	2
2	0	0	0	2
4	0	0	1	5
0	0	0	2	2
3	0	0	0	3
0	0	0	1	1
1	0	0	0	1
3	0	0	3	6
17	0	0	7	24

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	1	2	3
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
1	0	1	3	5
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	1	1
0	0	0	1	1
0	0	0	1	1
0	0	0	1	1
0	0	1	0	1
1	1	7	4	13

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
4	0	0	0	4
0	0	0	0	0
5	0	0	0	5
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3	0	0	0	3
4	0	0	0	4
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
27	0	0	0	27
34	0	0	0	34

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

### Section III (Must meet one)

Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour

☐

Yes

☐

No

2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.

☐

Yes

☐

No

3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.

☐

Yes

☐

No

4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.

☐

Yes

☐

No

5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.

☐

Yes

☐

No

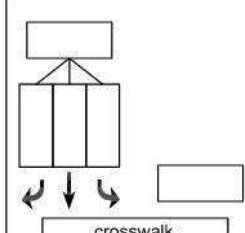

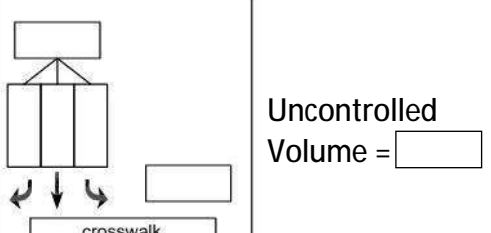
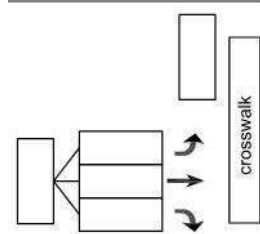
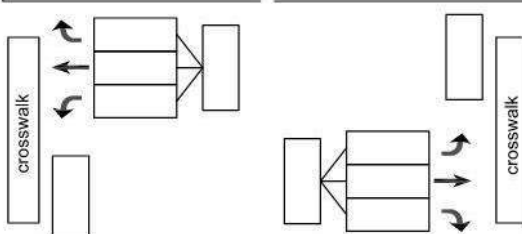
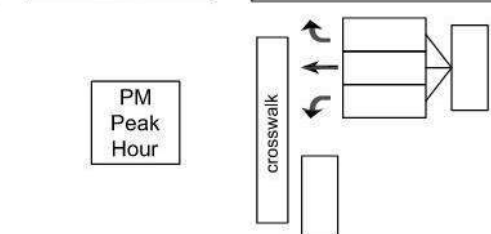
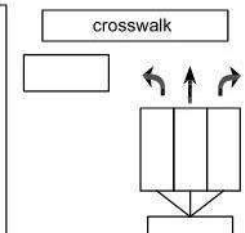

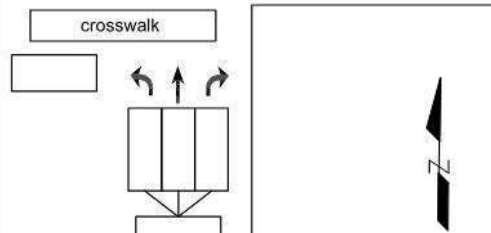
6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles.


☐

Yes

☐

No

<p>Uncontrolled Volume = <input type="text"/></p> 		<p>Uncontrolled Volume = <input type="text"/></p> 
	<p>AM Peak Hour</p> 	<p>PM Peak Hour</p> 
		



Adult Crossing Guard Warrant Criteria

School: La Veta Elementary

Control Type: Uncontrolled

Major Street: La Veta Avenue

Minor Street: Malena Drive

Critical Approach Speed: 40 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	La Veta Avenue at Malena Drive		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	La Veta Avenue and Malena Drive are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	23 School Pedestrians (E) from 7:30 AM to 8:30 AM 34 School Pedestrians (E) from 1:45 PM to 2:45 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	Nearest controlled crossing ~1,200' away	Yes	Yes
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	1,060 VPH from 7:30 AM to 8:30 AM 933 VPH from 2:30 PM to 3:30 PM	Yes	
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No	
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Southbound leg of intersection leads into driveway of school parking lot
- 2 lanes in each direction on La Veta Avenue
- 1 unstriped lane in each direction on Malena Drive
- 1,100 feet to nearest controlled (signalized) intersection (La Veta / Yorba)
- Red curb markings preventing on-street parking on La Veta Avenue around crosswalk
- On-street parking permitted in both directions on Malena Drive

## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE: Thu, Nov 21, 24	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange S Malena Dr E La Veta Ave	PROJECT #: LOCATION #: CONTROL:	SC4979 22 STOP S
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NOTES:

AP PM	▲ N	
MD	◀ W	E ▶
OTHER	S	▼
OTHER		

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	School Dwy			S Malena Dr			E La Veta Ave			E La Veta Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

AM	7:15 AM	1	0	0	0	0	0	1	39	2	0	81	0	124
	7:30 AM	1	0	1	0	0	2	0	100	2	0	108	0	214
	7:45 AM	15	0	12	1	0	2	0	118	1	0	128	1	278
	8:00 AM	26	1	22	0	0	2	11	122	0	1	166	4	355
	8:15 AM	15	0	7	0	0	2	1	64	0	0	122	0	211
	8:30 AM	1	0	1	1	0	2	1	48	0	0	110	0	164
	VOLUMES	59	1	43	2	0	10	14	491	5	1	715	5	1,348
	APPROACH %	57%	1%	42%	17%	0%	83%	3%	96%	1%	0%	99%	1%	
	APP/DEPART	103	/	20	12	/	6	512	/	536	721	/	786	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	57	1	42	1	0	8	12	404	3	1	524	5	1,060
	APPROACH %	57%	1%	42%	11%	0%	89%	3%	96%	1%	0%	99%	1%	
	PEAK HR FACTOR	0.510			0.750			0.791			0.775			0.746
	APP/DEPART	100	/	18	9	/	4	421	/	447	530	/	591	0
	01:30 PM	0	0	0	0	0	1	0	49	1	0	82	1	134
	1:45 PM	2	0	1	0	0	0	1	69	0	0	79	1	153
	2:00 PM	0	0	0	1	0	1	0	56	0	0	130	1	189
	2:15 PM	15	1	12	0	0	2	5	86	0	0	121	2	244
	2:30 PM	21	0	11	0	0	1	2	88	0	0	105	0	228
	2:45 PM	2	0	0	0	0	0	2	71	0	0	131	0	206
	3:00 PM	3	0	0	0	0	1	0	88	0	0	150	0	242
	3:15 PM	2	0	1	0	0	0	2	110	2	0	137	0	254
	3:30 PM	5	0	3	0	0	5	4	85	0	0	89	1	192
	3:45 PM	1	0	0	0	0	1	1	89	0	0	92	0	184
	VOLUMES	51	1	28	1	0	12	17	791	3	0	1,116	6	2,031
	APPROACH %	64%	1%	35%	8%	0%	92%	2%	97%	0%	0%	99%	1%	
	APP/DEPART	80	/	24	13	/	3	816	/	820	1,122	/	1,184	0
	BEGIN PEAK HR	2:30 PM												
	VOLUMES	28	0	12	0	0	2	6	357	2	0	523	0	933
	APPROACH %	70%	0%	30%	0%	0%	100%	2%	97%	1%	0%	100%	0%	
	PEAK HR FACTOR	0.313			0.500			0.807			0.872			0.918
	APP/DEPART	40	/	6	2	/	2	368	/	369	523	/	556	0

## U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	2	0	2

0	0	2	0
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0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	2	0	2
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	5	0	5

0	0	3	0
---	---	---	---

S Malena Dr

NORTH LEG

E La Veta Ave

WEST LEG

EAST LEG

E La Veta Ave

SOUTH LEG

School Dwy

AM	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	8:30 AM	
PM	1:30 PM	
	1:45 PM	
	2:00 PM	
	2:15 PM	
	2:30 PM	
	2:45 PM	
	3:00 PM	
	3:15 PM	
	3:30 PM	
	3:45 PM	
	TOTAL	

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	0	1
1	0	0	0	1
1	1	3	0	5
3	0	35	0	38
0	2	3	0	5
0	1	0	0	1
5	5	41	0	51
0	0	0	0	0
0	1	0	0	1
0	0	6	0	6
6	0	15	0	21
7	2	31	0	40
0	2	0	0	2
0	2	0	0	2
0	1	0	0	1
1	1	0	0	2
0	0	0	0	0
14	9	52	0	75

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
3	0	16	0	19
0	1	2	0	3
0	1	0	0	1
4	3	18	0	25
0	0	0	0	0
0	1	0	0	1
0	0	5	0	5
3	0	6	0	9
2	2	6	0	10
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
6	6	17	0	29

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
1	2	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	3	0	3
0	0	19	0	19
0	0	1	0	1
0	0	0	0	0
0	0	23	0	23
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
3	0	9	0	12
5	0	25	0	30
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
8	1	35	0	44

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

### Section III (Must meet one)

Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour

☐

Yes

☐

No

2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.

☐

Yes

☐

No

3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.

☐

Yes

☐

No

4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.

☐

Yes

☐

No

5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.

☐

Yes

☐

No

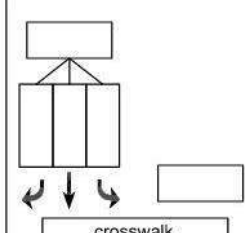
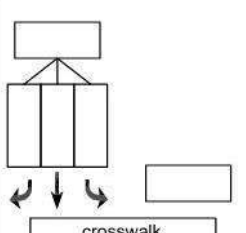
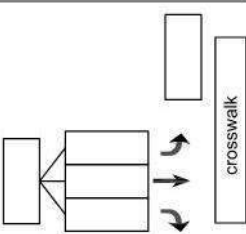
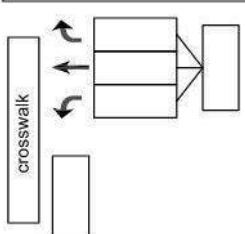
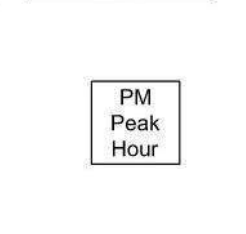
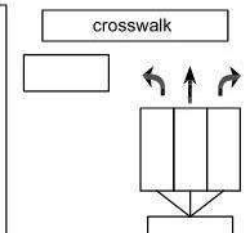
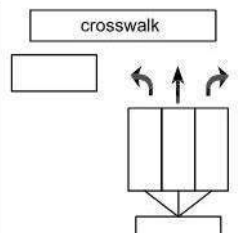
6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles.


☐

Yes

☐

No

<p>Uncontrolled Volume = <input type="text"/></p> 		<p>Uncontrolled Volume = <input type="text"/></p> 
	<p>AM Peak Hour</p> 	<p>PM Peak Hour</p> 
		



**Adult Crossing Guard Warrant Criteria**School: **Palmyra Elementary School**Control Type: **Uncontrolled**Major Street: **Palmyra Avenue**

Critical Approach Speed: 25 mph

Minor Street: **California Street**

Critical Approach Speed: 25 mph

<b>Adult Crossing Guard Warrant Satisfied?</b>	<b>NO</b>
--	-----------

Criteria	Description	Palmyra Avenue at California Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Palmyra Avenue and California Street are both public roads	Yes	Yes
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	69 School Pedestrians from 7:00 AM to 8:00 AM 25 School Pedestrians from 1:30 PM to 2:30 PM	Yes	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	The nearest controlled crossing is ~1,100' away	Yes	No
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	319 VPH from 7:00 AM to 8:00 AM 230 VPH from 3:00 PM to 4:00 PM	No	
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No	
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

**Observations**

- 3 legged intersection (no north leg); crosswalk on east and south legs of intersection
- Crosswalk on east leg of intersection (Palmyra Ave) leads directly into school entrance
- Two non-through lanes of curb pickup (one lane for stalling, one lane that doesn't allow stopping) on the east leg of the intersection; in addition to one lane in each direction on Palmyra Avenue
- One unstriped lane in each direction on California Street
- 1,400 feet east to the nearest controlled (all-way stop) intersection at Cambridge St / Palmyra Avenue
- On-street parking allowed in both-directions on Palmyra Avenue and California Street

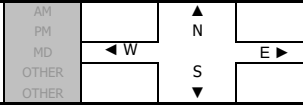
## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24LOCATION:  
NORTH & SOUTH:  
EAST & WEST:Orange  
S California St  
E Palmyra AvePROJECT #:  
LOCATION #:  
CONTROL:  
SC4979  
29  
STOP N

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	S California St			S California St			E Palmyra Ave			E Palmyra Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	
0	0	1	2	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2
0	0	1	4	5

AM	7:00 AM	0	0	1	0	0	0	0	13	2	1	8	0	25
	7:15 AM	3	0	1	0	0	0	0	21	2	2	20	0	49
	7:30 AM	4	0	3	0	0	0	0	45	5	6	71	0	134
	7:45 AM	9	0	5	0	0	0	0	42	6	4	76	0	142
	8:00 AM	2	0	2	0	0	0	0	21	2	3	34	0	64
	8:15 AM	3	0	3	0	0	0	0	16	1	3	24	0	50
	VOLUMES	21	0	15	0	0	0	0	158	18	19	233	0	469
	APPROACH %	58%	0%	42%	0%	0%	0%	0%	89%	10%	7%	91%	0%	
	APP/DEPART	36	/	0	0	/	37	177	/	177	256	/	255	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	18	0	13	0	0	0	0	124	14	16	205	0	392
	APPROACH %	58%	0%	42%	0%	0%	0%	0%	90%	10%	7%	92%	0%	
	PEAK HR FACTOR	0.554			0.000			0.690			0.697			0.690
	APP/DEPART	31	/	0	0	/	30	138	/	139	223	/	223	0
	01:30 PM	3	0	2	0	0	0	0	15	2	4	18	0	44
	1:45 PM	0	0	0	0	0	0	0	23	2	5	20	0	50
	2:00 PM	5	0	3	0	0	0	0	22	4	6	34	0	74
	2:15 PM	4	0	4	0	0	0	0	21	0	6	47	0	82
	2:30 PM	3	0	6	0	0	0	0	14	2	4	32	0	61
	2:45 PM	0	0	1	0	0	0	0	19	1	2	33	0	56
	3:00 PM	1	0	4	0	0	0	0	37	2	7	33	0	84
	3:15 PM	2	0	1	0	0	0	0	27	1	5	45	0	81
	3:30 PM	1	0	4	0	0	0	0	17	0	4	29	0	55
	3:45 PM	2	0	0	0	0	0	0	18	2	6	44	0	72
	VOLUMES	21	0	25	0	0	0	0	213	16	49	335	0	672
	APPROACH %	46%	0%	54%	0%	0%	0%	0%	92%	7%	12%	85%	0%	
	APP/DEPART	46	/	0	0	/	65	232	/	248	394	/	359	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	6	0	9	0	0	0	0	99	5	22	151	0	299
	APPROACH %	40%	0%	60%	0%	0%	0%	0%	93%	5%	12%	85%	0%	
	PEAK HR FACTOR	0.750			0.000			0.646			0.856			0.840
	APP/DEPART	15	/	0	0	/	27	106	/	113	178	/	159	0

0 0 0 2

0	0	0	1	1
0	0	0	0	0
0	0	1	1	2
0	0	0	2	2
0	0	0	0	0
0	0	0	1	1
0	0	2	3	5
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	3	10	13

0 0 2 5

S California St

NORTH LEG

E Palmyra Ave

WEST LEG

EAST LEG

E Palmyra Ave

SOUTH LEG

S California St

		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	0	2	0	0	2
	7:15 AM	0	2	18	0	20
	7:30 AM	1	14	65	0	80
	7:45 AM	0	12	53	0	65
	8:00 AM	0	1	2	0	3
	8:15 AM	0	1	0	0	1
	TOTAL	1	32	138	0	171
PM	1:30 PM	0	0	9	0	9
	1:45 PM	0	3	9	0	12
	2:00 PM	0	2	52	0	54
	2:15 PM	0	4	40	0	44
	2:30 PM	0	3	0	0	3
	2:45 PM	0	3	1	0	4
	3:00 PM	0	4	2	1	7
	3:15 PM	0	0	3	0	3
	3:30 PM	0	2	0	0	2
	3:45 PM	0	0	4	0	4
	TOTAL	0	21	120	1	142

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	0	1
0	1	6	0	7
1	7	35	0	43
0	9	26	0	35
0	1	2	0	3
0	1	0	0	1
1	20	69	0	90
0	0	6	0	6
0	2	8	0	10
0	1	32	0	33
0	1	13	0	14
0	3	0	0	3
0	3	1	0	4
0	3	1	1	5
0	0	3	0	3
0	1	0	0	1
0	0	4	0	4
0	14	68	1	83

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	2	1	0	3

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	1	12	0	13
0	6	30	0	36
0	3	27	0	30
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	5	51	0	56

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

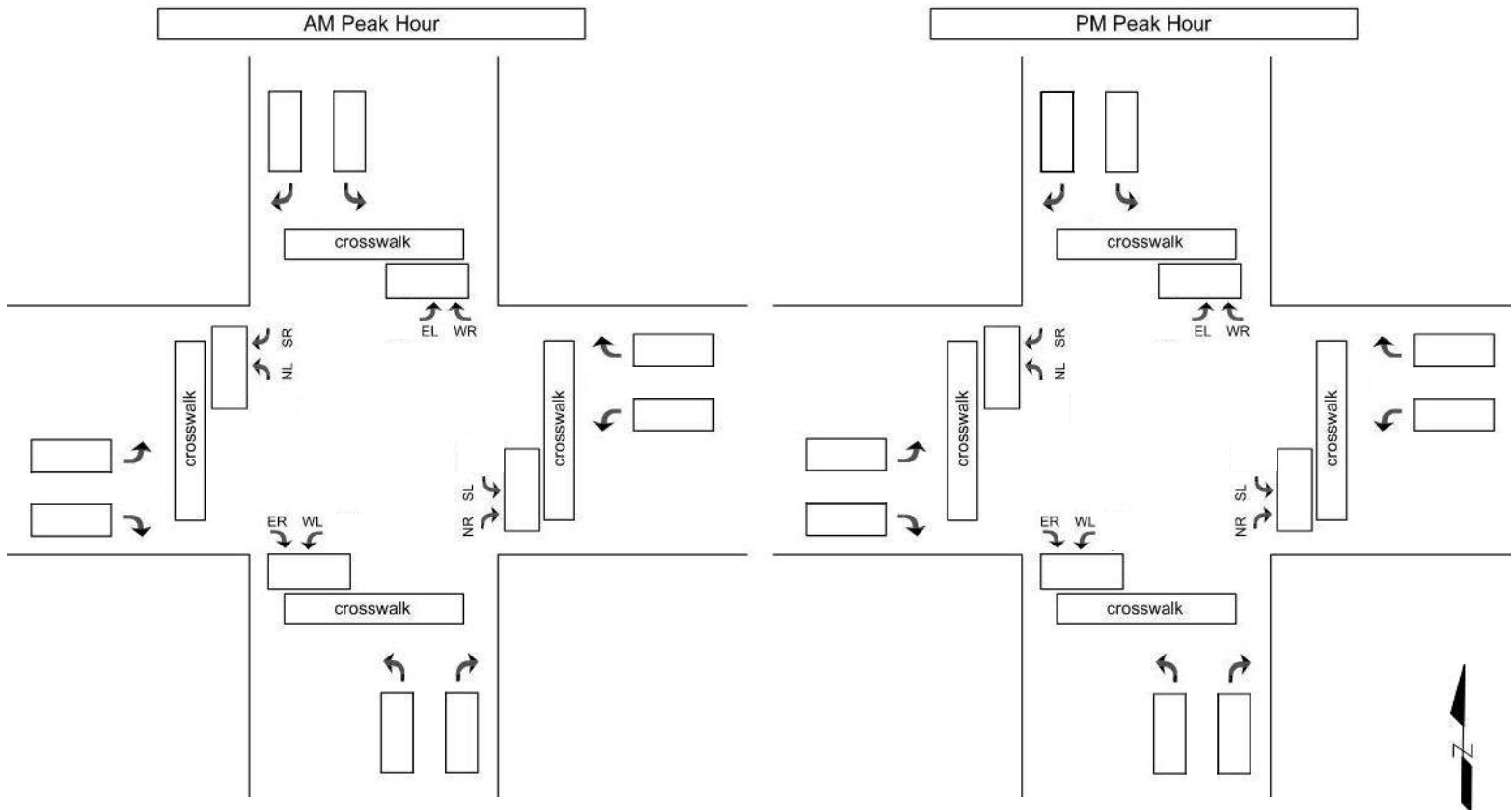
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



**\*\*Protected left turns do not conflict with pedestrians**

Adult Crossing Guard Warrant Criteria

School: Serrano Elementary School

Control Type: Signalized

Major Street: Santiago Boulevard

Minor Street: Serrano Avenue

Critical Approach Speed: 35 mph

Critical Approach Speed: 15 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Santiago Boulevard at Serrano Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Santiago Boulevard and Serrano Avenue are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	58 School Pedestrians (N) from 7:30 AM to 8:30 AM 38 School Pedestrians (N) from 2:15 PM to 3:15 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	366 AM/244 PM VPH (North Leg)	No	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

<ul style="list-style-type: none"><li>• One lane in each direction on Serrano Avenue, with one additional left-turn lane in the westbound direction</li><li>• Two lanes in each direction on Santiago Boulevard, with one additional left-turn lane in both the northbound and southbound direction</li><li>• Westbound leg of Serrano Avenue leads to a cul-de-sac of residential housing approximately 100 feet west of the intersection</li><li>• Crosswalk on all four legs</li><li>• On-street parking prohibited in both directions on Santiago Boulevard</li><li>• On-street parking prevented by red curb on east leg of intersection (Serrano Avenue)</li><li>• On-street parking permitted in both directions on west leg of intersection (Serrano Avenue)</li></ul>
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# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
Santiago Blvd  
Serrano Ave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
35  
SIGNAL

NOTES:				AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼	
--------	--	--	--	----------------------------------	--------------------------------	--

	NORTHBOUND Santiago Blvd			SOUTHBOUND Santiago Blvd			EASTBOUND Serrano Ave			WESTBOUND Serrano Ave			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL

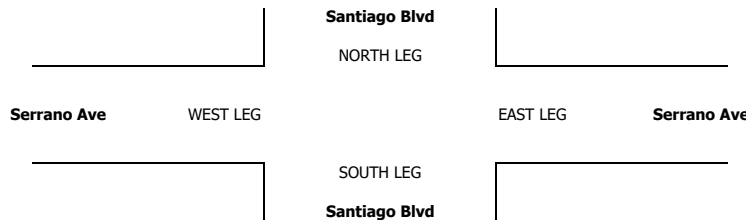
U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	3	0	0	3

AM	7:00 AM	0	61	6	25	103	0	0	0	1	4	0	16	216
	7:15 AM	2	86	26	31	118	0	0	0	0	18	0	13	294
	7:30 AM	0	84	50	61	170	5	0	0	1	36	0	44	451
	7:45 AM	2	49	51	95	103	19	11	7	7	76	1	90	511
	8:00 AM	0	79	57	101	162	3	1	5	2	76	0	116	602
	8:15 AM	0	154	16	40	239	0	1	0	1	27	0	76	554
	VOLUMES	4	513	206	353	895	27	13	12	12	237	1	355	2,631
	APPROACH %	1%	71%	28%	28%	70%	2%	35%	32%	32%	40%	0%	60%	
	APP/DEPART	723	/	884	1,278	/	1,144	37	/	571	593	/	32	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	2	366	174	297	674	27	13	12	11	215	1	326	2,121
	APPROACH %	0%	68%	32%	30%	67%	3%	36%	33%	31%	40%	0%	60%	
	PEAK HR FACTOR	0.797			0.897			0.360			0.706			0.878
	APP/DEPART	542	/	708	1,001	/	900	36	/	483	542	/	30	0
	01:45 PM	3	115	17	38	140	1	0	0	2	6	0	18	340
	2:00 PM	6	133	18	32	132	3	0	0	0	7	0	18	349
	2:15 PM	1	110	15	16	108	3	3	0	3	44	0	46	349
	2:30 PM	2	167	25	33	142	4	4	1	2	38	0	62	480
	2:45 PM	5	169	24	55	150	0	0	0	3	15	0	15	436
	3:00 PM	1	136	20	56	190	1	1	0	5	53	0	77	540
	3:15 PM	0	191	31	34	206	1	1	0	1	23	0	41	529
	3:30 PM	0	211	12	15	169	0	0	0	0	12	0	93	512
	3:45 PM	0	248	9	22	174	0	1	0	0	15	1	28	498
	4:00 PM	0	243	15	21	153	1	0	0	1	14	0	37	485
	VOLUMES	18	1,723	186	322	1,564	14	10	1	17	227	1	435	4,518
	APPROACH %	1%	89%	10%	17%	82%	1%	36%	4%	61%	34%	0%	66%	
	APP/DEPART	1,927	/	2,168	1,900	/	1,808	28	/	509	663	/	33	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	1	786	72	127	739	2	3	0	6	103	1	239	2,079
	APPROACH %	0%	92%	8%	15%	85%	0%	33%	0%	67%	30%	0%	70%	
	PEAK HR FACTOR	0.836			0.879			0.375			0.660			0.963
	APP/DEPART	859	/	1,028	868	/	848	9	/	199	343	/	4	0

0	3	0	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---



AM	7:00 AM	
	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	TOTAL	
PM	1:45 PM	
	2:00 PM	
	2:15 PM	
	2:30 PM	
	2:45 PM	
	3:00 PM	
	3:15 PM	
	3:30 PM	
	3:45 PM	
	4:00 PM	
	TOTAL	

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	1	1	4	6
5	2	2	5	14
52	10	4	15	81
20	10	6	5	41
0	1	1	8	10
77	24	14	37	152
0	0	0	1	1
2	1	1	0	4
38	10	10	12	70
6	5	7	1	19
2	0	1	2	5
10	25	6	19	60
1	9	5	5	20
4	3	3	5	15
0	2	0	4	6
1	4	0	6	11
64	59	33	55	211

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	2	1	3
11	1	2	5	19
8	2	1	3	14
0	1	1	0	2
19	4	6	9	38
0	0	0	0	0
2	1	0	0	3
13	5	1	7	26
1	2	2	1	6
1	0	0	0	1
2	0	0	1	3
0	0	0	0	0
1	0	1	0	2
0	0	0	0	0
1	1	0	2	4
21	9	4	11	45

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	1	1	4	6
0	0	0	0	0
0	1	1	1	3
0	0	0	0	0
0	0	0	7	7
0	2	2	12	16
0	0	0	1	1
0	0	1	0	1
0	0	0	1	1
0	0	0	0	0
1	0	0	1	2
0	0	2	0	2
0	0	3	0	3
1	3	2	4	10
0	0	0	0	0
0	0	0	1	1
2	3	8	8	21

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
5	2	0	4	11
41	8	1	9	59
12	8	5	2	27
0	0	0	1	1
58	18	6	16	98
0	0	0	0	0
0	0	0	0	0
25	5	9	4	43
5	3	5	0	13
0	0	1	1	2
8	25	4	18	55
1	9	2	5	17
2	0	0	1	3
0	2	0	4	6
0	3	0	3	6
41	47	21	36	145

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

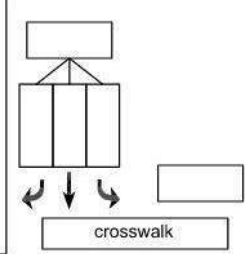
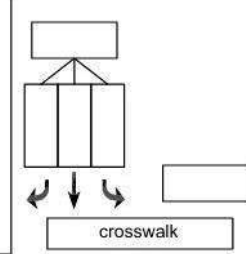
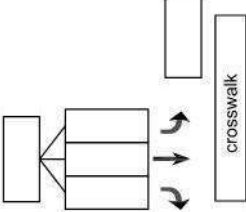
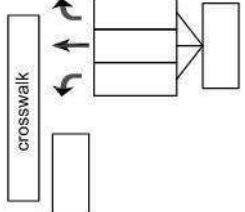
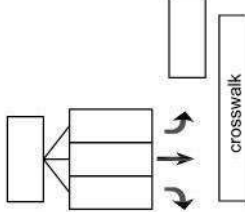
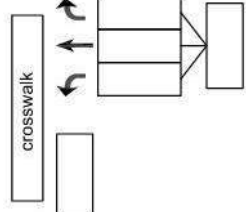
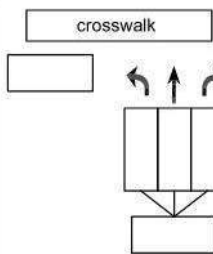
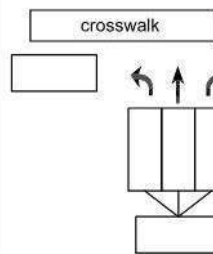

### Section III (Must meet one)

Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

- |   |                              |                             |
|---|------------------------------|-----------------------------|
| 1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.                       | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Uncontrolled Volume = <input style="width: 50px;" type="text"/>	 crosswalk	 crosswalk	Uncontrolled Volume = <input style="width: 50px;" type="text"/>
 crosswalk	 crosswalk	 crosswalk	 crosswalk
AM Peak Hour		PM Peak Hour	
 crosswalk	 crosswalk		

Adult Crossing Guard Warrant Criteria

School: Prospect Elementary School

Control Type: Uncontrolled

Major Street: Spring Street

Minor Street: Seranado Street

Critical Approach Speed: 35 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Spring Street at Seranado Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Spring Street and Seranado Street are both public roads	Yes	Yes
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	147 School Pedestrians from 7:30 AM to 8:30 AM 86 School Pedestrians from 2:45 PM to 3:45 PM	Yes	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	Nearest controlled (AWS) crossing ~400' away	No	No
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	840 VPH Uncontrolled (E) from 7:30 AM to 8:30 AM 840 VPH Uncontrolled (E) from 2:45 PM to 3:45 PM	Yes	
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No	
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or  (b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Crosswalks only on north leg and east leg of intersection
- Two lanes in each direction on Spring Street, with one additional eastbound left-turn lane
- One unstriped lane in each direction on Seranado Street
- 350 feet east to the nearest controlled (all-way stop) intersection at Spring Street / Esplanade Street
- On-street parking allowed in both-directions on Spring Street and Seranado Street

## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE: Thu, Nov 21, 24	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange N Seranado St E Spring St	PROJECT #: LOCATION #: CONTROL:	SC4979 39 STOP S
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NOTES:

AM	▲	N	
PM	◀ W		E ▶
MD		S	
OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Seranado St			N Seranado St			E Spring St			E Spring St			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

NL X NT X NR X SL 0 ST X SR 0 EL 1 ET 2 ER X WL X WT 2 WR 0

AM	7:00 AM	0	0	0	7	0	6	0	25	0	0	33	2	73
	7:15 AM	0	0	0	8	0	4	0	40	0	0	40	2	94
	7:30 AM	0	0	0	7	0	11	4	58	0	0	70	2	152
	7:45 AM	0	0	0	15	0	9	2	68	0	0	94	6	194
	8:00 AM	0	0	0	4	0	17	10	90	0	0	156	10	287
	8:15 AM	0	0	0	3	0	17	18	116	0	0	151	19	324
	VOLUMES	0	0	0	44	0	64	34	397	0	0	544	41	1,125
	APPROACH %	0%	0%	0%	41%	0%	59%	8%	92%	0%	0%	93%	7%	
	APP/DEPART	0	/	75	108	/	0	432	/	441	585	/	609	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	0	0	0	29	0	54	34	332	0	0	471	37	958
	APPROACH %	0%	0%	0%	35%	0%	65%	9%	90%	0%	0%	93%	7%	
	PEAK HR FACTOR	0.000			0.865			0.685			0.747			0.739
	APP/DEPART	0	/	71	83	/	0	367	/	361	508	/	526	0
	01:30 PM	0	0	0	9	0	3	4	53	0	0	60	3	132
	1:45 PM	0	0	0	4	0	5	1	44	0	0	67	4	125
	2:00 PM	0	0	0	4	0	5	1	47	0	0	54	4	115
	2:15 PM	0	0	0	4	0	5	3	44	0	0	61	2	119
	2:30 PM	0	0	0	5	0	5	5	45	0	0	74	4	138
	2:45 PM	0	0	0	5	0	1	1	54	0	0	83	8	152
PM	3:00 PM	0	0	0	6	0	2	12	52	0	0	142	14	228
	3:15 PM	0	0	0	6	0	7	7	70	0	0	101	16	207
	3:30 PM	0	0	0	4	0	10	15	105	0	0	110	9	253
	3:45 PM	0	0	0	4	0	4	2	68	0	0	69	4	151
	VOLUMES	0	0	0	51	0	47	51	582	0	0	821	68	1,622
	APPROACH %	0%	0%	0%	52%	0%	48%	8%	92%	0%	0%	92%	8%	
	APP/DEPART	0	/	119	98	/	0	635	/	633	889	/	870	0
	BEGIN PEAK HR	2:45 PM												
	VOLUMES	0	0	0	20	0	23	36	295	0	0	422	43	840
	APPROACH %	0%	0%	0%	47%	0%	53%	11%	89%	0%	0%	91%	9%	
	PEAK HR FACTOR	0.000			0.768			0.692			0.745			0.830
	APP/DEPART	0	/	79	43	/	0	332	/	315	465	/	446	0

## U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

0	0	1	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	2	0	2

0	0	1	0
---	---	---	---

	N Seranado St	
	NORTH LEG	
E Spring St	WEST LEG	EAST LEG
	SOUTH LEG	
	N Seranado St	

		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	1	0	1	0	2
	7:15 AM	0	0	2	0	2
	7:30 AM	2	0	2	0	4
	7:45 AM	8	0	7	0	15
	8:00 AM	15	0	40	2	57
	8:15 AM	24	0	101	2	127
TOTAL		50	0	153	4	207
PM	1:30 PM	6	1	3	0	10
	1:45 PM	1	0	8	1	10
	2:00 PM	1	0	3	0	4
	2:15 PM	2	1	2	0	5
	2:30 PM	2	1	1	0	4
	2:45 PM	3	1	5	0	9
	3:00 PM	1	2	3	0	6
	3:15 PM	8	0	45	32	85
	3:30 PM	19	2	41	7	69
	3:45 PM	0	3	0	0	3
TOTAL		43	11	111	40	205

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
2	0	1	0	3
3	0	0	0	3
2	0	0	0	2
0	0	0	0	0
7	0	1	0	8
3	0	0	0	3
0	0	0	0	0
0	0	2	0	2
0	0	1	0	1
2	0	1	0	3
0	0	1	0	1
1	0	0	0	1
2	0	2	0	4
0	0	2	0	2
0	0	0	0	0
8	0	9	0	17

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	2	0	2
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
1	1	0	0	2
0	1	0	0	1
0	1	1	0	2
0	2	0	0	2
0	0	0	0	0
4	2	2	0	8
0	3	0	0	3
5	11	3	0	19

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
1	0	1	0	2
0	0	2	0	2
0	0	1	0	1
5	0	7	0	12
13	0	40	2	55
24	0	99	2	125
43	0	150	4	197
3	0	3	0	6
1	0	8	1	10
1	0	1	0	2
1	0	1	0	2
0	0	0	0	0
3	0	3	0	6
0	0	3	0	3
6	0	43	32	81
15	0	37	7	59
0	0	0	0	0
30	0	99	40	169

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

### Section III (Must meet one)

Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour

☐

Yes

☐

No

2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.

☐

Yes

☐

No

3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.

☐

Yes

☐

No

4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.

☐

Yes

☐

No

5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.

☐

Yes

☐

No

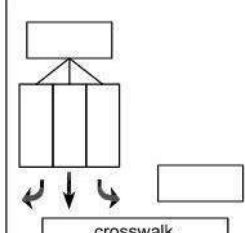

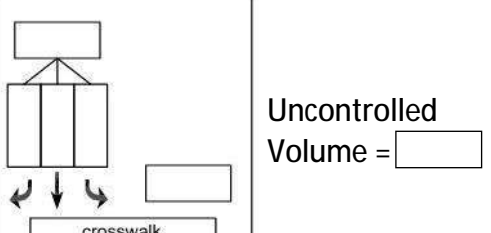
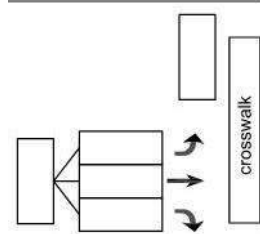
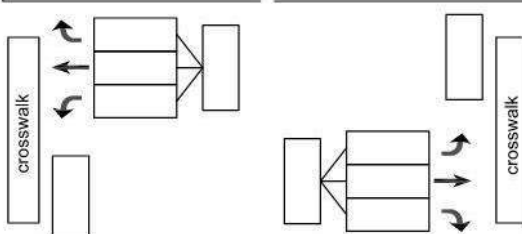
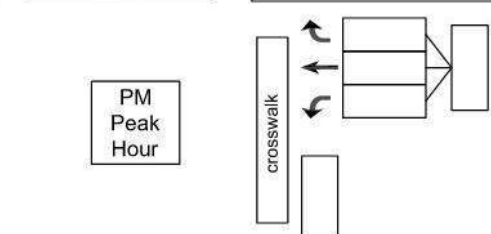
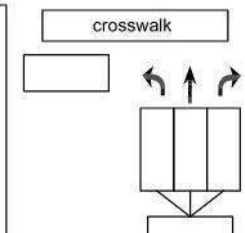

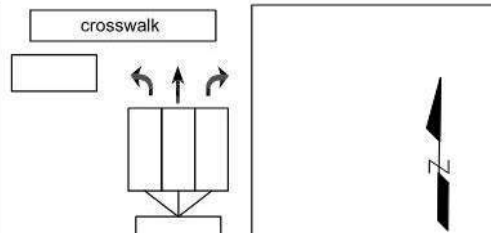
6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles.


☐

Yes

☐

No

<p>Uncontrolled Volume = <input type="text"/></p> 		<p>Uncontrolled Volume = <input type="text"/></p> 
	<p>AM Peak Hour</p> 	<p>PM Peak Hour</p> 
		



Adult Crossing Guard Warrant Criteria

School: Prospect Elementary School  
Control Type: Uncontrolled  
Major Street: Spring Street  
Minor Street: Virage Avenue

Critical Approach Speed: 35 mph  
Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Spring Street at Virage Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Spring Street and Virage Avenue are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	18 School Pedestrians (E) from 7:30 AM to 8:30 AM 29 School Pedestrians (E) from 2:00 PM to 3:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	Nearing controlled crossing ~400' away	No	No
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	N/A	No	
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No	
05.2	At a stop sign-controlled crossing:			
	Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 3 legged intersection (no south leg)
- 2 lanes in each direction and one additional eastbound left-turn lane on Spring Street
- 1 lane in each direction on Virage Street
- Crosswalks on north and east leg of intersection
- Parking prohibited on Virage Street from 10 PM to 6AM; permitted at all other times
- Parking prohibited at all times on Spring Street

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

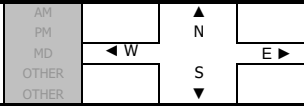
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N Virage St  
E Spring St

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
40  
STOP S

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Virage St			N Virage St			E Spring St			E Spring St			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	0	X	0	1	2	X	X	2	0	

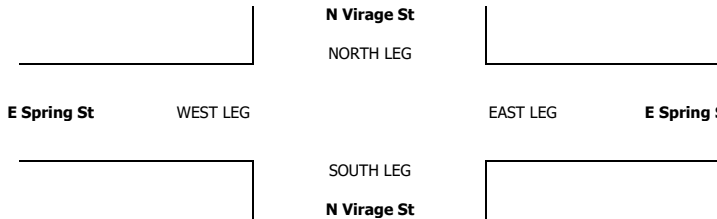
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	0	0	0	2	0	15	8	24	0	0	42	2	93
	7:15 AM	0	0	0	3	0	12	8	58	0	0	56	1	138
	7:30 AM	0	0	0	5	0	13	11	70	0	0	81	6	186
	7:45 AM	0	0	0	7	0	17	24	93	0	0	106	19	266
	8:00 AM	0	0	0	11	0	47	58	136	0	0	135	34	421
	8:15 AM	0	0	0	7	0	24	12	142	0	0	207	15	407
	VOLUMES	0	0	0	35	0	128	121	523	0	0	627	77	1,511
	APPROACH %	0%	0%	0%	21%	0%	79%	19%	81%	0%	0%	89%	11%	
	APP/DEPART	0	/	198	163	/	0	644	/	558	704	/	755	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	0	0	0	30	0	101	105	441	0	0	529	74	1,280
	APPROACH %	0%	0%	0%	23%	0%	77%	19%	81%	0%	0%	88%	12%	
	PEAK HR FACTOR	0.000			0.565			0.704			0.679			0.760
	APP/DEPART	0	/	179	131	/	0	546	/	471	603	/	630	0
	01:30 PM	0	0	0	2	0	7	9	57	0	0	81	1	157
	1:45 PM	0	0	0	1	0	4	12	50	0	0	100	5	172
	2:00 PM	0	0	0	3	0	10	22	60	0	0	65	12	172
	2:15 PM	0	0	0	11	0	19	28	49	0	0	64	12	183
	2:30 PM	0	0	0	8	0	32	23	38	0	0	85	15	201
	2:45 PM	0	0	0	7	0	18	6	61	0	0	83	2	177
PM	3:00 PM	0	0	0	0	0	8	5	86	0	0	123	3	225
	3:15 PM	0	0	0	2	0	11	10	95	0	0	89	1	208
	3:30 PM	0	0	0	0	0	9	9	88	0	0	206	5	317
	3:45 PM	0	0	0	4	0	9	13	82	0	0	89	4	201
	VOLUMES	0	0	0	38	0	127	137	666	0	0	985	60	2,014
	APPROACH %	0%	0%	0%	23%	0%	77%	17%	83%	0%	0%	94%	6%	
	APP/DEPART	0	/	197	165	/	0	804	/	704	1,045	/	1,113	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	0	0	0	6	0	37	37	351	0	0	507	13	951
	APPROACH %	0%	0%	0%	14%	0%	86%	10%	90%	0%	0%	98%	3%	
	PEAK HR FACTOR	0.000			0.827			0.924			0.616			0.750
	APP/DEPART	0	/	50	43	/	0	388	/	357	520	/	544	0

0	0	0	0
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0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

0	0	0	0
---	---	---	---



AM	7:00 AM	0	0	0	2	0	15	8	24	0	0	42	2	93
	7:15 AM	0	0	0	3	0	12	8	58	0	0	56	1	138
	7:30 AM	0	0	0	5	0	13	11	70	0	0	81	6	186
	7:45 AM	0	0	0	7	0	17	24	93	0	0	106	19	266
	8:00 AM	0	0	0	11	0	47	58	136	0	0	135	34	421
	8:15 AM	0	0	0	7	0	24	12	142	0	0	207	15	407
	TOTAL	0	0	0	35	0	128	121	523	0	0	627	77	1,511
PM	1:30 PM	0	0	0	2	0	7	9	57	0	0	81	1	157
	1:45 PM	0	0	0	1	0	4	12	50	0	0	100	5	172
	2:00 PM	0	0	0	3	0	10	22	60	0	0	65	12	172
	2:15 PM	0	0	0	11	0	19	28	49	0	0	64	12	183
	2:30 PM	0	0	0	8	0	32	23	38	0	0	85	15	201
	2:45 PM	0	0	0	7	0	18	6	61	0	0	83	2	177
	3:00 PM	0	0	0	0	0	8	5	86	0	0	123	3	225
	3:15 PM	0	0	0	2	0	11	10	95	0	0	89	1	208
	3:30 PM	0	0	0	0	0	9	9	88	0	0	206	5	317
	3:45 PM	0	0	0	4	0	9	13	82	0	0	89	4	201

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
2	0	0	0	2
0	0	0	0	0
3	1	7	0	11
2	0	4	0	6
5	0	32	0	37
2	1	8	0	11
14	2	51	0	67
1	1	2	1	5
1	1	1	0	3
6	0	0	0	6
0	1	18	0	19
1	0	28	0	29
1	0	5	0	6
2	0	1	0	3
4	0	4	0	8
4	1	7	0	12
0	2	0	0	2
20	6	66	1	93

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
2	0	0	0	2
0	0	0	0	0
3	0	6	0	9
2	0	3	0	5
4	0	19	0	23
1	0	5	0	6
12	0	33	0	45
0	0	0	1	1
1	0	0	0	1
1	0	0	0	1
0	0	12	0	12
0	0	8	0	8
1	0	2	0	3
2	0	1	0	3
1	0	1	0	2
3	0	5	0	8
0	0	0	0	0
9	0	29	1	39

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
1	0	0	0	1
0	1	0	0	1
1	2	0	0	3
0	1	1	0	2
0	1	0	0	1
1	0	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	1	1	0	3
0	2	0	0	2
2	6	2	0	10

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	13	0	13
1	0	3	0	4
1	0	18	0	19
1	0	1	0	2
0	0	1	0	1
4	0	0	0	4
0	0	6	0	6
1	0	20	0	21
0	0	3	0	3
0	0	0	0	0
3	0	3	0	6
0	0	1	0	1
0	0	0	0	0
9	0	35	0	44

## **SCHOOL CROSSING GUARD LOCATIONS**

### **TIER 3**

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

### Section III (Must meet one)

Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour

☐

Yes

☐

No

2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.

☐

Yes

☐

No

3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.

☐

Yes

☐

No

4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.

☐

Yes

☐

No

5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.

☐

Yes

☐

No

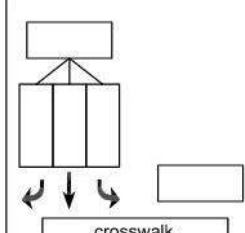
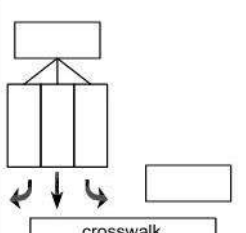
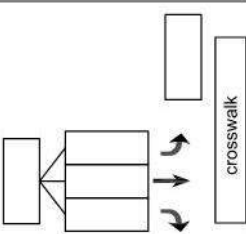
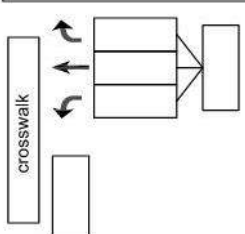
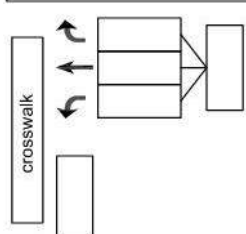
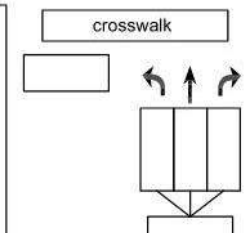
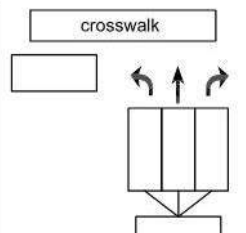

6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles.

☐

Yes

☐

No

<p>Uncontrolled Volume = <input type="text"/></p> 		<p>Uncontrolled Volume = <input type="text"/></p> 
 <p>AM Peak Hour</p>		<p>PM Peak Hour</p> 
		 

Adult Crossing Guard Warrant Criteria

School: **California Inspire Academy**  
Control Type: **Uncontrolled**  
Major Street: **California Street**  
Minor Street: **Quincy Avenue**

Critical Approach Speed: 25 mph  
Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	California Street at Quincy Avenue					
		Data	Requirement Satisfied?	Warrant Satisfied?			
04	(1) Cross a public highway; and	California Street and Quincy Avenue are public roads	Yes	Yes			
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	180 School Pedestrians from 7:15-8:15 AM; 160 School Pedestrians from 1:30-2:30 PM	Yes				
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	Stop-Controlled 450 feet north at California / Adams	No	No			
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	N/A	No				
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No				
05.2	At a stop sign-controlled crossing:						
	Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school						
05.3	At traffic signal-controlled crossings:						
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or						
	(b) Where justified through analysis of the operations of the intersection						
03	Other criteria that may be considered in an engineering study include:				N/A	No	No
	A. Special situations make it necessary to assist elementary school pedestrians in crossing the street; B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period				N/A	No	

Observations

- 3 legged intersection
- Stop-control on east leg of intersection
- Crosswalk on the north and east leg of the intersection
- On-street parking permitted in northbound direction on California Street and on both directions on Quincy Avenue
- One unstriped lane in each direction on Quincy Avenue and California Street

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N California St  
E Quincy Ave

PROJECT #: SC4979  
LOCATION #: 4  
CONTROL: STOP W

NOTES:	AM	▲	N	
	PM	◀	W	E ▶
	MD		S	
	OTHER	▼		

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N California St			N California St			E Quincy Ave			E Quincy Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

7:00 AM	0	8	0	1	6	0	0	0	0	2	0	4	21
7:15 AM	0	11	2	1	13	0	0	0	0	5	0	2	34
7:30 AM	0	25	3	6	44	0	0	0	0	8	0	7	93
7:45 AM	0	39	12	2	58	0	0	0	0	7	0	5	123
8:00 AM	0	18	7	5	42	0	0	0	0	11	0	9	92
8:15 AM	0	4	6	0	5	0	0	0	0	0	0	1	16
VOLUMES	0	105	30	15	168	0	0	0	0	33	0	28	379
APPROACH %	0%	78%	22%	8%	92%	0%	0%	0%	0%	54%	0%	46%	
APP/DEPART	135	/	133	183	/	201	0	/	45	61	/	0	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	93	24	14	157	0	0	0	0	31	0	23	342
APPROACH %	0%	79%	21%	8%	92%	0%	0%	0%	0%	57%	0%	43%	
PEAK HR FACTOR	0.574			0.713			0.000			0.675			0.695
APP/DEPART	117	/	116	171	/	188	0	/	38	54	/	0	0

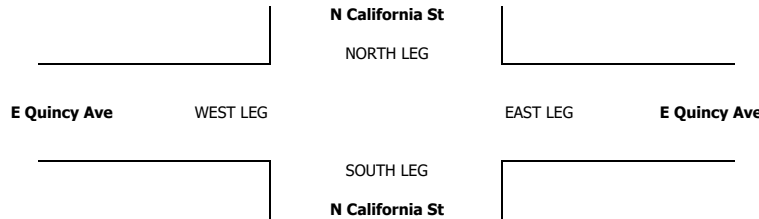
01:30 PM	0	7	6	5	5	0	0	0	0	3	0	2	28
1:45 PM	0	7	3	2	9	0	0	0	0	3	0	4	28
2:00 PM	0	6	4	5	18	0	0	0	0	5	0	5	43
2:15 PM	0	14	6	4	25	0	0	0	0	9	0	7	65
2:30 PM	0	9	2	0	10	0	0	0	0	1	0	1	23
2:45 PM	0	5	2	2	9	0	0	0	0	4	0	1	23
3:00 PM	0	9	2	1	3	0	0	0	0	0	0	1	16
3:15 PM	0	12	0	4	4	0	0	0	0	0	0	4	24
3:30 PM	0	14	5	8	27	0	0	0	0	2	0	5	61
3:45 PM	0	6	1	1	10	0	0	0	0	1	0	1	20
VOLUMES	0	89	31	32	120	0	0	0	0	28	0	31	338
APPROACH %	0%	73%	25%	21%	77%	0%	0%	0%	0%	47%	0%	52%	
APP/DEPART	122	/	124	156	/	150	0	/	64	60	/	0	0
BEGIN PEAK HR	1:30 PM												
VOLUMES	0	34	19	16	57	0	0	0	0	20	0	18	167
APPROACH %	0%	64%	36%	21%	76%	0%	0%	0%	0%	51%	0%	46%	
PEAK HR FACTOR	0.663			0.647			0.000			0.609			0.642
APP/DEPART	53	/	54	75	/	77	0	/	36	39	/	0	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---

0	0	0	1	1
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	2	0	0	3
0	0	0	0	0
1	0	0	0	1
2	4	0	1	7

0	2	0	1
---	---	---	---



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	TOTAL
PM	1:30 PM
	1:45 PM
	2:00 PM
	2:15 PM
	2:30 PM
	2:45 PM
	3:00 PM
	3:15 PM
	3:30 PM
	3:45 PM
TOTAL	

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
2	0	0	0	2
4	0	1	0	5
38	0	18	0	56
170	0	78	0	248
48	0	25	0	73
5	0	3	0	8
267	0	125	0	392
21	2	0	0	23
52	0	7	0	59
70	0	22	0	92
119	0	60	0	179
2	0	5	0	7
0	0	2	0	2
0	0	0	0	0
7	1	3	0	11
13	0	8	0	21
0	0	1	0	1
284	3	108	0	395

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
2	0	0	0	2
2	0	0	0	2
11	0	6	0	17
91	0	40	0	131
33	0	19	0	52
5	0	3	0	8
144	0	68	0	212
19	2	0	0	21
32	0	4	0	36
40	0	14	0	54
56	0	26	0	82
2	0	5	0	7
0	0	2	0	2
0	0	0	0	0
6	1	2	0	9
6	0	4	0	10
0	0	0	0	0
161	3	57	0	221

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
2	0	1	0	3
27	0	12	0	39
79	0	38	0	117
15	0	6	0	21
0	0	0	0	0
123	0	57	0	180
2	0	0	0	2
20	0	3	0	23
30	0	8	0	38
63	0	34	0	97
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	1	0	2
7	0	4	0	11
0	0	0	0	0
123	0	50	0	173

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

**B. Crossings Controlled by Boulevard STOP signs**

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

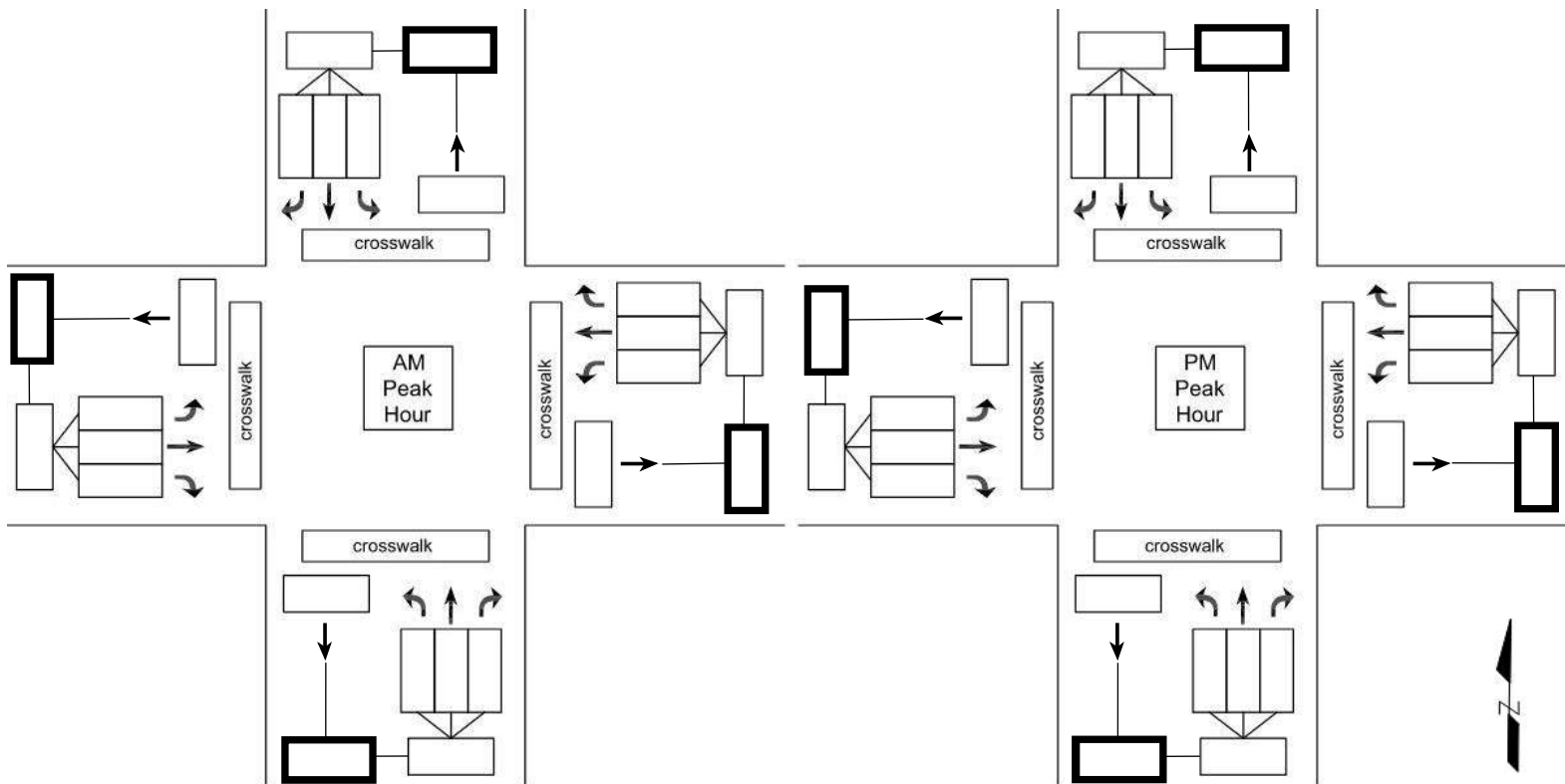
2. When traffic records indicate high incidences of citations being issued for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



Adult Crossing Guard Warrant Criteria

School: Cambridge Elementary School

Control Type: All Way Stop

Major Street: Cambridge Street

Minor Street: Sycamore Avenue

Critical Approach Speed: 25 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Cambridge Street at Sycamore Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Cambridge Street and Sycamore Avenue are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	35 School Pedestrians from 7:30 AM - 8:30 AM 38 School Pedestrians from 2:15 PM - 3:15 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing:  Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	*Neither road has 4 or more lanes	No	No
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or  (b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Crosswalk on all four legs of the intersections
- One unstriped lane in each direction on Sycamore Avenue; on-street parking permitted in both directions
- One striped lane in each direction on Cambridge Street; on-street parking permitted in both directions

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE: Thu, Nov 21, 24	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange N Cambridge St E Sycamore Ave	PROJECT #: LOCATION #: CONTROL:	SC4979 10 STOP ALL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
--------	----------------------------------	--------------------------------

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Cambridge St			N Cambridge St			E Sycamore Ave			E Sycamore Ave			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

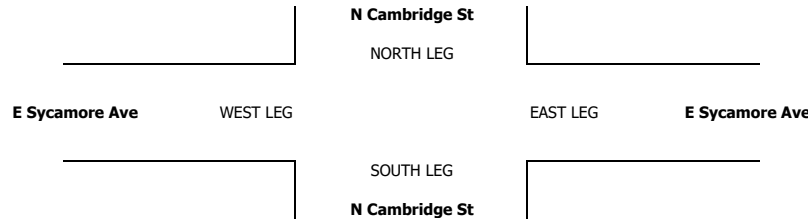
AM	7:00 AM	0	16	0	0	27	0	1	0	2	1	0	3	50
	7:15 AM	1	31	3	2	39	1	4	0	3	0	1	1	86
	7:30 AM	4	44	2	3	35	0	11	5	2	3	2	16	127
	7:45 AM	6	48	5	6	45	8	7	2	5	4	4	18	158
	8:00 AM	4	34	0	4	66	2	3	1	5	2	3	5	129
	8:15 AM	3	41	1	1	59	3	0	2	1	2	1	1	115
	VOLUMES	18	214	11	16	271	14	26	10	18	12	11	44	665
	APPROACH %	7%	88%	5%	5%	90%	5%	48%	19%	33%	18%	16%	66%	
	APP/DEPART	243	/	284	301	/	301	54	/	37	67	/	43	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	17	167	8	14	205	13	21	10	13	11	10	40	529
	APPROACH %	9%	87%	4%	6%	88%	6%	48%	23%	30%	18%	16%	66%	
	PEAK HR FACTOR	0.814			0.806			0.611			0.587			0.837
	APP/DEPART	192	/	228	232	/	229	44	/	32	61	/	40	0
	01:30 PM	0	35	3	5	44	6	2	1	1	0	0	3	100
	1:45 PM	3	48	1	6	41	3	4	5	3	0	2	1	117
	2:00 PM	7	38	3	3	37	4	3	6	0	1	3	10	115
	2:15 PM	8	65	4	7	46	11	8	4	2	5	6	10	176
	2:30 PM	3	42	2	2	52	0	3	4	3	2	2	1	116
	2:45 PM	2	50	2	3	85	2	3	2	3	3	1	5	161
	3:00 PM	2	63	1	0	46	2	2	0	2	1	0	2	121
	3:15 PM	3	87	2	1	45	2	4	0	3	0	1	1	149
	3:30 PM	4	76	0	2	32	3	7	4	9	1	2	5	145
	3:45 PM	1	96	1	2	57	2	4	2	2	1	1	2	171
	VOLUMES	33	600	19	31	485	35	40	28	28	14	18	40	1,373
	APPROACH %	5%	92%	3%	6%	88%	6%	42%	29%	29%	19%	25%	56%	
	APP/DEPART	652	/	682	553	/	527	96	/	78	72	/	86	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	10	322	4	5	180	9	17	6	16	3	4	10	586
	APPROACH %	3%	96%	1%	3%	93%	5%	44%	15%	41%	18%	24%	59%	
	PEAK HR FACTOR	0.857			0.795			0.488			0.531			0.857
	APP/DEPART	336	/	349	194	/	199	39	/	15	17	/	23	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2

0	0	0	0
---	---	---	---



		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	0	1	2	2	5
	7:15 AM	0	3	0	3	6
	7:30 AM	11	0	8	3	22
	7:45 AM	28	1	15	6	50
	8:00 AM	9	1	6	6	22
	8:15 AM	1	2	1	2	6
	TOTAL	49	8	32	22	111
PM	1:30 PM	1	0	2	5	8
	1:45 PM	4	1	0	4	9
	2:00 PM	9	0	3	1	13
	2:15 PM	27	4	20	7	58
	2:30 PM	9	2	0	1	12
	2:45 PM	1	1	6	0	8
	3:00 PM	1	1	1	8	11
	3:15 PM	1	1	3	0	5
	3:30 PM	3	1	5	4	13
	3:45 PM	1	0	3	8	12
	TOTAL	57	11	43	38	149

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	2	2	5
0	2	0	2	4
7	0	4	2	13
16	1	7	2	26
7	1	4	5	17
1	1	1	0	3
31	6	18	13	68
1	0	2	4	7
4	0	2	3	7
7	0	2	1	10
13	3	10	4	30
3	1	0	0	4
0	1	2	0	3
0	1	0	4	5
0	0	0	0	0
3	1	3	1	8
0	0	0	6	6
31	7	19	23	80

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
1	0	2	1	4
0	0	0	0	0
0	0	0	1	1
1	0	2	3	6
0	0	0	1	1
0	1	0	1	2
0	0	1	0	1
0	0	0	2	2
0	0	0	0	0
0	0	4	0	4
1	0	1	1	3
0	1	3	0	4
0	0	1	2	3
1	0	3	2	6
2	2	13	9	26

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	1	0	1	2
4	0	4	0	8
11	0	6	3	20
2	0	2	1	5
0	1	0	1	2
17	2	12	6	37
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
14	1	10	1	26
6	1	0	1	8
1	0	0	0	1
0	0	0	3	3
1	0	0	0	1
0	0	1	1	2
0	0	0	0	0
24	2	11	6	43

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

**B. Crossings Controlled by Boulevard STOP signs**

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

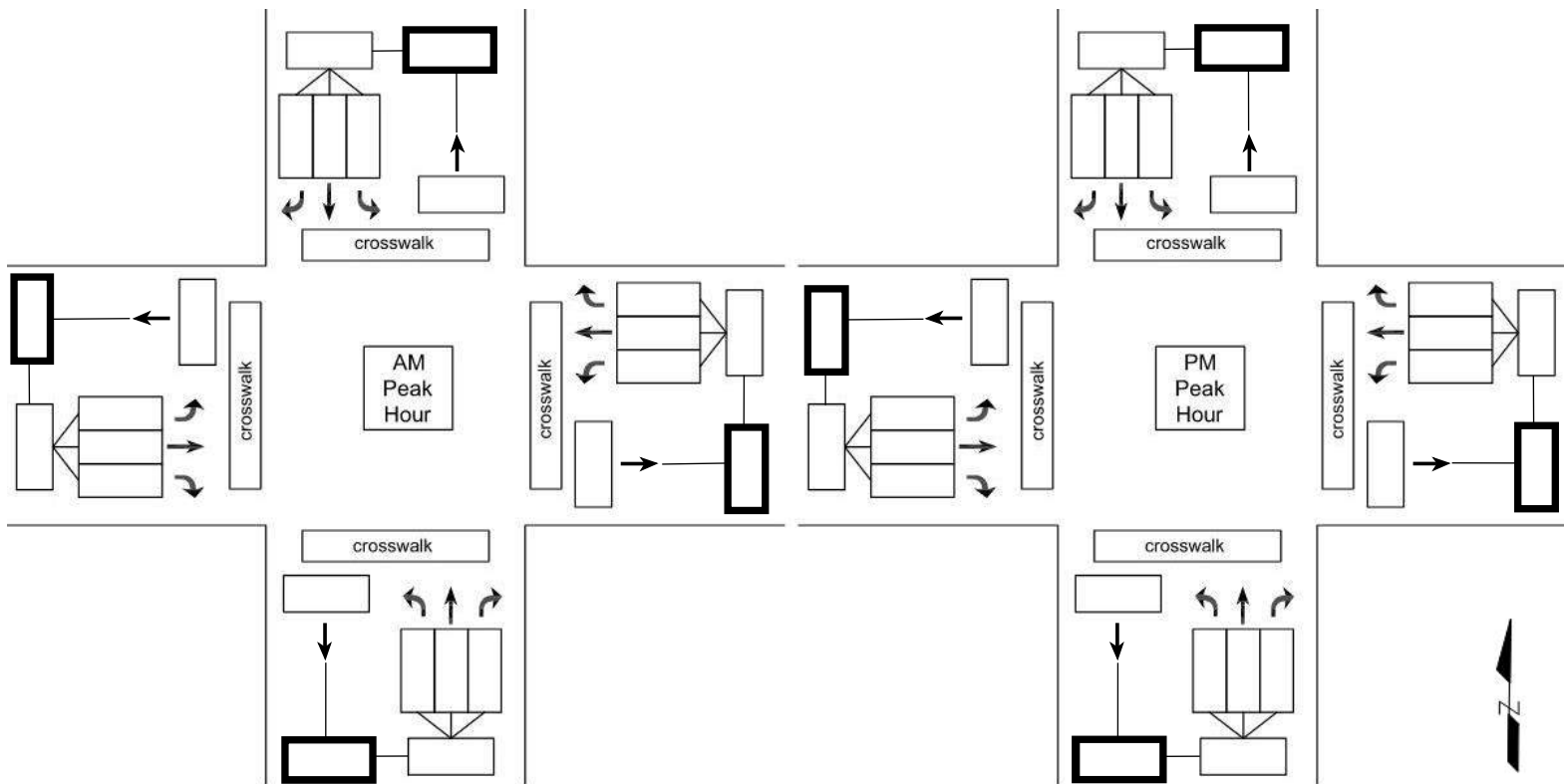
2. When traffic records indicate high incidences of citations being issued for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



Adult Crossing Guard Warrant Criteria

School: Cambridge Elementary School  
Control Type: Stop-Controlled  
Major Street: Cambridge Street  
Minor Street: Walnut Avenue

Critical Approach Speed: 25 mph  
Critical Approach Speed: 35 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Cambridge Street at Walnut Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Cambridge Street and Walnut Avenue are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	17 School Pedestrians (N) from 7:30 AM - 8:30 AM; 25/21 School Pedestrians (N/S)from 3:00 PM - 4:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing:  Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	*Neither road has 4 or more lanes	No	No
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- One lane in each direction on Walnut Avenue and Cambridge Street
- Crosswalk on all four legs of the intersection
- On-street parking is permitted in all directions

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

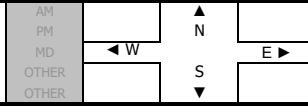
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N Cambridge St  
E Walnut Ave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
11  
STOP ALL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Cambridge St			N Cambridge St			E Walnut Ave			E Walnut Ave			
LANES:	NL 0	NT 2	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

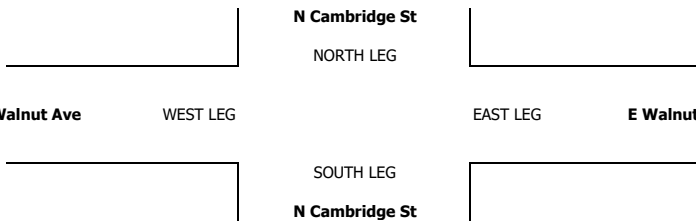
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	3	10	2	3	28	0	0	12	2	4	21	8	93
	7:15 AM	7	20	6	2	35	4	1	23	10	11	22	4	145
	7:30 AM	13	45	28	13	47	14	4	20	22	20	21	4	251
	7:45 AM	22	62	29	6	45	22	5	22	12	15	36	12	288
	8:00 AM	7	42	9	7	58	20	7	30	10	9	55	8	262
	8:15 AM	7	31	9	9	46	18	10	47	6	11	69	4	267
	VOLUMES	59	210	83	40	259	78	27	154	62	70	224	40	1,306
	APPROACH %	17%	60%	24%	11%	69%	21%	11%	63%	26%	21%	67%	12%	
	APP/DEPART	352	/	277	377	/	391	243	/	277	334	/	361	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	49	180	75	35	196	74	26	119	50	55	181	28	1,068
	APPROACH %	16%	59%	25%	11%	64%	24%	13%	61%	26%	21%	69%	11%	
	PEAK HR FACTOR	0.673			0.897			0.774			0.786			0.927
	APP/DEPART	304	/	234	305	/	301	195	/	229	264	/	304	0
	01:30 PM	2	35	3	6	47	10	6	39	7	5	30	5	195
	1:45 PM	3	31	14	3	39	9	4	32	13	9	30	11	198
	2:00 PM	7	29	9	10	31	14	8	38	6	14	49	5	220
	2:15 PM	15	71	26	6	33	18	18	60	8	6	41	13	315
	2:30 PM	5	38	10	2	42	12	13	49	6	5	37	9	228
	2:45 PM	2	41	15	10	71	11	11	58	9	10	44	11	293
	3:00 PM	6	58	14	5	36	7	12	47	7	9	40	5	246
	3:15 PM	9	70	14	5	34	17	5	50	4	10	52	12	282
	3:30 PM	11	61	22	8	29	12	14	60	4	8	47	16	292
	3:45 PM	10	83	14	8	46	19	11	64	10	12	57	14	348
	VOLUMES	70	517	141	63	408	129	102	497	74	88	427	101	2,617
	APPROACH %	10%	71%	19%	11%	68%	22%	15%	74%	11%	14%	69%	16%	
	APP/DEPART	728	/	720	600	/	570	673	/	701	616	/	626	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	36	272	64	26	145	55	42	221	25	39	196	47	1,168
	APPROACH %	10%	73%	17%	12%	64%	24%	15%	77%	9%	14%	70%	17%	
	PEAK HR FACTOR	0.869			0.774			0.847			0.849			0.839
	APP/DEPART	372	/	361	226	/	209	288	/	311	282	/	287	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---



AM	7:00 AM	2	2	2	1	7
	7:15 AM	1	2	0	5	8
	7:30 AM	6	5	1	2	14
	7:45 AM	2	4	6	3	15
	8:00 AM	4	1	0	2	7
	8:15 AM	13	4	2	1	20
	TOTAL	28	18	11	14	71
PM	1:30 PM	2	4	1	2	9
	1:45 PM	6	2	2	2	12
	2:00 PM	8	11	4	1	24
	2:15 PM	4	17	7	8	36
	2:30 PM	17	7	1	0	25
	2:45 PM	14	2	7	0	23
	3:00 PM	4	0	0	3	7
	3:15 PM	3	0	7	1	11
	3:30 PM	32	5	2	8	47
	3:45 PM	12	2	4	9	27
	TOTAL	102	50	35	34	221

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
2	2	2	1	7
1	2	0	5	8
6	5	1	2	14
2	4	6	3	15
4	1	0	2	7
13	4	2	1	20
28	18	11	14	71
2	4	1	2	9
6	2	2	2	12
8	11	4	1	24
4	17	7	8	36
17	7	1	0	25
14	2	7	0	23
4	0	0	3	7
3	0	7	1	11
32	5	2	8	47
12	2	4	9	27
102	50	35	34	221

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	1	2	1	5
1	2	0	4	7
1	2	0	1	4
2	2	3	0	7
2	0	0	1	3
2	2	2	1	7
9	9	7	8	33
1	2	0	1	4
4	0	1	2	7
5	6	2	1	14
1	7	2	7	17
7	0	0	0	7
0	0	0	0	0
2	0	0	0	2
3	0	4	1	8
4	0	0	2	6
3	1	0	3	7
30	16	9	17	72

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
1	0	0	0	1
0	0	0	1	1
0	1	1	0	2
0	0	2	3	5
0	0	0	1	1
1	1	0	0	2
2	2	3	5	12
1	2	0	1	4
0	0	0	0	0
1	0	1	0	2
3	1	1	1	6
0	3	1	0	4
1	0	3	0	4
1	0	0	2	3
0	0	2	0	2
2	1	1	3	7
4	1	4	2	11
13	8	13	9	43

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	1	0	0	1
0	0	0	0	0
5	2	0	1	8
0	2	1	0	3
2	1	0	0	3
10	1	0	0	11
17	7	1	1	26
0	0	1	0	1
2	2	1	0	5
2	5	1	0	8
0	9	4	0	13
10	4	0	0	14
13	2	4	0	19
1	0	0	1	2
0	0	1	0	1
26	4	1	3	34
5	0	0	4	9
59	26	13	8	106

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

**B. Crossings Controlled by Boulevard STOP signs**

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

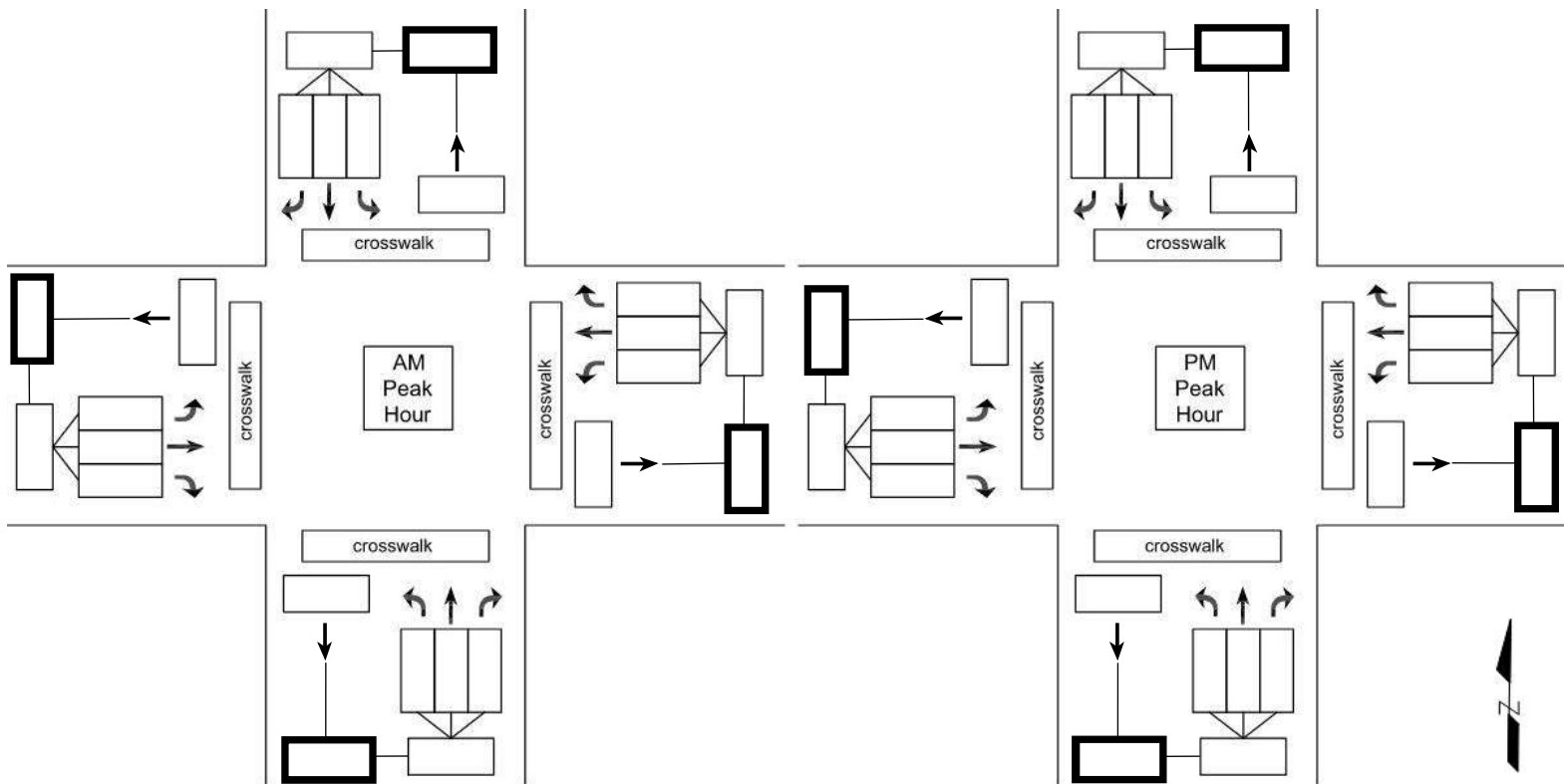
2. When traffic records indicate high incidences of citations being issued for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



Adult Crossing Guard Warrant Criteria

School: McPherson Magnet School

Control Type: Stop Controlled

Major Street: Prospect Street

Minor Street: Palmyra Avenue

Critical Approach Speed: 25 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Prospect Street at Palmyra Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Prospect Street and Palmyra Avenue are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	7 School Pedestrians from 7:30 AM to 8:30 AM 19 School Pedestrians from 2:00 PM to 3:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	1,107 VPH (South Leg) from 7:30 to 8:30 AM	Yes	Yes
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 2 lanes in each direction on Prospect Street
- 1 unstriped lane in each direction on Palmyra Avenue
- Crosswalk on all four legs of intersection
- On-street parking permitted in both directions on east leg of intersection (Palmyra Avenue)
- Red curb preventing parking in direction of oncoming traffic at the intersection on the north, west, and south legs of intersection

## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE: Thu, Nov 21, 24	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Prospect St Palmyra Ave	PROJECT #: LOCATION #: CONTROL:	SC4979 31 STOP ALL
--------------------------	---	--------------------------------------	---------------------------------------	--------------------------

NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E
Queue SB AM			

	NORTHBOUND Prospect St			SOUTHBOUND Prospect St			EASTBOUND Palmyra Ave			WESTBOUND Palmyra Ave			TOTAL
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	

AM	7:00 AM	0	25	4	3	61	2	3	8	2	21	10	9	148
	7:15 AM	1	31	2	4	110	3	3	6	8	26	6	16	216
	7:30 AM	10	49	8	11	123	5	9	18	31	42	17	21	344
	7:45 AM	27	79	20	12	148	7	7	29	43	41	30	28	471
	8:00 AM	14	99	12	4	127	5	17	7	9	21	31	21	367
	8:15 AM	0	75	6	6	109	12	16	6	1	13	24	17	285
	VOLUMES	52	358	52	40	678	34	55	74	94	164	118	112	1,833
	APPROACH %	11%	77%	11%	5%	90%	5%	25%	33%	42%	42%	30%	28%	
	APP/DEPART	462	/	527	754	/	936	223	/	166	394	/	204	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	51	302	46	33	507	29	49	60	84	117	102	87	1,468
	APPROACH %	13%	76%	12%	6%	89%	5%	25%	31%	44%	38%	33%	28%	
	PEAK HR FACTOR	0.792			0.853			0.611			0.773			0.779
	APP/DEPART	399	/	439	570	/	708	193	/	139	306	/	182	0
	01:30 PM	1	54	7	3	70	8	4	13	9	26	37	21	253
	1:45 PM	1	55	3	12	94	7	8	16	28	36	51	28	339
	2:00 PM	29	85	23	8	84	15	6	11	14	35	35	29	374
	2:15 PM	1	62	12	6	70	13	14	21	8	28	40	21	296
	2:30 PM	6	80	6	8	66	16	21	26	5	31	33	22	320
	2:45 PM	4	81	9	8	76	8	21	35	13	40	35	30	360
	3:00 PM	11	94	12	6	82	11	23	38	10	37	36	25	385
	3:15 PM	4	101	5	3	67	11	28	39	8	22	22	25	335
	3:30 PM	5	97	7	5	108	18	38	52	8	13	12	16	379
	3:45 PM	2	100	6	5	90	12	24	37	7	14	7	18	322
	VOLUMES	64	809	90	64	807	119	187	288	110	282	308	235	3,368
	APPROACH %	7%	84%	9%	6%	81%	12%	32%	49%	19%	34%	37%	28%	
	APP/DEPART	965	/	1,234	993	/	1,201	585	/	442	825	/	491	0
	BEGIN PEAK HR	2:45 PM												
	VOLUMES	24	373	33	22	333	48	110	164	39	112	105	96	1,461
	APPROACH %	6%	87%	8%	5%	82%	12%	35%	52%	12%	36%	34%	31%	
	PEAK HR FACTOR	0.913			0.765			0.798			0.745			0.946
	APP/DEPART	431	/	580	404	/	485	313	/	219	313	/	177	0

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL 0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	2	0	0	2

0	1	0	0
---	---	---	---

0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
2	3	0	0	5

1	1	0	0
---	---	---	---

	Prospect St	
	NORTH LEG	
Palmyra Ave	WEST LEG	EAST LEG
		Palmyra Ave
	SOUTH LEG	
	Prospect St	

		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	2	0	0	1	3
	7:15 AM	0	0	2	0	2
	7:30 AM	1	1	0	0	2
	7:45 AM	0	6	6	6	18
	8:00 AM	1	3	1	0	5
	8:15 AM	0	0	0	1	1
	TOTAL	4	10	9	8	31
PM	1:30 PM	0	2	0	0	2
	1:45 PM	2	2	5	0	9
	2:00 PM	1	9	6	4	20
	2:15 PM	0	0	1	0	1
	2:30 PM	0	0	0	1	1
	2:45 PM	0	16	1	1	18
	3:00 PM	0	6	5	1	12
	3:15 PM	2	1	0	0	3
	3:30 PM	0	0	0	1	1
	3:45 PM	2	3	5	2	12
	TOTAL	7	39	23	10	79

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
2	0	0	1	3
0	0	2	0	2
1	1	0	0	2
0	1	2	2	5
1	1	0	0	2
0	0	0	0	0
4	3	4	3	14
0	1	0	0	1
2	2	5	0	9
0	2	3	1	6
0	0	0	0	0
0	0	0	0	0
0	3	1	1	5
0	1	1	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	9	10	2	23

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	3	5
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	1	0	0	1
0	0	1	1	2
0	1	0	0	1
0	0	0	1	1
0	0	0	1	1
2	2	1	2	7
2	5	3	5	15

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	5	2	1	8
0	2	1	0	3
0	0	0	0	0
0	7	3	1	11
0	0	0	0	0
0	0	0	0	0
1	7	3	3	14
0	0	0	0	0
0	0	0	0	0
0	12	0	0	12
0	5	3	0	8
2	0	0	0	2
0	0	0	0	0
0	1	4	0	5
3	25	10	3	41

**SCHOOL CROSSING GUARD LOCATIONS**

**TIER 4**

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

**B. Crossings Controlled by Boulevard STOP signs**

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

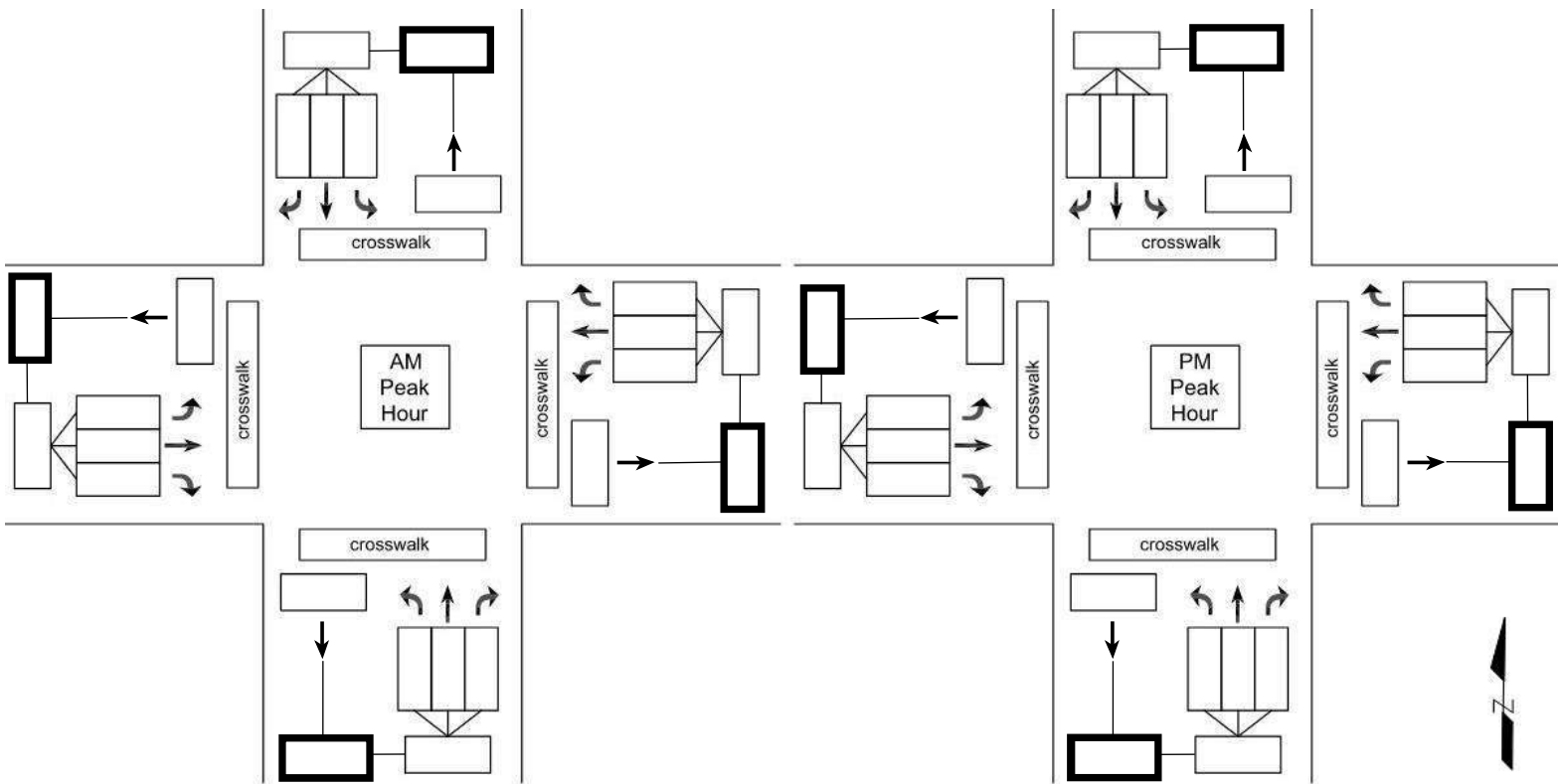
2. When traffic records indicate high incidences of citations being issues for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



Adult Crossing Guard Warrant Criteria

School: West Orange Elementary School

Control Type: Stop-Controlled

Major Street: Almond Avenue

Minor Street: Batavia Street

Critical Approach Speed: 25 mph

Critical Approach Speed: 30 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Almond Avenue at Batavia Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Almond Avenue and Batavia Street are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	6 School Pedestrians (E) from 7:00 - 8:00 AM; 3 School Pedestrians (E) from 1:30 PM - 2:30 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing:  Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	Neither road has four or more lanes	No	No
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

<ul style="list-style-type: none"><li>On-street parking permitted on both sides of Batavia Street</li><li>On-street parking permitted on both sides of Almond Avenue</li><li>One lane in all directions of the intersection</li><li>Crosswalk on all four legs of intersection</li></ul>
--

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

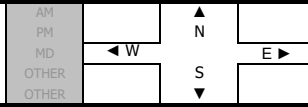
DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
S Batavia St  
W Almond Ave

PROJECT #: SC4979  
LOCATION #: 1  
CONTROL: STOP ALL

NOTES:



	NORTHBOUND S Batavia St			SOUTHBOUND S Batavia St			EASTBOUND W Almond Ave			WESTBOUND W Almond Ave			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

AM	7:00 AM	4	34	1	2	57	3	2	10	5	6	5	8	137
	7:15 AM	11	40	3	2	84	2	3	25	6	8	12	9	205
	7:30 AM	15	36	1	7	86	3	2	24	9	7	12	6	208
	7:45 AM	17	56	1	2	94	3	16	44	24	7	45	10	319
	8:00 AM	11	68	4	6	87	8	9	32	13	11	23	10	282
	8:15 AM	7	64	4	1	108	1	5	13	6	3	25	5	242
	VOLUMES	65	298	14	20	516	20	37	148	63	42	122	48	1,394
	APPROACH %	17%	79%	4%	4%	93%	4%	15%	60%	25%	20%	58%	23%	
	APP/DEPART	378	/	383	556	/	622	248	/	182	212	/	207	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	50	224	10	16	375	15	32	113	52	28	105	31	1,051
	APPROACH %	18%	79%	4%	4%	92%	4%	16%	57%	26%	17%	64%	19%	
	PEAK HR FACTOR	0.855			0.923			0.586			0.661			0.824
	APP/DEPART	284	/	287	406	/	455	197	/	139	164	/	170	0
	01:15 PM	7	55	2	9	71	3	5	21	6	13	18	9	219
	1:30 PM	14	70	3	4	68	4	25	23	9	8	14	10	252
	1:45 PM	16	64	5	6	77	3	7	19	7	6	15	3	228
	2:00 PM	9	58	3	6	65	3	3	17	7	12	18	10	211
	2:15 PM	11	60	1	7	66	5	5	16	16	6	22	12	227
	2:30 PM	11	71	6	2	109	0	4	26	6	5	15	7	262
	2:45 PM	7	58	6	3	96	2	2	28	8	10	20	5	245
	3:00 PM	10	79	1	3	95	0	5	24	5	10	17	11	260
	3:15 PM	12	84	1	1	75	1	4	22	8	6	27	8	249
	3:30 PM	7	72	6	4	115	4	9	22	8	5	35	10	297
	VOLUMES	104	671	34	45	837	25	69	218	80	81	201	85	2,450
	APPROACH %	13%	83%	4%	5%	92%	3%	19%	59%	22%	22%	55%	23%	
	APP/DEPART	809	/	825	907	/	998	367	/	297	367	/	330	0
	BEGIN PEAK HR	2:45 PM												
	VOLUMES	36	293	14	11	381	7	20	96	29	31	99	34	1,051
	APPROACH %	10%	85%	4%	3%	95%	2%	14%	66%	20%	19%	60%	21%	
	PEAK HR FACTOR	0.884			0.811			0.929			0.820			0.885
	APP/DEPART	343	/	347	399	/	441	145	/	121	164	/	142	0

0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

0	0	0	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---

S Batavia St  
NORTH LEG

W Almond Ave WEST LEG EAST LEG W Almond Ave

SOUTH LEG  
S Batavia St

AM	7:00 AM	2	5	0	0	7
	7:15 AM	2	2	2	1	7
	7:30 AM	2	3	2	0	7
	7:45 AM	2	7	5	1	15
	8:00 AM	0	1	1	0	2
	8:15 AM	0	1	1	0	2
	TOTAL	8	19	11	2	40
PM	1:15 PM	0	2	1	0	3
	1:30 PM	0	6	1	5	12
	1:45 PM	1	0	0	0	1
	2:00 PM	0	0	0	0	0
	2:15 PM	3	1	0	0	4
	2:30 PM	3	1	0	0	4
	2:45 PM	0	3	0	1	4
	3:00 PM	2	5	0	2	9
	3:15 PM	1	1	0	1	3
	3:30 PM	2	1	0	2	5
	TOTAL	12	20	2	11	45

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
2	5	0	0	7
2	2	2	1	7
2	3	2	0	7
2	7	5	1	15
0	1	1	0	2
0	1	1	0	2
8	19	11	2	40
0	2	1	0	3
0	6	1	5	12
1	0	0	0	1
0	0	0	0	0
3	1	0	0	4
3	1	0	0	4
0	3	0	1	4
2	5	0	2	9
1	1	0	1	3
2	1	0	2	5
12	20	2	11	45

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	1	0	0	2
1	1	0	0	2
1	2	0	0	3
1	6	2	1	10
0	1	1	0	2
0	1	0	0	1
4	12	3	1	20
0	1	0	0	1
0	3	1	1	5
1	0	0	0	1
0	0	0	0	0
2	0	0	0	2
2	0	0	0	2
0	1	0	0	1
1	2	0	0	3
0	1	0	0	1
2	0	0	1	3
8	8	1	2	19

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
1	0	0	0	1
1	0	1	1	3
1	1	2	0	4
1	0	3	0	4
0	0	0	0	0
0	0	1	0	1
4	1	7	1	13
0	1	1	0	2
0	1	0	1	2
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	1	0	0	2
0	0	0	1	1
1	2	0	2	5
1	0	0	1	2
0	0	0	1	1
4	5	1	6	16

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	4	0	0	4
0	1	1	0	2
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	6	1	0	7
0	0	0	0	0
0	2	0	3	5
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	7	0	3	10

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

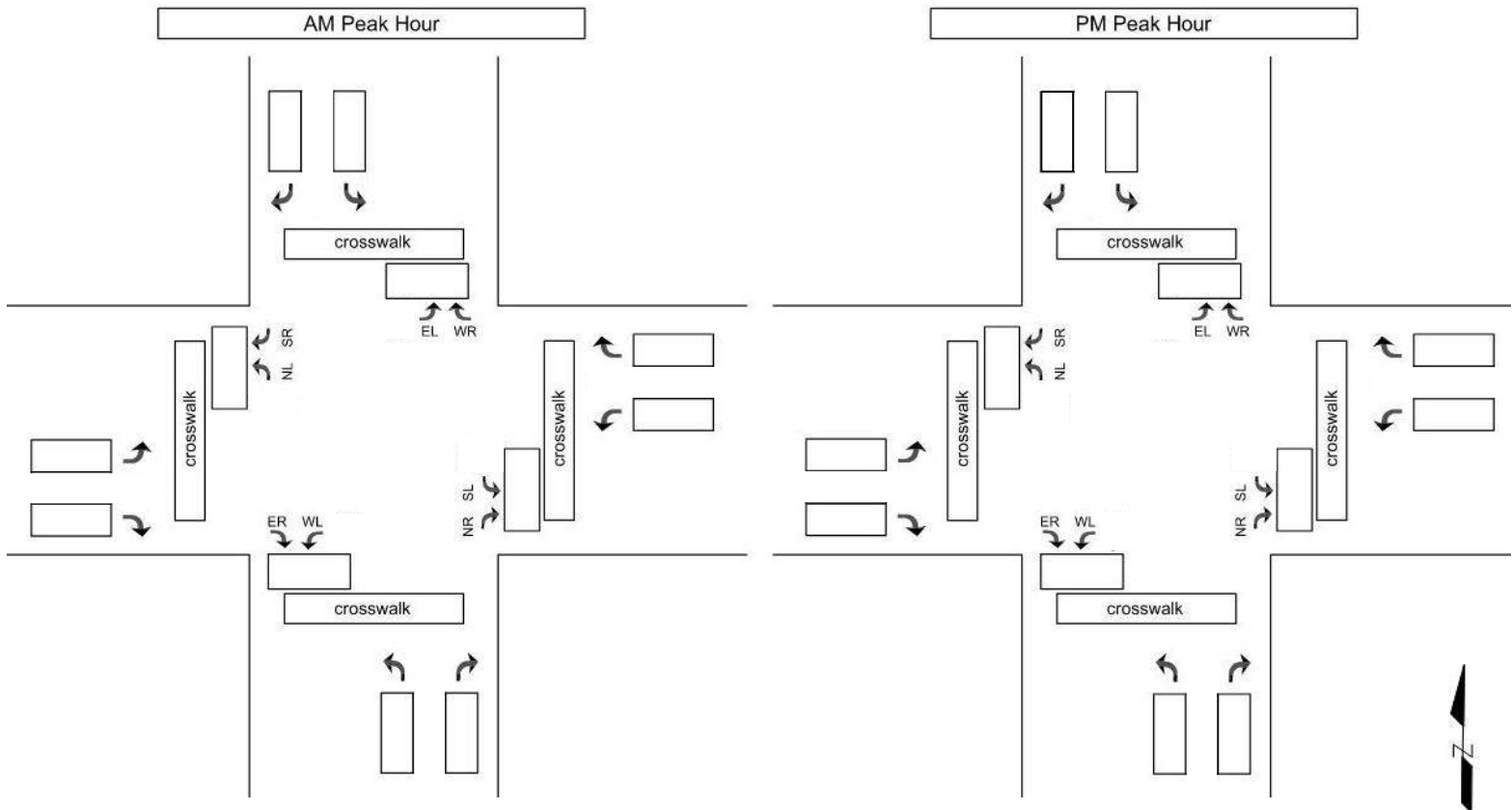
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: **West Orange Elementary School**  
Control Type: **Signalized**  
Major Street: **Almond Avenue**  
Minor Street: **Main Street**

Critical Approach Speed: 25 mph  
Critical Approach Speed: 40 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Almond Avenue at Main Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Almond Avenue and Main Street are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	12 School Pedestrians (S) from 7:15 - 8:15 AM; 11 School Pedestrians (W) from 2:30 PM - 3:30 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	193 VPH (South Leg) from 7:15 AM to 8:15 AM	No	
	(b) Where justified through analysis of the operations of the intersection	Observation	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Crosswalk on all four legs of intersection
- One lane in each direction on Almond Avenue with one additional left-turn lane in both the eastbound and westbound direction
- Three lanes in each direction on Main Street, with one additional left-turn lane and one additional right-turn lane in the northbound direction, and only one additional left-turn lane in the southbound direction.
- On-street parking permitted on both sides of Almond Avenue
- On-street parking prohibited in both directions on Main Street

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

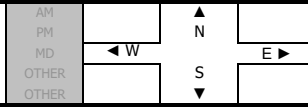
DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
Main St  
W Almond Ave

PROJECT #: SC4979  
LOCATION #: 2  
CONTROL: SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Main St			Main St			W Almond Ave			W Almond Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	1	1	3	0	1	1	0	1	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

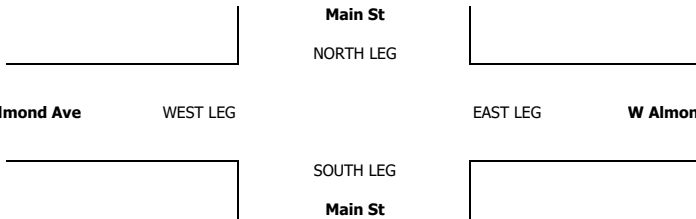
AM	7:00 AM	5	93	7	3	178	7	7	7	16	8	2	3	336
	7:15 AM	3	121	11	6	282	5	3	10	12	11	1	13	478
	7:30 AM	5	166	12	15	307	4	9	22	21	11	2	6	580
	7:45 AM	7	180	28	24	380	6	10	46	15	18	25	26	765
	8:00 AM	9	136	10	8	325	13	12	21	18	26	25	24	627
	8:15 AM	9	153	3	4	311	11	9	7	18	22	9	15	571
	VOLUMES	38	849	71	60	1,783	46	50	113	100	96	64	87	3,383
	APPROACH %	4%	87%	7%	3%	94%	2%	19%	43%	38%	39%	26%	35%	
	APP/DEPART	980	/	990	1,893	/	2,001	263	/	244	247	/	148	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	30	635	53	51	1,323	34	40	96	72	77	61	71	2,567
	APPROACH %	4%	86%	7%	4%	94%	2%	19%	46%	35%	37%	29%	34%	
	PEAK HR FACTOR	0.846			0.859			0.732			0.697			0.835
	APP/DEPART	738	/	750	1,412	/	1,492	208	/	200	209	/	125	0
	01:15 PM	8	247	12	7	253	13	10	13	17	12	3	17	612
	1:30 PM	12	218	18	3	213	6	11	38	9	17	5	9	559
	1:45 PM	5	264	21	9	205	6	13	12	11	7	10	13	576
	2:00 PM	10	243	11	7	167	8	7	12	14	18	15	17	529
	2:15 PM	6	277	16	7	210	7	8	13	7	20	13	13	597
	2:30 PM	5	224	19	5	215	4	10	13	11	20	11	20	557
2:45 PM	11	254	20	4	253	13	8	9	7	18	9	11	617	
3:00 PM	8	257	15	5	219	7	10	9	15	17	7	11	580	
3:15 PM	15	301	18	13	229	6	5	9	8	11	12	15	642	
3:30 PM	11	276	13	6	216	8	12	6	16	21	22	17	624	
VOLUMES	91	2,561	163	66	2,180	78	94	134	115	161	107	143	5,965	
APPROACH %	3%	89%	6%	3%	93%	3%	27%	39%	34%	39%	26%	35%		
APP/DEPART	2,875	/	2,810	2,336	/	2,516	343	/	363	411	/	276	0	
BEGIN PEAK HR	2:45 PM													
VOLUMES	45	1,088	66	28	917	34	35	33	46	67	50	54	2,492	
APPROACH %	4%	89%	5%	3%	93%	3%	31%	29%	40%	39%	29%	32%		
PEAK HR FACTOR	0.891			0.908			0.838			0.713			0.956	
APP/DEPART	1,226	/	1,179	981	/	1,057	114	/	127	171	/	129	0	

1	0	0	0	1
1	0	0	0	1
5	2	0	0	7
3	1	0	0	4
7	1	0	0	8
5	0	0	0	5
22	4	0	0	26

20	4	0	0
----	---	---	---

8	1	0	0	9
6	1	0	0	7
2	0	0	0	2
10	2	0	0	12
4	2	0	0	6
3	4	0	0	7
5	0	0	0	5
6	2	0	0	8
10	0	0	0	10
6	0	0	0	6
60	12	0	0	72

27	2	0	0
----	---	---	---



AM	7:00 AM	1	2	1	6	10
	7:15 AM	1	1	4	3	9
	7:30 AM	3	6	0	2	11
	7:45 AM	6	13	3	5	27
	8:00 AM	3	14	2	7	26
	8:15 AM	0	2	0	4	6
	TOTAL	14	38	10	27	89
PM	1:15 PM	4	3	3	3	13
	1:30 PM	3	5	2	20	30
	1:45 PM	1	2	1	5	9
	2:00 PM	0	10	0	4	14
	2:15 PM	1	8	2	3	14
	2:30 PM	0	8	0	7	15
	2:45 PM	2	0	2	10	14
	3:00 PM	1	4	2	6	13
	3:15 PM	1	4	2	4	11
	3:30 PM	1	6	1	6	14
	TOTAL	14	50	15	68	147

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	2	1	6	10
1	1	4	3	9
3	6	0	2	11
6	13	3	5	27
3	14	2	7	26
0	2	0	4	6
14	38	10	27	89
4	3	3	3	13
3	5	2	20	30
1	2	1	5	9
0	10	0	4	14
1	8	2	3	14
0	8	0	7	15
2	0	2	10	14
1	4	2	6	13
1	4	2	4	11
1	6	1	6	14
14	50	15	68	147

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	2	1	4	8
0	1	3	2	6
2	1	0	0	3
1	8	0	3	12
1	10	1	5	17
0	1	0	2	3
5	23	5	16	49
1	2	2	3	8
2	4	2	7	15
1	0	0	5	6
0	9	0	3	12
0	4	2	1	7
0	3	0	1	4
1	0	0	5	6
0	2	2	2	6
1	1	1	1	4
1	3	1	5	10
7	28	10	33	78

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	2	2
1	0	0	1	2
1	2	0	2	5
1	1	2	0	4
1	0	0	2	3
0	0	0	2	2
4	3	2	9	18
2	1	1	0	4
0	0	0	2	2
0	2	0	0	2
0	0	0	0	0
1	1	0	1	3
0	1	0	3	4
0	0	2	0	2
1	1	0	4	6
0	0	0	0	0
0	0	0	0	0
4	6	3	10	23

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	1	0	1
0	3	0	0	3
4	4	1	2	11
1	4	1	0	6
0	1	0	0	1
5	12	3	2	22
1	0	0	0	1
1	1	0	11	13
0	0	1	0	1
0	1	0	1	2
0	3	0	1	4
0	4	0	3	7
1	0	0	5	6
0	1	0	0	1
0	3	1	3	7
0	3	0	1	4
3	16	2	25	46

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

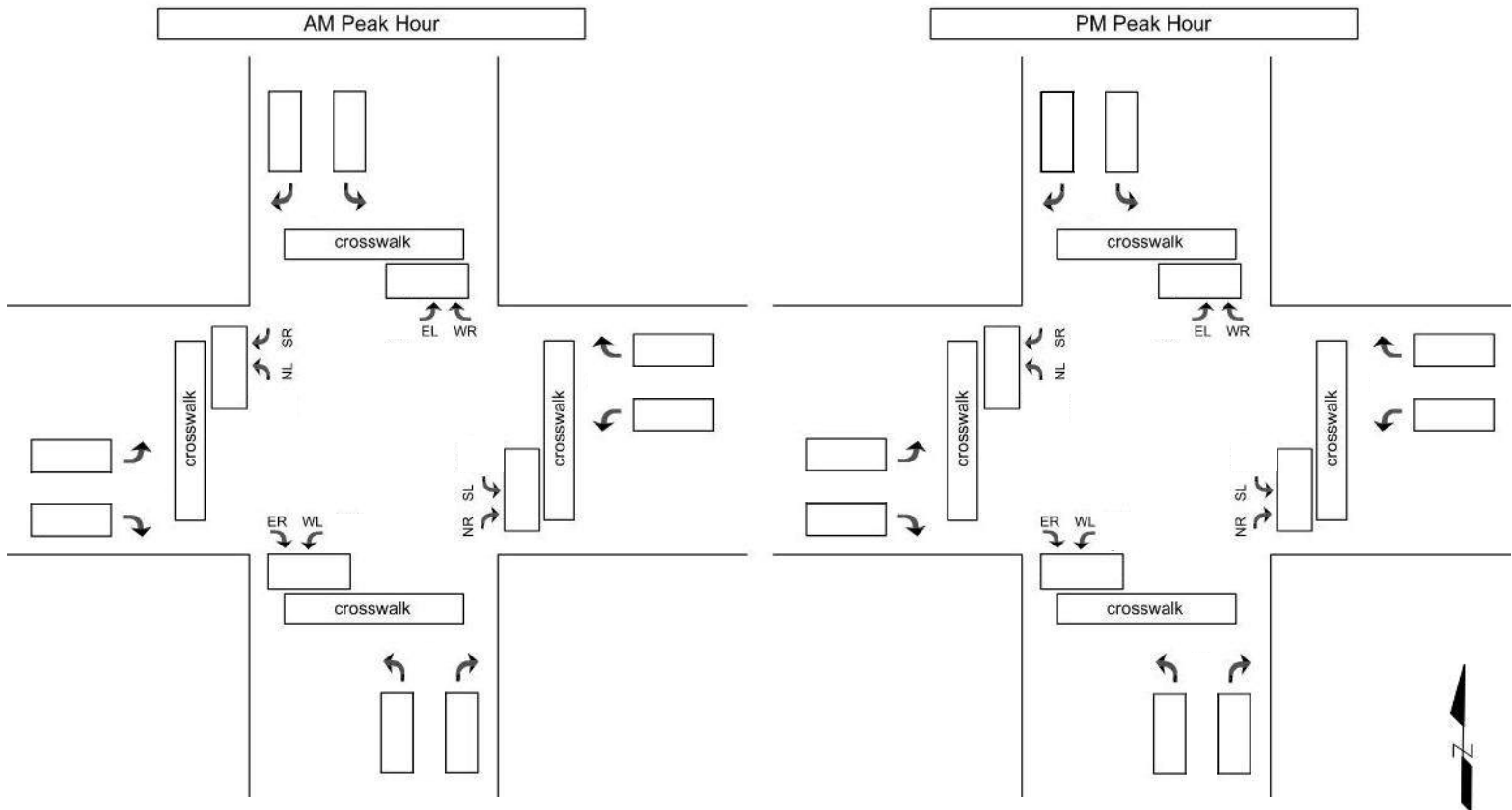
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: California Inspire Academy

Control Type: Signalized

Major Street: Cambridge Street

Minor Street: Collins Avenue

Critical Approach Speed: 25 mph

Critical Approach Speed: 35 mph

Adult Crossing Guard Warrant Satisfied?	No
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Criteria	Description	Cambridge Street at Collins Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Cambridge Street and Collins Avenue are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	12 School Pedestrians (E) from 7:30 AM to 8:30 AM 22 School Pedestrians (E) from 2:30 PM to 3:30 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	256 VPH in AM and 275 VPH in PM for East Leg	No	
	(b) Where justified through analysis of the operations of the intersection	Observation	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 3 legged intersection (no east leg)
- 1,100 feet from nearest controlled (signalized) intersection
- Crosswalk only on south leg of intersection
- One lane in each direction on Quincy Avenue; on-street parking permitted in both directions
- One lane in each direction on Shaffer Street; on-street parking permitted in both directions

## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Tue, Feb 4, 25LOCATION:  
NORTH & SOUTH:  
EAST & WEST:Orange  
N Cambridge St  
E Collins AvePROJECT #:  
LOCATION #:  
CONTROL:SC5170  
2  
SIGNAL

NOTES:

AM  
PM  
MD  
OTHER  
OTHER▲  
N  
◀ W  
S  
▼

E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Cambridge St			N Cambridge St			E Collins Ave			E Collins Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

AM	7:00 AM	4	10	3	5	23	2	2	85	6	3	62	4	209
	7:15 AM	6	16	5	9	43	10	7	83	8	9	77	7	280
	7:30 AM	8	35	7	22	44	10	23	132	11	18	97	25	432
	7:45 AM	15	50	19	17	43	22	44	149	6	23	143	43	574
	8:00 AM	11	40	7	25	69	23	34	99	10	27	152	58	555
	8:15 AM	7	35	10	13	55	18	11	103	12	16	143	10	433
	VOLUMES	51	186	51	91	277	85	121	651	53	96	674	147	2,483
	APPROACH %	18%	65%	18%	20%	61%	19%	15%	79%	6%	10%	74%	16%	
	APP/DEPART	288	/	454	453	/	426	825	/	793	917	/	810	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	41	160	43	77	211	73	112	483	39	84	535	136	1,994
	APPROACH %	17%	66%	18%	21%	58%	20%	18%	76%	6%	11%	71%	18%	
	PEAK HR FACTOR	0.726			0.771			0.796			0.796			0.868
	APP/DEPART	244	/	408	361	/	334	634	/	603	755	/	649	0
	01:30 PM	5	27	8	16	41	13	7	116	14	9	77	13	346
	1:45 PM	9	29	9	23	35	18	11	131	13	9	103	17	407
	2:00 PM	8	34	5	14	30	16	10	128	14	9	83	21	372
	2:15 PM	11	54	10	16	30	11	25	123	8	15	97	39	439
	2:30 PM	11	27	21	28	56	10	19	140	10	20	132	36	510
	2:45 PM	10	50	18	27	46	12	17	160	17	13	119	24	513
	3:00 PM	7	41	20	13	49	9	17	147	10	9	121	20	463
	3:15 PM	15	43	17	21	51	9	4	163	10	12	132	30	507
	3:30 PM	16	51	17	17	31	9	14	175	9	12	159	38	548
	3:45 PM	19	60	15	18	44	20	11	162	11	11	140	38	549
	VOLUMES	111	416	140	193	413	127	135	1,445	116	119	1,163	276	4,654
	APPROACH %	17%	62%	21%	26%	56%	17%	8%	85%	7%	8%	75%	18%	
	APP/DEPART	667	/	827	733	/	648	1,696	/	1,778	1,558	/	1,401	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	57	195	69	69	175	47	46	647	40	44	552	126	2,067
	APPROACH %	18%	61%	21%	24%	60%	16%	6%	88%	5%	6%	76%	17%	
	PEAK HR FACTOR	0.854			0.887			0.926			0.864			0.941
	APP/DEPART	321	/	367	291	/	259	733	/	785	722	/	656	0

N Cambridge St

NORTH LEG

E Collins Ave

WEST LEG

EAST LEG

E Collins Ave

SOUTH LEG

N Cambridge St

## ALL PED + BIKE &amp; SCOOTER

N LEG	S LEG	E LEG	W LEG	TOTAL
1	1	0	0	2
2	1	3	0	6
1	3	2	0	6
2	1	7	1	11
3	0	3	3	9
1	5	6	1	13
10	11	21	5	47
2	0	0	0	2
5	0	3	2	10
2	3	0	0	5
4	5	6	0	15
15	10	17	3	45
9	5	13	4	31
2	2	1	2	7
1	0	3	15	19
4	2	4	13	23
2	1	6	8	17
46	28	53	47	174

## PEDESTRIAN CROSSINGS

N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	0	1
0	1	2	0	3
0	1	0	0	1
0	1	1	0	2
0	0	0	0	0
0	1	1	0	2
0	5	4	0	9
0	0	0	0	0
0	0	2	2	4
0	2	0	0	2
1	2	2	0	5
2	1	1	1	5
1	2	5	1	9
1	0	0	0	1
0	0	2	0	2
2	0	1	2	5
0	1	0	1	2
7	8	13	7	35

## BICYCLE &amp; SCOOTER CROSSINGS

NL	SL	EL	WL	TOTAL
1	0	0	0	1
2	0	0	0	2
1	1	0	0	2
0	0	1	1	2
0	0	0	0	0
0	1	3	0	4
4	2	4	1	11
2	0	0	0	2
5	0	0	0	5
2	1	0	0	3
1	0	1	0	2
1	2	1	1	5
1	2	1	0	4
1	2	1	2	6
1	0	1	0	2
2	2	1	0	5
2	0	0	0	2
18	9	6	3	36

## SCHOOL AGE PED

NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	1	0	1
0	1	2	0	3
2	0	5	0	7
3	0	3	3	9
1	3	2	1	7
6	4	13	4	27
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
2	3	3	0	8
12	7	15	1	35
7	1	7	3	18
0	0	0	0	0
0	0	0	15	15
0	0	2	11	13
0	0	6	7	13
21	11	34	37	103

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

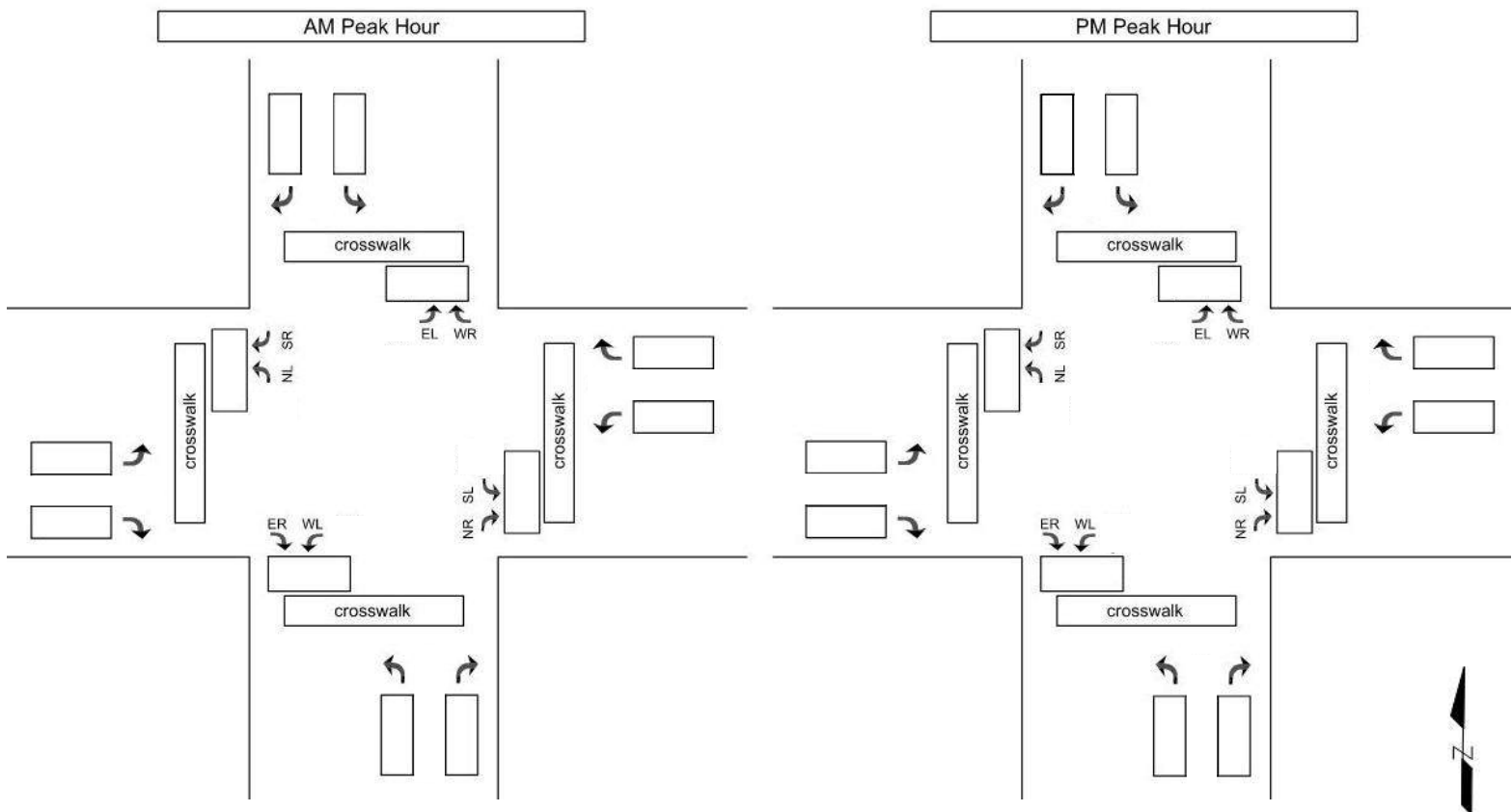
Crossing	North	South	East	West
Pedestrians				

### C. Crossings Controlled by Traffic Signals

Satisfied?

- Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: California Inspire Academy

Control Type: Signalized

Major Street: Cambridge Street

Minor Street: Katella Avenue

Critical Approach Speed: 35 mph

Critical Approach Speed: 40 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Cambridge Street at Katella Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Cambridge Street and Katella Avenue are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	1 School Pedestrian from 7:00 AM - 8:00 AM 2 School Pedestrians from 1:30 PM - 2:30 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	All under 300 Per leg	No	
	(b) Where justified through analysis of the operations of the intersection	Observation	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street	Observation	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	Observation	No	

Observations

- Speed limit 35 mph on Cambridge Street north of Katella Avenue
- Speed limit 25 mph on Cambridge Street south of Katella Avenue
- Three lanes in each direction on Katella, with one additional left-turn lane in both the westbound and eastbound direction
- Three total lanes in each direction on Cambridge Street, with one bike lane striped between the through lane and right-turn lane on both sides
- On-street parking prohibited on all directions at the intersection

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

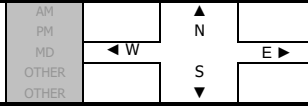
DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N Cambridge St  
E Katella Ave

PROJECT #: SC4979  
LOCATION #: 8  
CONTROL: SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Cambridge St			N Cambridge St			E Katella Ave			E Katella Ave			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

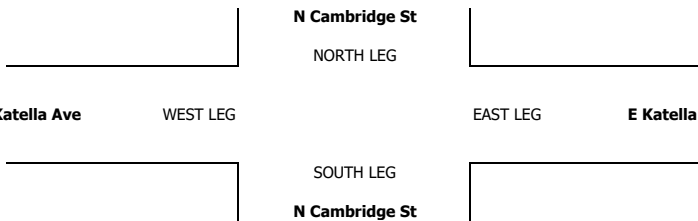
AM	7:00 AM	7	13	9	14	22	9	3	149	6	5	190	22	449
	7:15 AM	8	18	12	32	35	24	7	157	10	16	246	17	582
	7:30 AM	15	25	19	27	40	25	12	215	23	10	240	19	670
	7:45 AM	32	43	30	47	63	25	13	187	28	13	303	46	830
	8:00 AM	37	41	40	40	51	27	11	193	13	18	294	37	802
	8:15 AM	15	26	17	23	46	24	5	189	5	12	334	23	719
	VOLUMES	114	166	127	183	257	134	51	1,090	85	74	1,607	164	4,055
	APPROACH %	28%	41%	31%	32%	45%	23%	4%	89%	7%	4%	87%	9%	
	APP/DEPART	407	/	381	574	/	416	1,228	/	1,401	1,846	/	1,857	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	99	135	106	137	200	101	41	784	69	53	1,171	125	3,024
	APPROACH %	29%	40%	31%	31%	46%	23%	5%	88%	8%	4%	87%	9%	
	PEAK HR FACTOR	0.720			0.811			0.896			0.912			0.910
	APP/DEPART	340	/	301	438	/	322	896	/	1,028	1,350	/	1,373	0
	01:30 PM	7	17	21	27	34	13	10	272	19	22	247	22	711
	1:45 PM	12	24	17	24	34	10	6	231	10	20	231	39	658
	2:00 PM	15	46	21	28	27	19	10	258	16	26	227	52	745
	2:15 PM	19	46	19	24	24	11	23	246	15	20	211	61	719
	2:30 PM	27	46	25	41	49	23	10	255	10	18	220	59	783
	2:45 PM	17	45	35	30	41	15	13	321	12	16	257	63	865
PM	3:00 PM	16	50	24	31	52	29	18	254	11	16	287	44	832
	3:15 PM	15	44	29	19	49	20	20	308	6	18	296	45	869
	3:30 PM	33	45	16	27	32	24	25	372	11	28	327	47	987
	3:45 PM	20	72	30	30	43	18	31	262	20	17	309	48	900
	VOLUMES	181	435	237	281	385	182	166	2,779	130	201	2,612	480	8,079
	APPROACH %	21%	51%	28%	33%	45%	21%	5%	90%	4%	6%	79%	15%	
	APP/DEPART	853	/	1,081	848	/	716	3,083	/	3,299	3,295	/	2,983	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	84	211	99	107	176	91	94	1,196	48	79	1,219	184	3,592
	APPROACH %	21%	54%	25%	29%	47%	24%	7%	89%	4%	5%	82%	12%	
	PEAK HR FACTOR	0.807			0.835			0.822			0.922			0.910
	APP/DEPART	394	/	489	374	/	303	1,342	/	1,402	1,482	/	1,398	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	2	1	3

0	0	2	1
---	---	---	---

0	0	1	1	2
0	0	0	1	1
0	0	1	0	1
0	0	2	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	0	0	0
0	0	2	0	2
0	0	8	2	10

0	0	4	0
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AM	7:00 AM	2	0	0	0	2
	7:15 AM	1	2	0	1	4
	7:30 AM	1	1	1	1	4
	7:45 AM	2	1	1	2	6
	8:00 AM	0	2	1	2	5
	8:15 AM	1	1	1	1	4
	TOTAL	7	7	4	7	25
PM	1:30 PM	5	2	2	0	9
	1:45 PM	2	3	1	1	7
	2:00 PM	1	2	2	2	7
	2:15 PM	1	0	1	2	4
	2:30 PM	0	3	1	4	8
	2:45 PM	1	0	1	3	5
	3:00 PM	3	0	0	4	7
	3:15 PM	2	1	1	0	4
	3:30 PM	0	2	1	0	3
	3:45 PM	3	1	1	1	6
	TOTAL	18	14	11	17	60

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
2	0	0	0	2
1	2	0	1	4
1	1	1	1	4
2	1	1	2	6
0	2	1	2	5
1	1	1	1	4
7	7	4	7	25
5	2	2	0	9
2	3	1	1	7
1	2	2	2	7
1	0	1	2	4
0	3	1	4	8
1	0	1	3	5
3	0	0	4	7
2	1	1	0	4
0	2	1	0	3
3	1	1	1	6
18	14	11	17	60

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
1	2	0	0	3
1	0	1	0	2
2	1	0	0	3
0	1	0	0	1
0	1	1	0	2
4	5	2	0	11
2	2	2	0	6
2	2	1	0	5
1	2	1	2	6
1	0	1	0	2
0	1	1	2	4
0	0	0	3	3
2	0	0	1	3
1	0	0	0	1
0	2	1	0	3
2	0	0	0	2
11	9	7	8	35

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
2	0	0	0	2
0	0	0	1	1
0	1	0	1	2
0	0	1	1	2
0	1	1	2	4
1	0	0	1	2
3	2	2	6	13
1	0	0	0	1
0	1	0	1	2
0	0	1	0	1
0	0	0	2	2
0	2	0	2	4
1	0	1	0	2
1	0	0	2	3
1	1	1	0	3
0	0	0	0	0
1	1	1	1	4
5	5	4	8	22

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	1	3

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

**B. Crossings Controlled by Boulevard STOP signs**

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

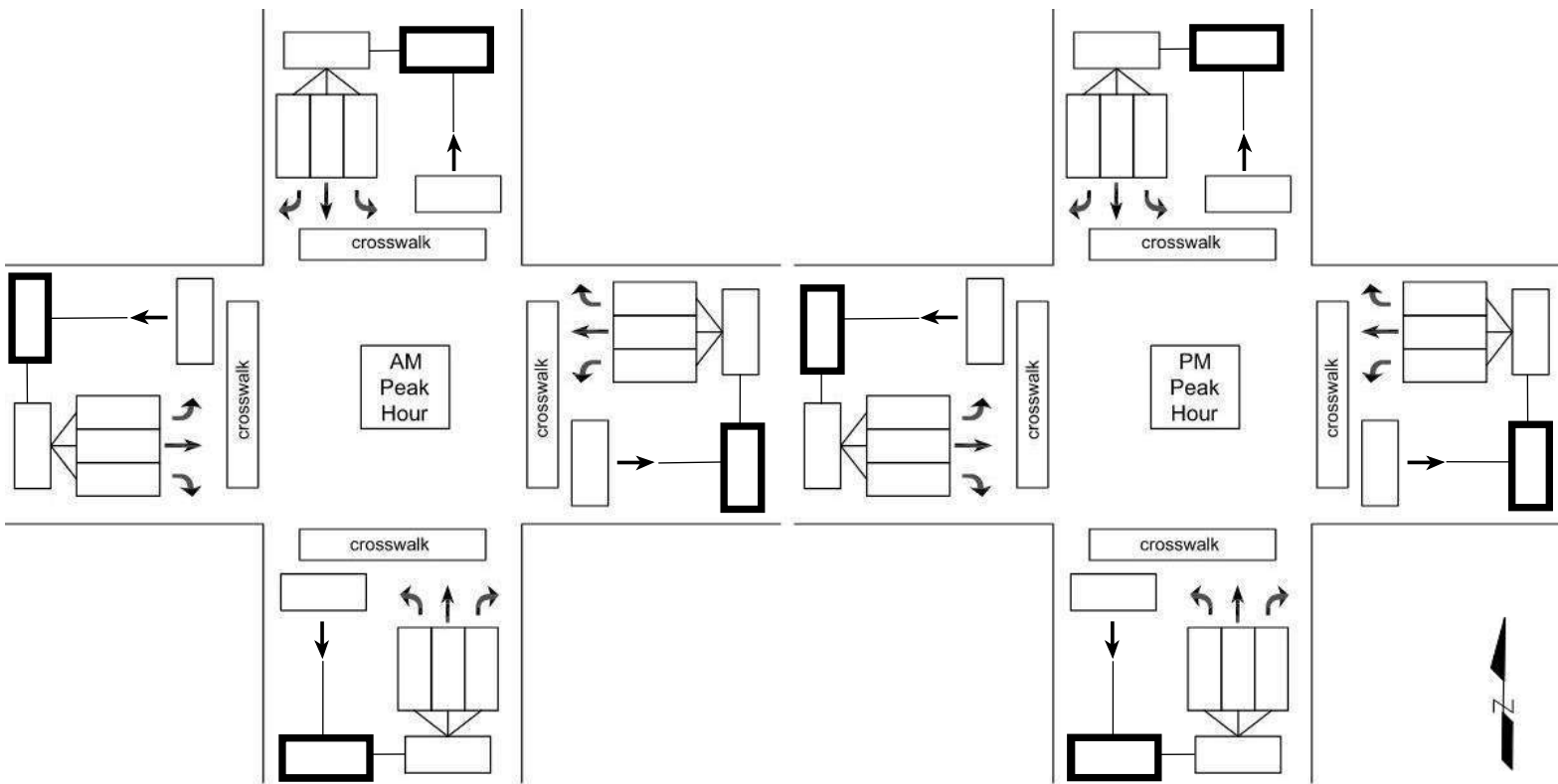
2. When traffic records indicate high incidences of citations being issues for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



Adult Crossing Guard Warrant Criteria

School: Palmyra Elementary School

Control Type: Stop-Controlled

Major Street: Cambridge Street

Minor Street: Palmyra Avenue

Critical Approach Speed: 25 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Cambridge Street at Palmyra Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Cambridge Street and Palmyra Avenue are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	2 School Pedestrians (S) from 7:00 AM - 8:00 AM 4 School Pedestrians (W) from 2:00 PM - 3:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing:  Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	Neither road has 4 or more lanes	No	No
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- One lane in each direction on Palmyra Avenue
- One lane in each direction on Cambridge Street, in addition to one northbound right-turn lane
- On-street parking allowed in both-directions on Palmyra Avenue and Cambridge Street
- Red curb prohibiting parking from incoming traffic into intersection on east and south legs of the intersection
- Bike lane dividing through and right turn lane on south leg (Cambridge Street)
- Crosswalk on all four legs of the intersection

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

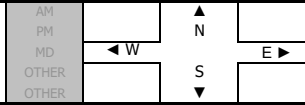
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
S Cambridge St  
E Palmyra Ave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
9  
STOP ALL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	S Cambridge St			S Cambridge St			E Palmyra Ave			E Palmyra Ave			
LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

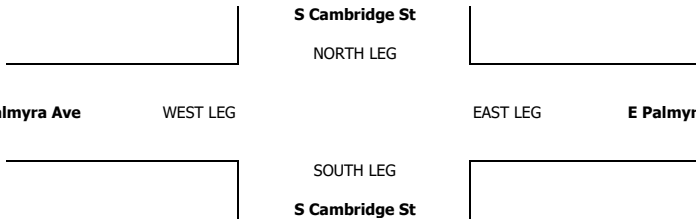
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	1	21	6	4	49	2	1	2	4	6	0	4	100
	7:15 AM	2	41	10	6	65	0	2	8	4	6	5	9	158
	7:30 AM	5	52	22	11	92	0	2	17	3	21	11	28	264
	7:45 AM	5	74	12	6	74	0	7	12	2	26	28	29	275
	8:00 AM	20	67	8	2	90	0	6	10	16	12	18	10	259
	8:15 AM	3	60	6	3	78	0	1	2	4	17	6	5	185
	VOLUMES	36	315	64	32	448	2	19	51	33	88	68	85	1,241
	APPROACH %	9%	76%	15%	7%	93%	0%	18%	50%	32%	37%	28%	35%	
	APP/DEPART	415	/	419	482	/	569	103	/	147	241	/	106	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	33	253	48	22	334	0	16	41	25	76	63	72	983
	APPROACH %	10%	76%	14%	6%	94%	0%	20%	50%	30%	36%	30%	34%	
	PEAK HR FACTOR	0.879			0.864			0.641			0.636			0.894
	APP/DEPART	334	/	341	356	/	435	82	/	111	211	/	96	0
	01:30 PM	1	49	11	2	54	0	2	4	1	7	6	8	145
	1:45 PM	1	63	14	8	31	6	5	7	1	6	7	2	151
	2:00 PM	2	58	9	10	55	4	3	8	3	10	7	16	185
	2:15 PM	2	59	8	5	51	2	6	6	3	24	15	16	197
	2:30 PM	9	74	9	3	52	4	1	5	1	8	15	11	192
	2:45 PM	13	73	9	8	85	2	2	7	1	11	15	3	229
	3:00 PM	7	81	14	8	49	6	9	13	13	18	10	8	236
	3:15 PM	3	92	14	7	62	6	3	13	2	20	19	7	248
	3:30 PM	2	80	15	3	61	2	1	2	0	13	10	5	194
	3:45 PM	2	88	10	5	79	2	1	2	2	16	12	18	237
	VOLUMES	42	717	113	59	579	34	33	67	27	133	116	94	2,014
	APPROACH %	5%	82%	13%	9%	86%	5%	26%	53%	21%	39%	34%	27%	
	APP/DEPART	872	/	844	672	/	739	127	/	239	343	/	192	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	14	341	53	23	251	16	14	30	17	67	51	38	915
	APPROACH %	3%	84%	13%	8%	87%	6%	23%	49%	28%	43%	33%	24%	
	PEAK HR FACTOR	0.936			0.843			0.436			0.848			0.922
	APP/DEPART	408	/	393	290	/	335	61	/	106	156	/	81	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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AM	7:00 AM	1	0	1	1	3
	7:15 AM	2	5	0	1	8
	7:30 AM	5	2	1	2	10
	7:45 AM	4	4	7	1	16
	8:00 AM	4	3	3	2	12
	8:15 AM	0	1	4	3	8
	TOTAL	16	15	16	10	57
PM	1:30 PM	0	1	1	2	4
	1:45 PM	2	5	3	2	12
	2:00 PM	2	3	1	1	7
	2:15 PM	7	2	0	3	12
	2:30 PM	0	2	1	1	4
	2:45 PM	2	2	3	6	13
	3:00 PM	0	2	5	2	9
	3:15 PM	3	2	4	4	13
	3:30 PM	1	0	1	2	4
	3:45 PM	2	0	4	2	8
	TOTAL	19	19	23	25	86

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	0	1	1	3
2	5	0	1	8
5	2	1	2	10
4	4	7	1	16
4	3	3	2	12
0	1	4	3	8
16	15	16	10	57
0	1	1	2	4
2	5	3	2	12
2	3	1	1	7
7	2	0	3	12
0	2	1	1	4
2	2	3	6	13
0	2	5	2	9
3	2	4	4	13
1	0	1	2	4
2	0	4	2	8
19	19	23	25	86

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	0	0	0	1
2	3	0	1	6
4	2	0	1	7
4	4	4	1	13
3	3	1	2	9
0	1	2	1	4
14	13	7	6	40
0	1	1	1	3
1	3	1	1	6
2	1	0	1	4
3	1	0	1	5
0	1	1	1	3
2	2	1	4	9
0	2	3	0	5
3	1	3	0	7
1	0	0	2	3
2	0	3	1	6
14	12	13	12	51

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	1	1	2
0	0	0	0	0
1	0	1	1	3
0	0	2	0	2
1	0	2	0	3
0	0	2	2	4
2	0	8	4	14
0	0	0	1	1
1	1	2	1	5
0	0	1	0	1
1	1	0	0	2
0	0	0	0	0
0	0	2	0	2
0	0	2	2	4
0	1	1	4	6
0	0	0	0	0
0	0	1	1	2
2	3	9	9	23

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	2	1	0	3
0	0	0	0	0
0	1	0	0	1
0	2	0	0	2
3	0	0	2	5
0	1	0	0	1
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
3	4	1	4	12

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

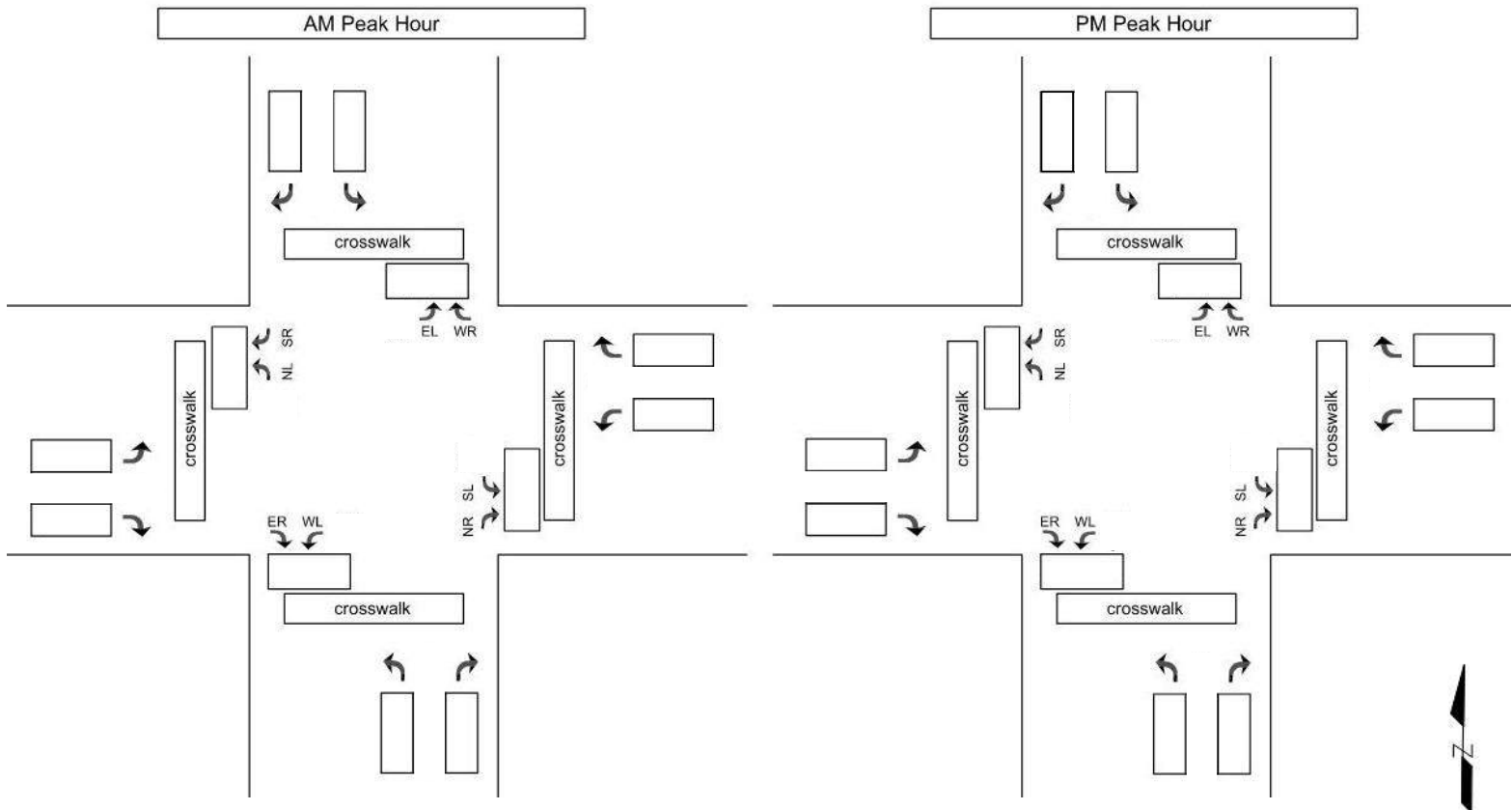
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: Chapman Hills Elementary

Control Type: Signalized

Major Street: Canyon View Avenue

Minor Street: Aspen Street

Critical Approach Speed: 40 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Canyon View Avenue at Aspen Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Canyon View Avenue and Aspen Street are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	5 School Pedestrians from 7:15 AM - 8:15 AM 4 School Pedestrians from 1:45 PM - 2:45 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	144 VPH AM (W) and 120 VPH PM (W)	No	
	(b) Where justified through analysis of the operations of the intersection	Observations	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Two striped lanes in each direction on Canyon View Avenue with one additional left-turn lane in each direction; on-street parking is prohibited on both sides
- One unstriped lane in each direction on Aspen Street; on-street parking is permitted on both sides
- South leg of intersection on Aspen Street leads to residential neighborhood
- Crosswalk on all four legs of intersection

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

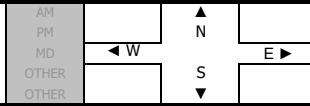
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
Aspen St  
Canyon View Ave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
13  
SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Aspen St			Aspen St			Canyon View Ave			Canyon View Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

	7:00 AM	8	0	0	0	0	0	9	7	76	6	0	12	3	121
	7:15 AM	13	0	2	0	0	0	2	6	85	6	0	18	2	134
	7:30 AM	9	0	4	0	0	1	10	10	79	0	0	40	0	143
	7:45 AM	10	1	3	2	2	21	52	88	2	0	45	10	236	
	8:00 AM	10	2	0	28	2	67	71	80	3	1	32	31	327	
	8:15 AM	8	1	0	6	0	9	6	94	6	0	38	1	169	
VOLUMES		58	4	9	36	4	109	152	502	23	1	185	47	1,130	
APPROACH %		82%	6%	13%	24%	3%	73%	22%	74%	3%	0%	79%	20%		
APP/DEPART		71	/	203	149	/	28	677	/	547	233	/	352	0	
BEGIN PEAK HR		7:30 AM													
VOLUMES		37	4	7	36	4	98	139	341	11	1	155	42	875	
APPROACH %		77%	8%	15%	26%	3%	71%	28%	69%	2%	1%	78%	21%		
PEAK HR FACTOR		0.857			0.356			0.797			0.773			0.669	
APP/DEPART		48	/	185	138	/	16	491	/	384	198	/	290	0	

	01:30 PM	6	0	1	0	0	1	3	23	7	1	30	3	75	
	1:45 PM	6	1	0	0	0	1	11	34	3	1	44	11	112	
	2:00 PM	8	0	1	8	0	10	16	28	7	0	33	5	116	
	2:15 PM	1	2	0	2	0	2	29	32	3	2	47	5	125	
	2:30 PM	9	0	3	9	3	63	15	40	7	3	29	7	188	
	2:45 PM	6	0	1	1	0	11	5	38	6	2	49	2	121	
	3:00 PM	9	0	0	2	0	10	4	30	4	2	46	2	109	
	3:15 PM	10	0	3	5	0	13	7	38	7	1	72	4	160	
	3:30 PM	7	0	0	3	1	9	6	28	4	2	100	4	164	
	3:45 PM	7	0	0	1	0	10	7	36	14	2	96	2	175	
VOLUMES		69	3	9	31	4	130	103	327	62	16	546	45	1,347	
APPROACH %		85%	4%	11%	19%	2%	79%	21%	66%	13%	3%	90%	7%		
APP/DEPART		81	/	151	165	/	82	494	/	367	607	/	747	0	
BEGIN PEAK HR		3:00 PM													
VOLUMES		33	0	3	11	1	42	24	132	29	7	314	12	609	
APPROACH %		92%	0%	8%	20%	2%	78%	13%	71%	16%	2%	94%	4%		
PEAK HR FACTOR		0.692			0.750			0.816			0.785			0.870	
APP/DEPART		36	/	36	54	/	37	186	/	146	333	/	390	0	

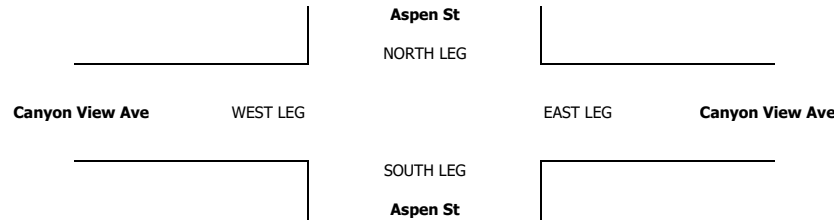
## U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2

0	0	1	0
---	---	---	---



	7:00 AM	6	0	1	1	8
	7:15 AM	1	0	0	1	2
	7:30 AM	1	1	0	3	5
	7:45 AM	2	1	1	4	8
	8:00 AM	1	1	1	8	11
	8:15 AM	5	0	0	1	6
	TOTAL	16	3	3	18	40

N LEG	S LEG	E LEG	W LEG	TOTAL
6	0	1	1	8
1	0	0	1	2
1	1	0	3	5
2	1	1	4	8
1	1	1	8	11
5	0	0	1	6
16	3	3	18	40

N LEG	S LEG	E LEG	W LEG	TOTAL
6	0	1	1	8
0	0	0	0	0
1	0	0	1	2
2	1	1	3	7
1	0	1	3	5
5	0	0	1	6
15	1	3	9	28

NL	SL	EL	WL	TOTAL
0	0	0	0	0
1	0	0	1	2
0	1	0	2	3
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
1	2	0	4	7

NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	4	4
0	0	0	0	0
0	0	0	5	5

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

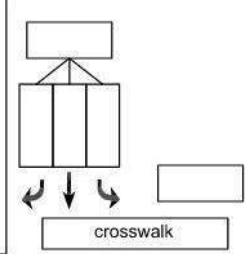
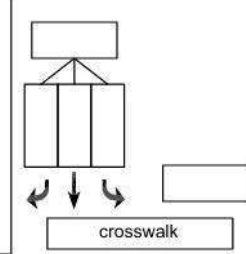
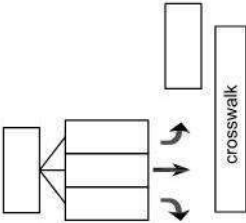
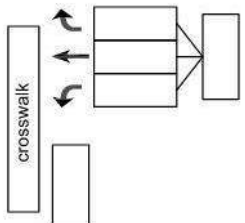
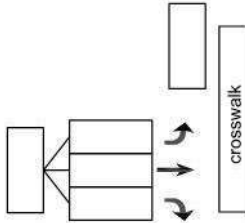
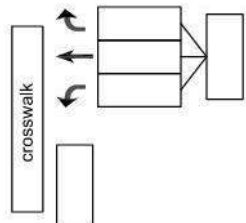
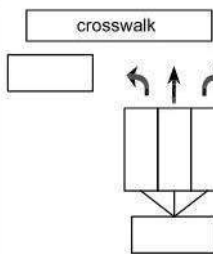
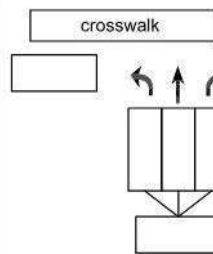

### Section III (Must meet one)

Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

- |   |                              |                             |
|---|------------------------------|-----------------------------|
| 1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.                       | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Uncontrolled Volume = <input style="width: 50px;" type="text"/>	 crosswalk	 crosswalk	Uncontrolled Volume = <input style="width: 50px;" type="text"/>
 crosswalk	 crosswalk	 crosswalk	 crosswalk
AM Peak Hour		PM Peak Hour	
 crosswalk		 crosswalk	

Adult Crossing Guard Warrant Criteria

School: **Jordan Elementary School**

Control Type: **Uncontrolled**

Major Street: **Esplanade Street**

Minor Street: **Jordan Avenue**

Critical Approach Speed: 45 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Esplanade Street at Jordan Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Esplanade Street and Jordan Avenue are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	3 School Pedestrians from 7:15 AM - 8:15 AM 12 School Pedestrians from 3:15 PM - 4:15 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	All-Way Stop 500 feet North	No	No
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	N/A	No	
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No	
05.2	At a stop sign-controlled crossing:  Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 3 legged intersection (no west leg)
- Two lanes in each direction on Esplanade Street; ~60 feet in width total
- One unstriped lane in each direction on Jordan Avenue
- One crosswalk on the north leg only
- Stop-controlled on the West leg
- On-street parking permitted in both directions on Esplanade Street and Jordan Avenue

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

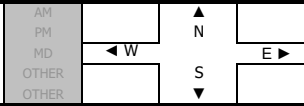
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
S Esplanade St  
E Jordan Ave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
14  
STOP W

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	S Esplanade St			S Esplanade St			E Jordan Ave			E Jordan Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	2	0	0	2	X	X	X	X	0	X	0	

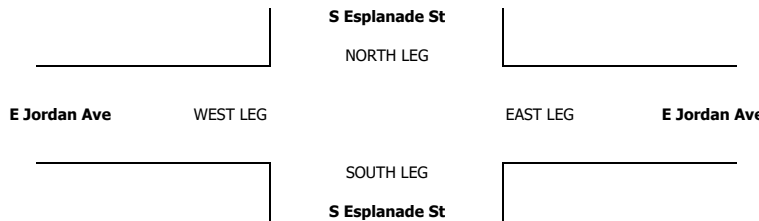
AM	7:00 AM	0	9	2	4	47	0	0	0	0	0	11	74
	7:15 AM	0	14	5	9	41	0	0	0	1	0	5	75
	7:30 AM	0	23	6	18	47	0	0	0	2	0	21	117
	7:45 AM	0	36	8	30	71	0	0	0	5	0	23	173
	8:00 AM	0	45	12	62	71	0	0	0	14	0	83	287
	8:15 AM	0	48	7	11	63	0	0	0	9	0	57	195
	VOLUMES	0	175	40	134	340	0	0	0	32	0	200	921
	APPROACH %	0%	81%	19%	28%	72%	0%	0%	0%	14%	0%	86%	
	APP/DEPART	215	/	375	474	/	372	0	/	174	232	/	0
	BEGIN PEAK HR	7:30 AM											
PM	VOLUMES	0	152	33	121	252	0	0	0	30	0	184	772
	APPROACH %	0%	82%	18%	32%	68%	0%	0%	0%	14%	0%	86%	
	PEAK HR FACTOR	0.811			0.701			0.000			0.552		
	APP/DEPART	185	/	336	373	/	282	0	/	154	214	/	0
	01:45 PM	0	19	9	11	30	0	0	0	4	0	11	84
	2:00 PM	0	27	5	21	30	0	0	0	2	0	9	94
	2:15 PM	0	38	11	23	42	0	0	0	10	0	26	150
	2:30 PM	0	24	6	22	48	0	0	0	4	0	28	132
	2:45 PM	0	43	3	19	48	0	0	0	5	0	47	165
	3:00 PM	0	43	6	8	38	0	0	0	3	0	27	125
	3:15 PM	0	40	0	6	35	0	0	0	2	0	14	97
	3:30 PM	0	42	3	9	38	0	0	0	2	0	9	103
	3:45 PM	0	41	2	10	27	0	0	0	4	0	11	95
	4:00 PM	0	36	3	12	35	0	0	0	8	0	19	113
	VOLUMES	0	353	48	141	371	0	0	0	44	0	201	1,158
	APPROACH %	0%	88%	12%	28%	72%	0%	0%	0%	18%	0%	82%	
	APP/DEPART	401	/	554	512	/	415	0	/	189	245	/	0
	BEGIN PEAK HR	2:15 PM											
	VOLUMES	0	148	26	72	176	0	0	0	22	0	128	572
	APPROACH %	0%	85%	15%	29%	71%	0%	0%	0%	15%	0%	85%	
	PEAK HR FACTOR	0.888			0.886			0.000			0.721		
	APP/DEPART	174	/	276	248	/	198	0	/	98	150	/	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---



AM	7:00 AM	0	9	2	4	47	0	0	0	0	0	11	74
	7:15 AM	0	14	5	9	41	0	0	0	1	0	5	75
	7:30 AM	0	23	6	18	47	0	0	0	2	0	21	117
	7:45 AM	0	36	8	30	71	0	0	0	5	0	23	173
	8:00 AM	0	45	12	62	71	0	0	0	14	0	83	287
	8:15 AM	0	48	7	11	63	0	0	0	9	0	57	195
	TOTAL	9	0	4	1	14							
PM	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	1	0	0	0	0	0	0	0	1	0	0	0
	2:30 PM	1	0	0	0	0	0	0	0	1	0	0	0
	2:45 PM	2	0	0	0	0	0	0	0	2	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	2	0	0	0	0	0	0	0	2	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	13	0	1	0	14							
	TOTAL	19	0	1	0	20							

ALL PED + BIKE & SCOOTER					
N LEG	S LEG	E LEG	W LEG	TOTAL	
0	0	0	0	0	
1	0	0	0	1	
0	0	0	0	0	
0	0	0	1	1	
6	0	0	0	6	
2	0	4	0	6	
9	0	4	1	14	
0	0	0	0	0	
0	0	0	0	0	
1	0	0	0	1	
1	0	0	0	1	
2	0	0	0	2	
0	0	0	0	0	
2	0	0	0	2	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
13	0	1	0	14	
19	0	1	0	20	

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3	0	0	0	3
2	0	4	0	6
5	0	4	0	9
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5	0	0	0	5

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	1	0	2
2	0	1	0	3

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3	0	0	0	3
0	0	0	0	0
3	0	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12	0	0	0	12
12	0	0	0	12

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

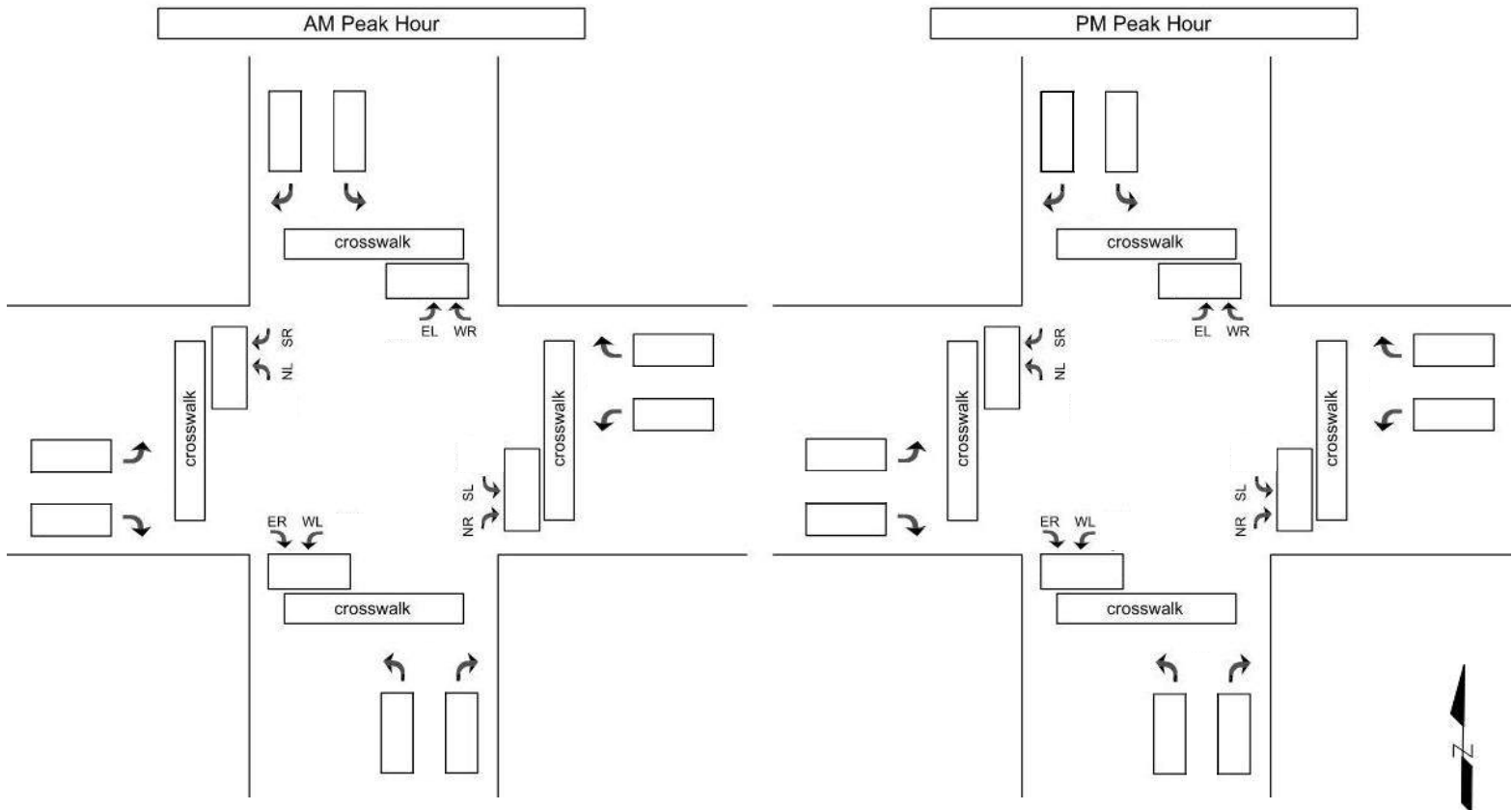
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: Fletcher Gate Academy

Control Type: Signalized

Major Street: Fletcher Avenue

Minor Street: Batavia Street

Critical Approach Speed: 25 mph

Critical Approach Speed: 40 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Fletcher Avenue at Batavia Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Fletcher Avenue and Batavia Street are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	7 School Pedestrians from 7:15 AM - 8:15 AM 13 School Pedestrians from 1:45 PM - 2:45 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	116 VPH AM (N) from 98 VPH PM (N)	No	
	(b) Where justified through analysis of the operations of the intersection	Observation	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Two lanes in each direction on Batavia, with one additional left-turn lane in both directions
- One lane in each direction on the west leg of Fletcher and four total lanes on the east leg of Fletcher
- Center median on Fletcher Avenue west of Batavia Street, TWLTL east of Batavia Street

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N Batavia St  
W Fletcher Ave

PROJECT #: SC4979  
LOCATION #: 16  
CONTROL: SIGNAL

NOTES:				AM	<div> <div>▲</div> <div>▲ N</div> <div>◀ W</div> <div>S</div> <div>▶ E</div> <div>▼</div> </div>	
				PM		
				MD		
				OTHER		
				OTHER		

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Batavia St			N Batavia St			W Fletcher Ave			W Fletcher Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	0	1	0	1	1	1	

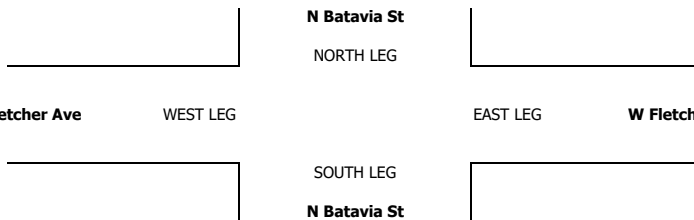
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	2	36	7	13	144	2	1	1	12	19	1	3	241
	7:15 AM	0	39	11	12	186	1	7	3	5	12	0	9	285
	7:30 AM	0	54	14	14	212	2	4	6	13	18	1	8	346
	7:45 AM	2	55	14	30	225	1	3	6	5	26	0	19	386
	8:00 AM	1	56	20	40	205	2	7	10	2	45	5	52	445
	8:15 AM	4	53	9	9	197	2	4	3	6	26	3	19	335
	VOLUMES	9	293	75	118	1,169	10	26	29	43	146	10	110	2,038
	APPROACH %	2%	78%	20%	9%	90%	1%	27%	30%	44%	55%	4%	41%	
	APP/DEPART	377	/	429	1,297	/	1,358	98	/	222	266	/	29	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	7	218	57	93	839	7	18	25	26	115	9	98	1,512
	APPROACH %	2%	77%	20%	10%	89%	1%	26%	36%	38%	52%	4%	44%	
	PEAK HR FACTOR	0.916			0.917			0.750			0.544			0.849
	APP/DEPART	282	/	334	939	/	980	69	/	175	222	/	23	0
	01:45 PM	4	74	13	11	67	1	3	3	2	8	3	10	199
	2:00 PM	1	107	9	16	62	1	2	3	2	5	4	5	217
	2:15 PM	5	71	21	10	73	4	5	3	6	9	5	13	225
	2:30 PM	3	146	16	15	83	1	2	6	2	28	2	51	355
	2:45 PM	3	131	14	15	85	2	4	2	4	23	6	32	321
	3:00 PM	5	152	15	6	94	3	5	1	1	12	0	27	321
	3:15 PM	5	147	6	17	99	2	3	1	3	13	5	21	322
	3:30 PM	4	215	16	10	89	4	3	2	2	17	9	36	407
	3:45 PM	1	169	19	14	89	1	4	3	2	12	5	22	341
	4:00 PM	4	211	10	12	94	2	0	3	3	15	6	32	392
	VOLUMES	35	1,423	139	126	835	21	31	27	27	142	45	249	3,101
	APPROACH %	2%	89%	9%	13%	85%	2%	36%	32%	32%	33%	10%	57%	
	APP/DEPART	1,598	/	1,703	982	/	1,005	85	/	292	436	/	101	0
	BEGIN PEAK HR	3:15 PM												
	VOLUMES	14	742	51	53	371	9	10	9	10	57	25	111	1,462
	APPROACH %	2%	92%	6%	12%	86%	2%	34%	31%	34%	30%	13%	58%	
	PEAK HR FACTOR	0.859			0.917			0.806			0.778			0.898
	APP/DEPART	807	/	863	433	/	438	29	/	113	193	/	48	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

0	0	0	0
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		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	0	2	2	2	6
	7:15 AM	0	0	1	0	1
	7:30 AM	1	0	0	1	2
	7:45 AM	7	1	0	1	9
	8:00 AM	5	1	1	1	8
	8:15 AM	1	0	2	0	3
	TOTAL	14	4	6	5	29
PM	1:45 PM	0	3	0	1	4
	2:00 PM	2	0	0	1	3
	2:15 PM	5	0	2	3	10
	2:30 PM	17	2	0	5	24
	2:45 PM	0	2	1	1	4
	3:00 PM	1	0	2	1	4
	3:15 PM	1	1	1	4	7
	3:30 PM	0	1	5	0	6
	3:45 PM	1	1	2	1	5
	TOTAL	28	10	16	20	74

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	2	0	2
0	0	1	0	1
1	0	0	1	2
1	0	0	0	1
4	1	1	0	6
1	0	2	0	3
7	1	6	1	15
0	1	0	0	1
2	0	0	0	2
4	0	0	0	4
17	2	0	0	19
0	2	0	0	2
1	0	2	0	3
1	1	0	1	3
0	0	4	0	4
0	0	1	0	1
0	0	1	2	3
12	6	8	3	29

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	2	0	2	4
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2
0	0	0	1	1
0	0	0	0	0
0	3	0	4	7
0	2	0	1	3
0	0	0	1	1
1	0	2	3	6
0	0	0	5	5
0	0	1	1	2
0	0	0	1	1
0	0	1	3	4
0	1	0	0	1
1	1	1	1	4
1	0	0	1	2
3	4	5	17	29

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
6	0	0	0	6
1	0	0	0	1
0	0	0	0	0
7	0	0	0	7
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
13	0	0	0	13
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	2	0	2
13	0	3	0	16

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

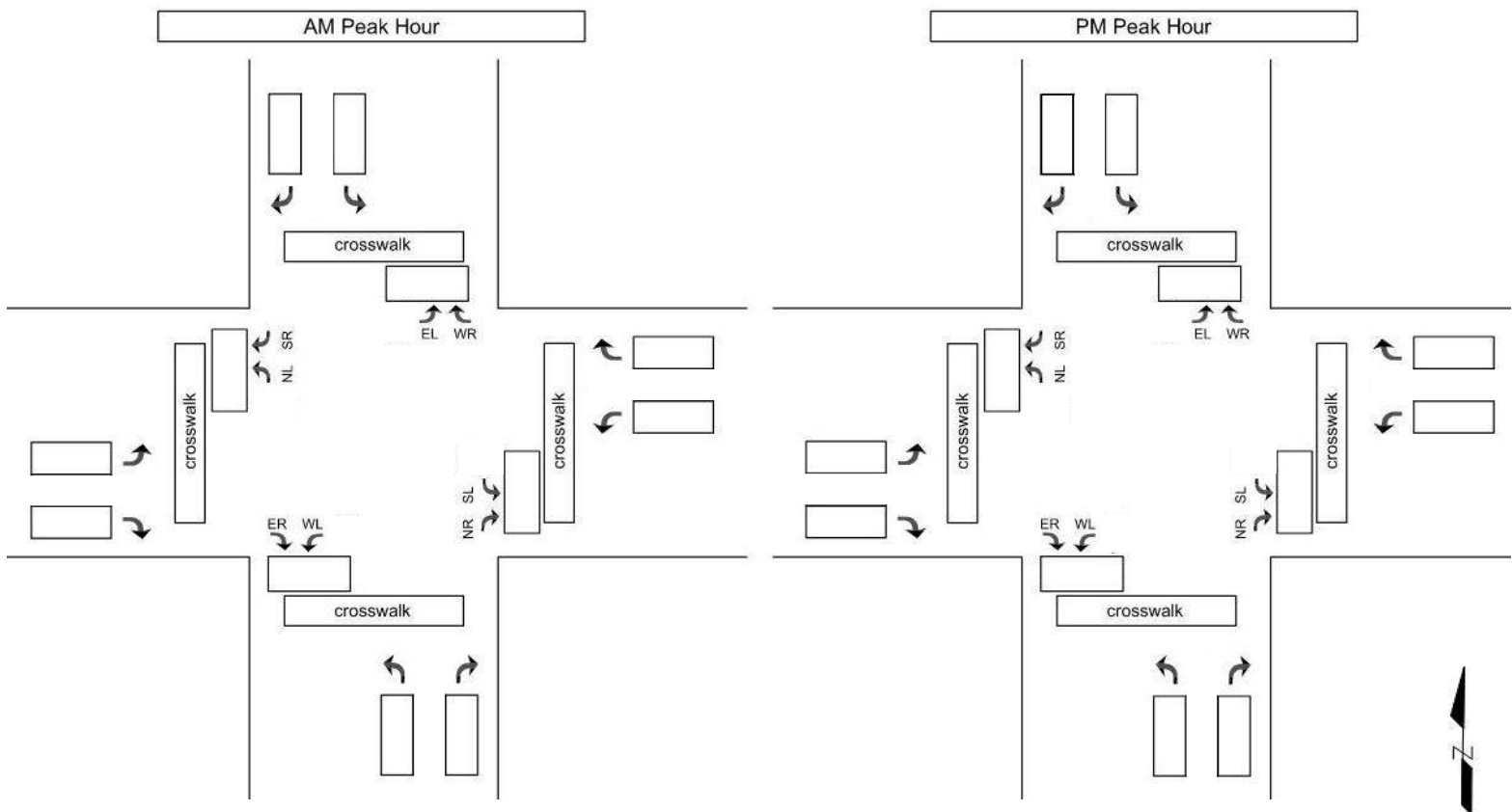
Crossing	North	South	East	West
Pedestrians				

### C. Crossings Controlled by Traffic Signals

Satisfied?

- Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



**\*Right Turn Overlap Movements**

**\*\*Protected left turns do not conflict with pedestrians**

Adult Crossing Guard Warrant Criteria

School: Holy Family School

Control Type: Signalized

Major Street: Glassell Street

Minor Street: La Veta Avenue

Critical Approach Speed: 35 mph

Critical Approach Speed: 30 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Glassell Street at La Veta Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Glassell Street and La Veta Avenue are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	7 School Pedestrians from 7:00 AM - 8:00 AM 11 School Pedestrians from 2:30 PM - 3:30 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			Yes
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	426 VPH AM and 336 VPH PM (West Leg)	Yes	
	(b) Where justified through analysis of the operations of the intersection	Observations	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 5 total lanes on the west leg of the intersection on La Veta Avenue and 4 total lanes on the east leg
- On-street parking prohibited on La Veta Avenue near the intersection
- 4 total lanes on the north leg of the intersection on Glassell Street and 6 total lanes on the south leg
- On-street parking prohibited on Glassell Street near the intersection
- Crosswalk on all four legs of the intersection

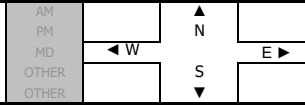
## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24LOCATION:  
NORTH & SOUTH:  
EAST & WEST:Orange  
Glassell St  
La Veta AvePROJECT #:  
LOCATION #:  
CONTROL:  
SC4979  
17  
SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Glassell St			Glassell St			W La Veta Ave			E La Veta Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	1	1	1	2	0	1	1	1	1	2	0	

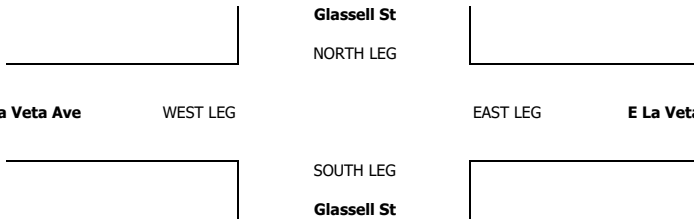
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	20	68	20	0	75	6	6	16	81	41	31	2	366
	7:15 AM	30	67	21	3	134	7	1	37	80	45	49	0	474
	7:30 AM	50	94	30	1	132	11	10	56	116	54	63	1	618
	7:45 AM	57	108	50	5	135	8	18	76	117	57	65	2	698
	8:00 AM	51	135	65	4	99	15	9	51	80	47	56	1	613
	8:15 AM	53	135	36	3	107	12	12	37	62	49	65	2	573
	VOLUMES	261	607	222	16	682	59	56	273	536	293	329	8	3,342
	APPROACH %	24%	56%	20%	2%	90%	8%	6%	32%	62%	47%	52%	1%	
	APP/DEPART	1,090	/	671	757	/	1,511	865	/	511	630	/	649	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	211	472	181	13	473	46	49	220	375	207	249	6	2,502
	APPROACH %	24%	55%	21%	2%	89%	9%	8%	34%	58%	45%	54%	1%	
	PEAK HR FACTOR	0.861			0.899			0.763			0.931			0.896
	APP/DEPART	864	/	527	532	/	1,055	644	/	414	462	/	506	0
	02:15 PM	61	100	36	3	108	11	14	46	60	25	53	1	518
	2:30 PM	77	112	40	7	112	4	11	50	86	31	40	1	571
	2:45 PM	62	120	66	0	100	9	26	67	82	45	60	0	637
	3:00 PM	70	114	43	4	116	8	22	64	88	44	63	3	639
	3:15 PM	81	124	46	5	87	11	12	53	78	34	71	4	606
	3:30 PM	82	121	46	3	83	8	12	76	71	26	48	8	584
	3:45 PM	66	121	50	1	97	12	14	56	91	36	64	2	610
	4:00 PM	86	118	37	5	110	5	18	56	81	42	67	2	627
	4:15 PM	90	116	39	6	111	8	25	57	87	26	81	1	647
	4:30 PM	91	113	43	3	99	13	20	65	86	47	91	2	673
	VOLUMES	766	1,159	446	37	1,023	89	174	590	810	356	638	24	6,115
	APPROACH %	32%	49%	19%	3%	89%	8%	11%	37%	51%	35%	63%	2%	
	APP/DEPART	2,374	/	1,357	1,149	/	2,192	1,574	/	1,073	1,018	/	1,493	0
	BEGIN PEAK HR	3:45 PM												
	VOLUMES	333	468	169	15	417	38	77	234	345	151	303	7	2,559
	APPROACH %	34%	48%	17%	3%	89%	8%	12%	36%	53%	33%	66%	2%	
	PEAK HR FACTOR	0.976			0.940			0.959			0.823			0.948
	APP/DEPART	972	/	552	470	/	915	656	/	418	461	/	674	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
3	0	0	0	3

2	0	0	0
---	---	---	---



		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	6	1	4	4	15
	7:15 AM	0	0	0	3	3
	7:30 AM	0	4	1	4	9
	7:45 AM	2	5	1	1	9
	8:00 AM	4	2	2	4	12
	8:15 AM	2	1	0	1	4
	TOTAL	14	13	8	17	52
PM	2:15 PM	3	0	4	2	9
	2:30 PM	5	1	1	5	12
	2:45 PM	6	2	3	20	31
	3:00 PM	2	3	2	2	9
	3:15 PM	1	0	2	2	5
	3:30 PM	3	0	1	4	8
	3:45 PM	5	0	6	2	13
	4:00 PM	5	4	3	0	12
	4:15 PM	4	3	6	3	16
	4:30 PM	3	0	3	8	14
	TOTAL	37	13	31	48	129

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	0	1	0	2
0	0	0	2	2
0	3	0	2	5
1	2	1	1	5
1	1	1	2	5
2	1	0	1	4
5	7	3	8	23
3	0	1	2	6
5	0	1	4	10
5	1	2	5	13
0	0	0	1	1
0	0	1	0	1
2	0	1	2	5
5	0	5	1	11
2	0	0	0	2
4	2	5	1	12
2	0	2	6	10
28	3	18	22	71

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
2	0	3	2	7
0	0	0	1	1
0	1	1	1	3
1	3	0	0	4
1	1	0	2	4
0	0	0	0	0
4	5	4	6	19
0	0	3	0	3
0	0	0	1	1
0	1	1	5	7
0	2	2	1	5
1	0	1	1	3
1	0	0	2	3
0	0	0	1	1
1	0	2	0	3
0	0	1	2	3
1	0	1	1	3
4	3	11	14	32

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
3	1	0	2	6
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
2	0	1	0	3
0	0	0	0	0
5	1	1	3	10
0	0	0	0	0
0	1	0	0	1
1	0	0	10	11
2	1	0	0	3
0	0	0	1	1
0	0	0	0	0
0	0	1	0	1
2	4	1	0	7
0	1	0	0	1
0	0	0	1	1
5	7	2	12	26

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

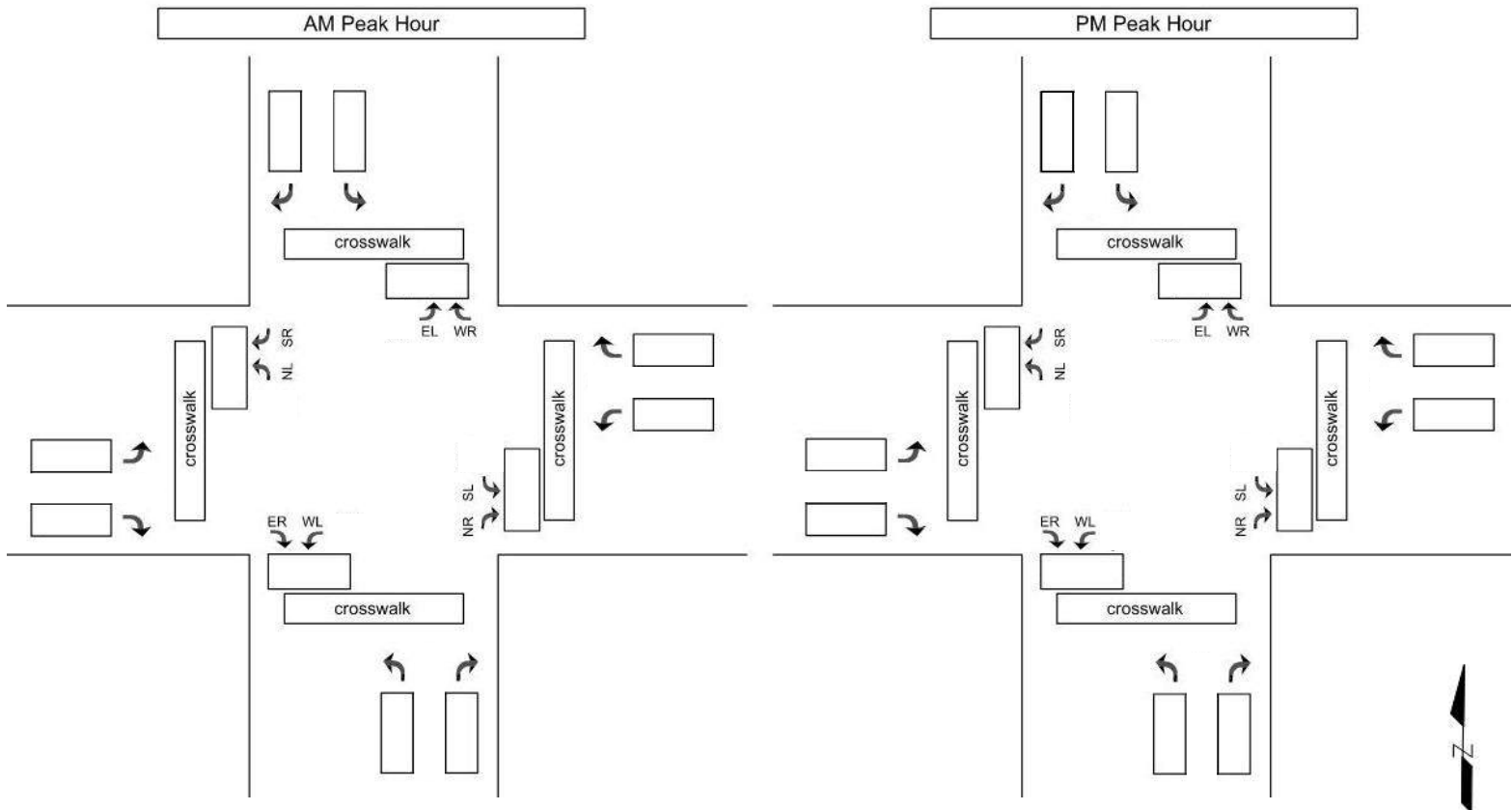
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: **California Inspire Academy**  
Control Type: **Signalized**  
Major Street: **Glassell Street**  
Minor Street: **Wilson Avenue / Adams Avenue**

Critical Approach Speed: 35 mph  
Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Glassell Street at Wilson Avenue / Adams Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Glassell Street and Wilson Avenue / Adams Avenue are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	16 School Pedestrians (S) from 7:00 AM - 8:00 AM 24 School Pedestrians (S) from 2:00 PM - 3:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	None met	No	
	(b) Where justified through analysis of the operations of the intersection	Observation	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	Observation	No	No
		Observation	No	

Observations

- Offset Left-Right T-intersection connecting Wilson Avenue (west leg) and Adams Avenue (east leg)
- One lane in each direction on the east leg of the intersection (Adams Ave); on-street parking is permitted on both sides
- One lane in each direction on the west leg of the intersection (Wilson Ave); on-street parking is permitted on both sides
- Two lanes in each direction on Glassell Street, with one additional left-turn lane in both directions
- On-street parking is permitted on both sides of Glassell Street; red curb striping prohibiting parking approaching the intersection
- Crosswalk on west, and east leg of intersection, and one crosswalk in between the east and west legs

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
Glassell St  
W Wilson Ave

PROJECT #: SC4979  
LOCATION #: 18  
CONTROL: SIGNAL

AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND W Wilson Ave			WESTBOUND E Adams Ave			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

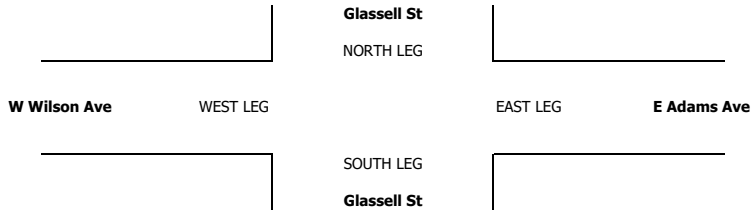
AM	7:00 AM	1	63	0	0	93	1	10	0	3	0	0	0	171	
	7:15 AM	0	71	0	1	127	3	12	0	3	2	0	2	221	
	7:30 AM	0	99	0	2	160	1	19	2	4	1	0	0	288	
	7:45 AM	0	99	1	0	195	0	18	2	6	2	2	4	329	
	8:00 AM	2	92	1	0	204	1	5	3	11	5	1	2	327	
	8:15 AM	2	79	0	1	202	3	9	1	5	0	1	0	303	
	VOLUMES	5	503	2	4	981	9	73	8	32	10	4	8	1,639	
	APPROACH %	1%	99%	0%	0%	99%	1%	65%	7%	28%	45%	18%	36%		
	APP/DEPART	510	/	584		994	/	1,023	113	/	14	22	/	18	0
	BEGIN PEAK HR	7:30 AM													
VOLUMES	4	369	2		3	761	5	51	8	26	8	4	6	1,247	
APPROACH %	1%	98%	1%		0%	99%	1%	60%	9%	31%	44%	22%	33%		
PEAK HR FACTOR	0.938				0.933			0.817			0.563			0.948	
APP/DEPART	375	/	426		769	/	795	85	/	13	18	/	13	0	
PM	01:30 PM	0	101	2	1	110	3	9	1	1	1	0	1	230	
	1:45 PM	2	115	1	0	96	1	10	0	4	1	1	1	232	
	2:00 PM	1	104	1	2	133	2	11	1	7	0	2	1	265	
	2:15 PM	1	150	0	1	97	1	6	2	5	3	2	1	269	
	2:30 PM	0	141	2	1	131	2	8	3	3	2	3	3	299	
	2:45 PM	7	123	2	2	141	4	7	1	1	1	2	2	293	
	3:00 PM	3	124	1	0	153	9	7	0	1	1	0	4	303	
	3:15 PM	4	137	1	2	134	3	10	5	6	1	0	1	304	
	3:30 PM	2	151	1	3	153	3	17	2	9	0	2	2	345	
	3:45 PM	3	145	0	1	131	3	13	0	6	4	0	2	308	
	VOLUMES	23	1,291	11		13	1,279	31	98	15	43	14	12	18	2,849
	APPROACH %	2%	97%	1%		1%	97%	2%	63%	10%	28%	32%	27%	41%	
	APP/DEPART	1,326	/	1,407		1,323	/	1,337	156	/	39	44	/	66	0
	BEGIN PEAK HR	3:00 PM													
	VOLUMES	12	557	3		6	571	18	47	7	22	6	2	9	1,261
APPROACH %	2%	97%	1%		1%	96%	3%	62%	9%	29%	35%	12%	53%		
PEAK HR FACTOR	0.924				0.918			0.679			0.708			0.911	
APP/DEPART	573	/	613		595	/	600	76	/	16	17	/	32	0	

[illegible]

A horizontal number line with four tick marks. Each tick mark is labeled with the digit 0.

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1

1	0	0	0
---	---	---	---



AM		7:00 AM
		7:15 AM
		7:30 AM
		7:45 AM
		8:00 AM
		8:15 AM
		TOTAL
PM		1:30 PM
		1:45 PM
		2:00 PM
		2:15 PM
		2:30 PM
		2:45 PM
		3:00 PM
		3:15 PM
		3:30 PM
		3:45 PM
		TOTAL

ALL PED + BIKE & SCOOTER				
N LEG	Middle Xwalk	E LEG	W LEG	TOTAL
0	2	2	7	11
0	5	1	1	7
0	11	0	3	14
0	3	0	2	5
0	6	1	3	10
1	2	1	4	8
1	29	5	20	55
0	7	1	8	16
0	1	2	1	4
0	12	5	1	18
0	2	2	4	8
0	14	3	12	29
0	21	7	11	39
0	11	9	12	32
0	11	6	3	20
0	9	6	14	29
0	17	12	11	40
0	105	53	77	235

PEDESTRIAN CROSSINGS				
N LEG	Middle Xwalk	E LEG	W LEG	TOTAL
0	0	1	3	4
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2
0	2	0	3	5
0	4	2	6	12
0	5	1	2	8
0	1	1	0	2
0	6	3	1	10
0	1	1	4	6
0	5	2	5	12
0	6	4	4	14
0	6	9	9	24
0	9	4	2	15
0	5	4	4	13
0	9	9	4	22
0	53	38	35	126

BICYCLE & SCOOTER CROSSINGS				
NL	Middle Xwall	EL	WL	TOTAL
0	1	0	0	1
0	3	1	0	4
0	2	0	0	2
0	1	0	1	2
0	1	0	1	2
1	0	1	1	3
1	8	2	3	14
0	2	0	6	8
0	0	1	1	2
0	1	1	0	2
0	1	1	0	2
0	0	1	1	2
0	5	1	4	10
0	0	0	3	3
0	2	2	1	5
0	2	2	10	14
0	8	3	7	18
0	21	12	33	66

SCHOOL AGE PED				
NL	Middle Xwalk	EL	WL	TOTAL
0	1	1	4	6
0	1	0	1	2
0	9	0	3	12
0	2	0	1	3
0	4	0	2	6
0	0	0	0	0
0	17	1	11	29
0	0	0	0	0
0	0	0	0	0
0	5	1	0	6
0	0	0	0	0
0	9	0	6	15
0	10	2	3	15
0	5	0	0	5
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	31	3	9	43

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

**B. Crossings Controlled by Boulevard STOP signs**

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

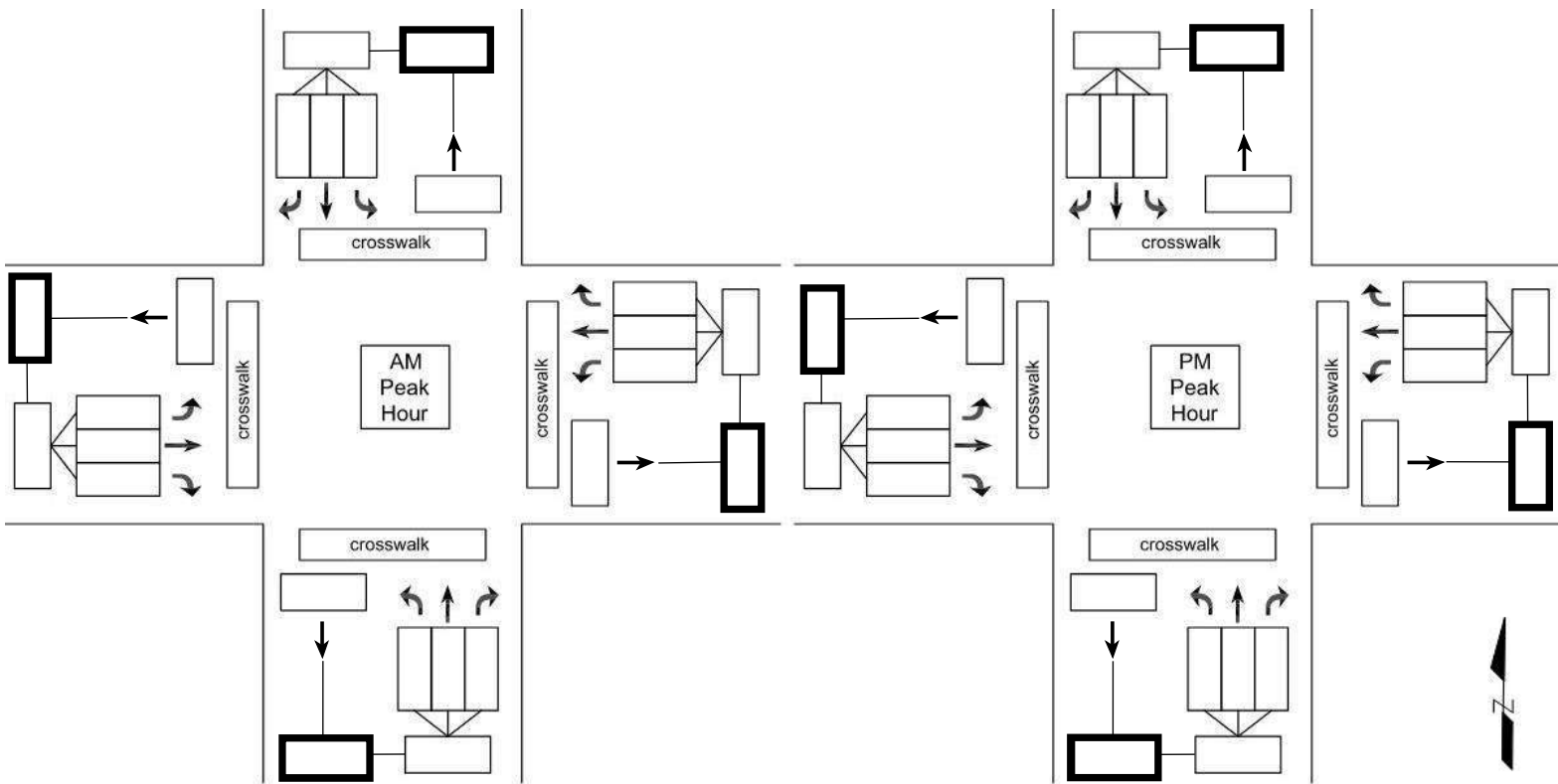
2. When traffic records indicate high incidences of citations being issued for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



Adult Crossing Guard Warrant Criteria

School: **Handy Elementary**  
Control Type: **Stop-Controlled**  
Major Street: **Handy Street**  
Minor Street: **Oakmont Avenue**

Critical Approach Speed: 25 mph  
Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Handy Street at Oakmont Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Handy Street and Oakmont Avenue are public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	5 School Pedestrians from 7:15 AM - 8:15 AM 5 School Pedestrians from 2:00 PM - 3:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing:  Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	Neither road has 4 or more lanes	No	No
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 3 legged intersection (residential on the east leg)
- Crosswalk only on the north leg
- One lane in each direction on all three legs
- On-street parking prohibited on Handy Street from 7AM to 9AM and 2PM to 4PM every day
- On-street parking permitted in both directions on Oakmont Avenue

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4979  
LOCATION #: 20  
CONTROL: STOP ALL

DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N Handy St  
E Oakmont Ave

AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

[illegible]

0 0 0 0

0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2

0	1	0	0
---	---	---	---

NORTH LEG

WEST LEG

**E Oakmont Ave**

**N Handy St**

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	1	1	2	5
3	0	0	1	4
0	0	0	2	2
4	0	0	5	9
9	0	0	0	9
1	0	0	0	1
18	1	1	10	30
0	0	0	1	1
0	0	0	3	3
12	0	0	3	15
6	0	0	6	12
1	0	1	4	6
0	0	0	1	1
0	0	0	0	0
1	0	0	1	2
0	0	0	1	1
0	0	0	3	3
20	0	1	23	44

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	0	0	1	2
3	0	0	0	3
0	0	0	1	1
2	0	0	2	4
6	0	0	0	6
1	0	0	0	1
13	0	0	4	17
0	0	0	0	0
0	0	0	1	1
10	0	0	2	12
3	0	0	3	6
1	0	0	2	3
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	1	1
0	0	0	3	3
15	0	0	12	27

BICYCLE & SCOOTER CROSSINGS					
NL	SL	EL	WL	TOTAL	
0	1	1	1	3	
0	0	0	1	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	1	1	2	4	
0	0	0	1	1	
0	0	0	1	1	
0	0	0	0	0	
0	0	1	0	1	
0	0	0	1	1	
0	0	0	0	0	
0	0	0	1	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	5	6	

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
2	0	0	3	5
3	0	0	0	3
0	0	0	0	0
5	0	0	4	9
0	0	0	0	0
0	0	0	1	1
2	0	0	0	2
3	0	0	3	6
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5	0	0	6	11

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

**B. Crossings Controlled by Boulevard STOP signs**

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

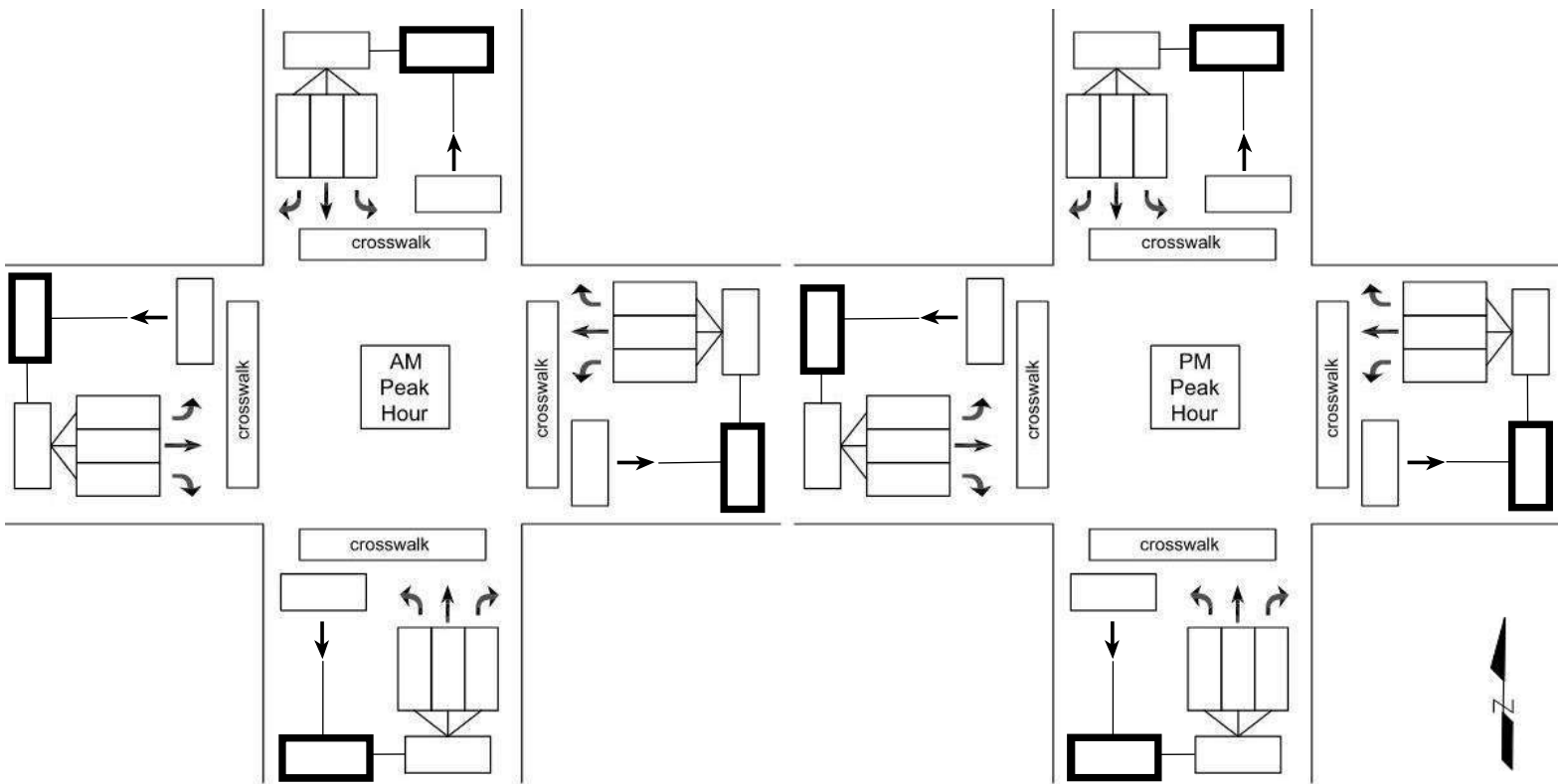
2. When traffic records indicate high incidences of citations being issued for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



Adult Crossing Guard Warrant Criteria

School: La Veta Elementary

Control Type: All Way Stop

Major Street: La Veta Avenue

Minor Street: Prospect Street

Critical Approach Speed: 40 mph

Critical Approach Speed: 40 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	La Veta Avenue at Prospect Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	La Veta Avenue and Prospect Street are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	2 School Pedestrians (N) from 7:45 AM to 8:45 AM 4 School Pedestrians (S) from 3:00 PM to 4:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	1,048 VPH AM (N) and 580 VPH PM (S)	Yes	Yes
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Undivided roadway with 2 lanes in each direction on both La Veta and Prospect
- Crosswalk on all four legs of intersection
- Stop sign on concrete foundation as center median on both directions of La Veta Avenue
- Red curb markings preventing parking in direction of oncoming traffic at all legs of intersection

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE: Thu, Nov 21, 24	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Prospect St E La Veta Ave	PROJECT #: LOCATION #: CONTROL:	SC4979 23 STOP ALL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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	NORTHBOUND Prospect St			SOUTHBOUND Prospect St			EASTBOUND E La Veta Ave			WESTBOUND E La Veta Ave			TOTAL
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

AM	7:15 AM	9	24	0	2	82	28	16	21	1	1	37	5	226
	7:30 AM	9	52	3	0	82	33	55	46	4	0	59	19	362
	7:45 AM	6	62	1	3	117	60	73	54	8	6	55	22	467
	8:00 AM	11	43	3	15	105	49	54	77	20	8	108	7	500
	8:15 AM	11	40	3	4	87	35	24	41	11	2	73	7	338
	8:30 AM	7	27	1	5	79	25	12	27	6	6	71	7	273
	VOLUMES	53	248	11	29	552	230	234	266	50	23	403	67	2,166
	APPROACH %	17%	79%	4%	4%	68%	28%	43%	48%	9%	5%	82%	14%	
	APP/DEPART	312	/	549	811	/	625	550	/	306	493	/	686	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	37	197	10	22	391	177	206	218	43	16	295	55	1,667
	APPROACH %	15%	81%	4%	4%	66%	30%	44%	47%	9%	4%	81%	15%	
	PEAK HR FACTOR	0.884			0.819			0.773			0.744			0.834
	APP/DEPART	244	/	458	590	/	450	467	/	250	366	/	509	0
	01:30 PM	6	54	1	6	53	28	20	18	7	2	44	5	244
	1:45 PM	4	54	3	13	44	32	36	26	7	0	41	9	269
	2:00 PM	7	59	2	11	45	65	22	29	4	3	54	9	310
	2:15 PM	5	47	4	11	49	53	25	55	3	0	64	9	325
	2:30 PM	6	50	2	12	43	43	42	54	3	3	53	6	317
	2:45 PM	6	68	2	10	49	47	32	44	2	6	74	11	351
	3:00 PM	7	67	3	7	68	56	36	45	5	8	91	10	403
	3:15 PM	10	53	6	8	41	39	41	48	8	2	79	5	340
	3:30 PM	3	67	4	7	74	35	33	54	4	6	52	7	346
	3:45 PM	10	71	2	9	55	37	31	43	3	3	49	8	321
	VOLUMES	64	590	29	94	521	435	318	416	46	33	601	79	3,228
	APPROACH %	9%	86%	4%	9%	50%	41%	41%	53%	6%	5%	84%	11%	
	APP/DEPART	683	/	988	1,051	/	600	781	/	539	713	/	1,101	0
	BEGIN PEAK HR	2:45 PM												
	VOLUMES	26	255	15	32	232	177	142	191	19	22	296	33	1,442
	APPROACH %	9%	86%	5%	7%	52%	40%	40%	54%	5%	6%	84%	9%	
	PEAK HR FACTOR	0.961			0.837			0.910			0.805			0.892
	APP/DEPART	296	/	431	442	/	273	353	/	238	351	/	500	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	1	1	0	2

0	1	1	0
---	---	---	---



AM	7:15 AM	0	0	0	0	0
	7:30 AM	1	0	3	0	4
	7:45 AM	3	1	4	4	12
	8:00 AM	0	0	2	0	2
	8:15 AM	2	1	0	1	4
	8:30 AM	0	0	1	0	1
	TOTAL	6	2	10	5	23
PM	1:30 PM	0	1	0	1	2
	1:45 PM	0	0	3	0	3
	2:00 PM	3	0	3	0	6
	2:15 PM	0	0	2	1	3
	2:30 PM	0	1	0	0	1
	2:45 PM	0	3	1	0	4
	3:00 PM	0	2	2	3	7
	3:15 PM	1	2	1	1	5
	3:30 PM	0	1	1	1	3
	3:45 PM	1	2	2	2	7
	TOTAL	5	12	15	9	41

ALL PED + BIKE & SCOOTER					
N LEG	S LEG	E LEG	W LEG	TOTAL	
0	0	0	0	0	
1	0	3	0	4	
3	1	4	4	12	
0	0	2	0	2	
2	1	0	1	4	
0	0	1	0	1	
6	2	10	5	23	
0	1	0	1	2	
0	0	3	0	3	
3	0	3	0	6	
0	0	2	1	3	
0	1	0	0	1	
0	3	1	0	4	
0	2	2	3	7	
1	2	1	1	5	
0	1	1	1	3	
1	2	2	2	7	
5	12	15	9	41	

PEDESTRIAN CROSSINGS					
N LEG	S LEG	E LEG	W LEG	TOTAL	
0	0	0	0	0	
1	0	2	0	3	
2	0	4	2	8	
0	0	2	0	2	
0	0	0	0	0	
0	0	0	0	0	
3	0	8	2	13	
0	0	0	0	0	
0	0	3	0	3	
2	0	2	0	4	
0	0	2	1	3	
0	0	0	0	0	
0	0	0	0	0	
1	1	1	1	4	
0	1	1	0	2	
0	0	0	0	0	
3	2	9	2	16	

BICYCLE & SCOOTER CROSSINGS					
NL	SL	EL	WL	TOTAL	
0	0	0	0	0	
0	0	1	0	1	
1	1	0	2	4	
0	0	0	0	0	
0	1	0	1	2	
0	0	0	0	0	
1	2	1	3	7	
0	1	0	0	1	
0	0	0	0	0	
0	0	0	0	0	
0	1	0	0	1	
0	0	0	1	1	
0	1	0	0	1	
0	0	0	1	1	
0	0	0	1	1	
0	4	1	3	8	

SCHOOL AGE PED					
NL	SL	EL	WL	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
2	0	0	0	2	
0	0	1	0	1	
2	0	1	0	3	
0	0	0	1	1	
0	0	0	0	0	
1	0	0	0	1	
0	2	0	0	2	
0	2	2	2	6	
0	0	0	0	0	
0	0	0	0	0	
1	2	2	1	6	
2	6	5	4	17	

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

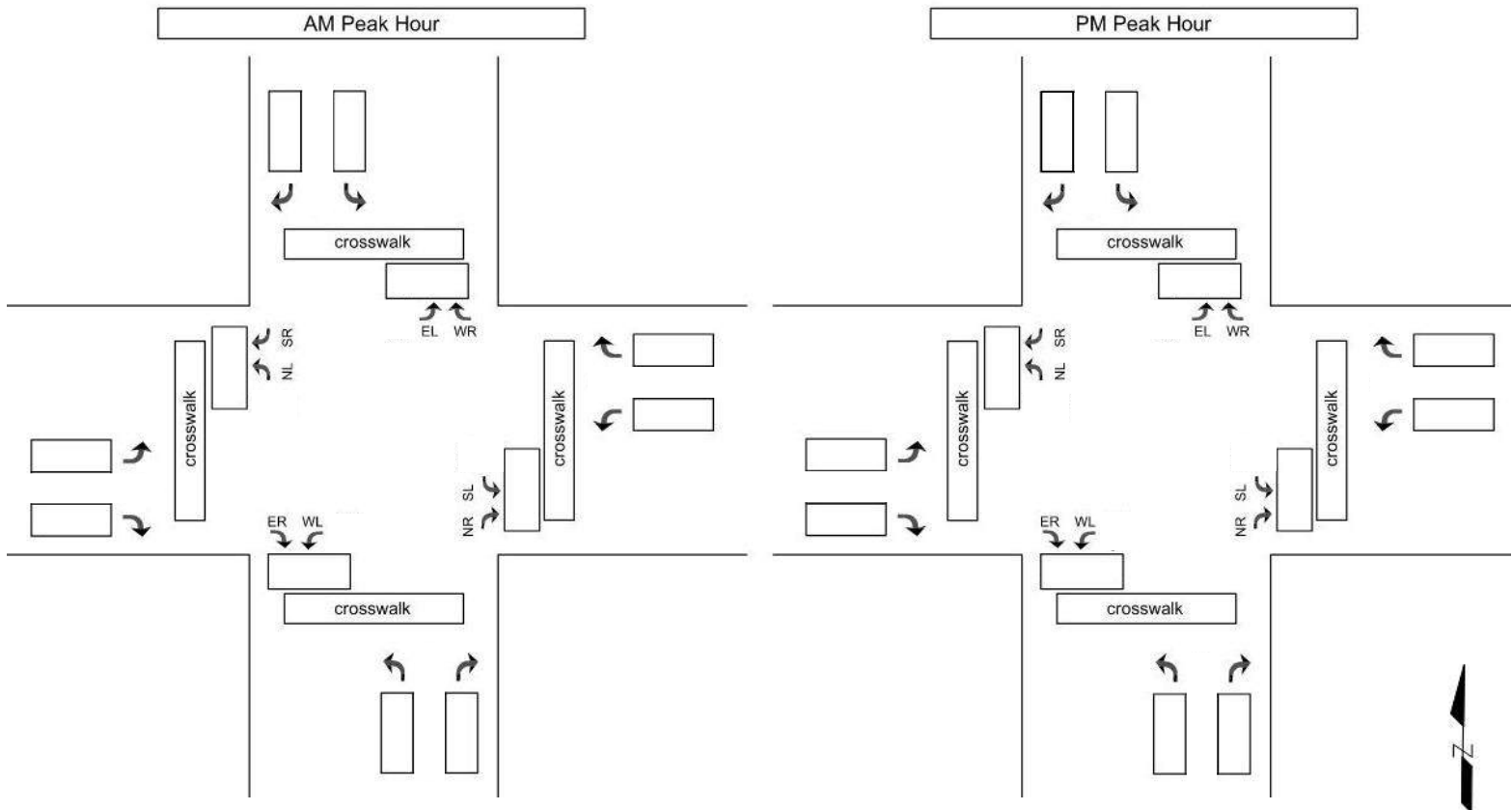
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: La Veta Elementary

Control Type: Signalized

Major Street: La Veta Avenue

Minor Street: Yorba Street

Critical Approach Speed: 40 mph

Critical Approach Speed: 35 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	La Veta Avenue at Yorba Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	La Veta Avenue and Yorba Street are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	1 School Pedestrian (S) from 7:30 AM to 8:30 AM 9 School Pedestrians (S) from 2:15 PM to 3:15 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	163 VPH (South Leg) from 7:30 AM to 8:30 AM	No	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 2 lanes in each direction; left-turn pocket on all sides for 5 total lanes of traffic at all legs of the intersection
- On-street parking permitted on Yorba Street
- On-street parking prohibited on La Veta Avenue
- Crosswalk on all four legs of intersection

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE: Thu, Nov 21, 24	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange S Yorba St E La Veta Ave	PROJECT #: LOCATION #: CONTROL:	SC4979 24 SIGNAL
NOTES:			<div> <div> APM PM MD OTHER OTHER </div> <div> <div>▲ N</div> <div>◀ W</div> <div>S ▼</div> </div> <div> <div>E ▶</div> </div> </div>	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	S Yorba St			S Yorba St			E La Veta Ave			E La Veta Ave			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

AM	7:15 AM	5	26	7	9	58	24	5	31	7	10	65	8	255
	7:30 AM	9	28	8	19	92	26	15	81	9	16	87	8	398
	7:45 AM	11	32	14	34	105	50	11	96	13	11	106	12	495
	8:00 AM	12	43	25	37	96	38	7	103	8	21	131	23	544
	8:15 AM	8	46	16	10	88	47	9	50	8	14	121	27	444
	8:30 AM	7	30	6	10	76	27	7	30	11	13	100	11	328
	VOLUMES	52	205	76	119	515	212	54	391	56	85	610	89	2,464
	APPROACH %	16%	62%	23%	14%	61%	25%	11%	78%	11%	11%	78%	11%	
	APP/DEPART	333	/	348	846	/	656	501	/	586	784	/	874	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	40	149	63	100	381	161	42	330	38	62	445	70	1,881
	APPROACH %	16%	59%	25%	16%	59%	25%	10%	80%	9%	11%	77%	12%	
	PEAK HR FACTOR	0.788			0.849			0.854			0.824			0.864
	APP/DEPART	252	/	261	642	/	481	410	/	493	577	/	646	0
	01:30 PM	10	30	5	13	21	14	13	36	4	2	71	13	232
	1:45 PM	11	32	8	22	30	19	10	58	5	1	62	17	275
	2:00 PM	11	32	8	13	21	22	3	48	7	13	87	12	277
	2:15 PM	13	41	15	22	33	15	7	78	13	14	113	10	374
	2:30 PM	11	37	13	21	34	18	7	56	3	17	100	14	331
	2:45 PM	14	34	10	18	30	21	8	53	3	9	110	19	329
	3:00 PM	13	37	9	21	30	41	9	62	4	9	140	10	385
	3:15 PM	12	40	17	24	44	40	9	70	7	8	102	9	382
	3:30 PM	15	27	8	17	40	38	11	70	11	10	94	16	357
	3:45 PM	17	45	8	17	52	30	7	65	6	11	72	9	339
	VOLUMES	127	355	101	188	335	258	84	596	63	94	951	129	3,281
	APPROACH %	22%	61%	17%	24%	43%	33%	11%	80%	8%	8%	81%	11%	
	APP/DEPART	583	/	568	781	/	492	743	/	885	1,174	/	1,336	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	57	149	42	79	166	149	36	267	28	38	408	44	1,463
	APPROACH %	23%	60%	17%	20%	42%	38%	11%	81%	8%	8%	83%	9%	
	PEAK HR FACTOR	0.886			0.912			0.899			0.770			0.950
	APP/DEPART	248	/	229	394	/	232	331	/	388	490	/	614	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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AM	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	8:30 AM	
	TOTAL	
PM	1:30 PM	
	1:45 PM	
	2:00 PM	
	2:15 PM	
	2:30 PM	
	2:45 PM	
	3:00 PM	
	3:15 PM	
	3:30 PM	
	3:45 PM	
	TOTAL	

ALL PED + BIKE & SCOOTER					
N LEG	S LEG	E LEG	W LEG	TOTAL	
0	0	0	0	0	
0	0	0	2	2	
1	2	0	0	3	
0	2	1	1	4	
0	2	1	0	3	
0	0	0	1	1	
1	6	2	4	13	
0	1	0	0	1	
0	0	0	0	0	
0	0	1	1	2	
0	3	0	0	3	
0	4	0	1	5	
1	3	2	1	7	
0	2	1	0	3	
0	1	1	0	2	
0	0	0	0	0	
0	0	0	0	0	
1	14	5	3	23	

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	2	2
0	1	0	0	1
0	1	0	1	2
0	1	1	0	2
0	0	0	0	0
0	3	1	3	7
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	2	0	0	2
0	1	0	0	1
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	3	1	1	5

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
0	0	1	0	1
0	1	0	0	1
0	0	0	1	1
1	2	1	1	5
0	1	0	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	2	2	1	5

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
1	3	1	1	6
0	2	0	0	2
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
1	9	2	1	13

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

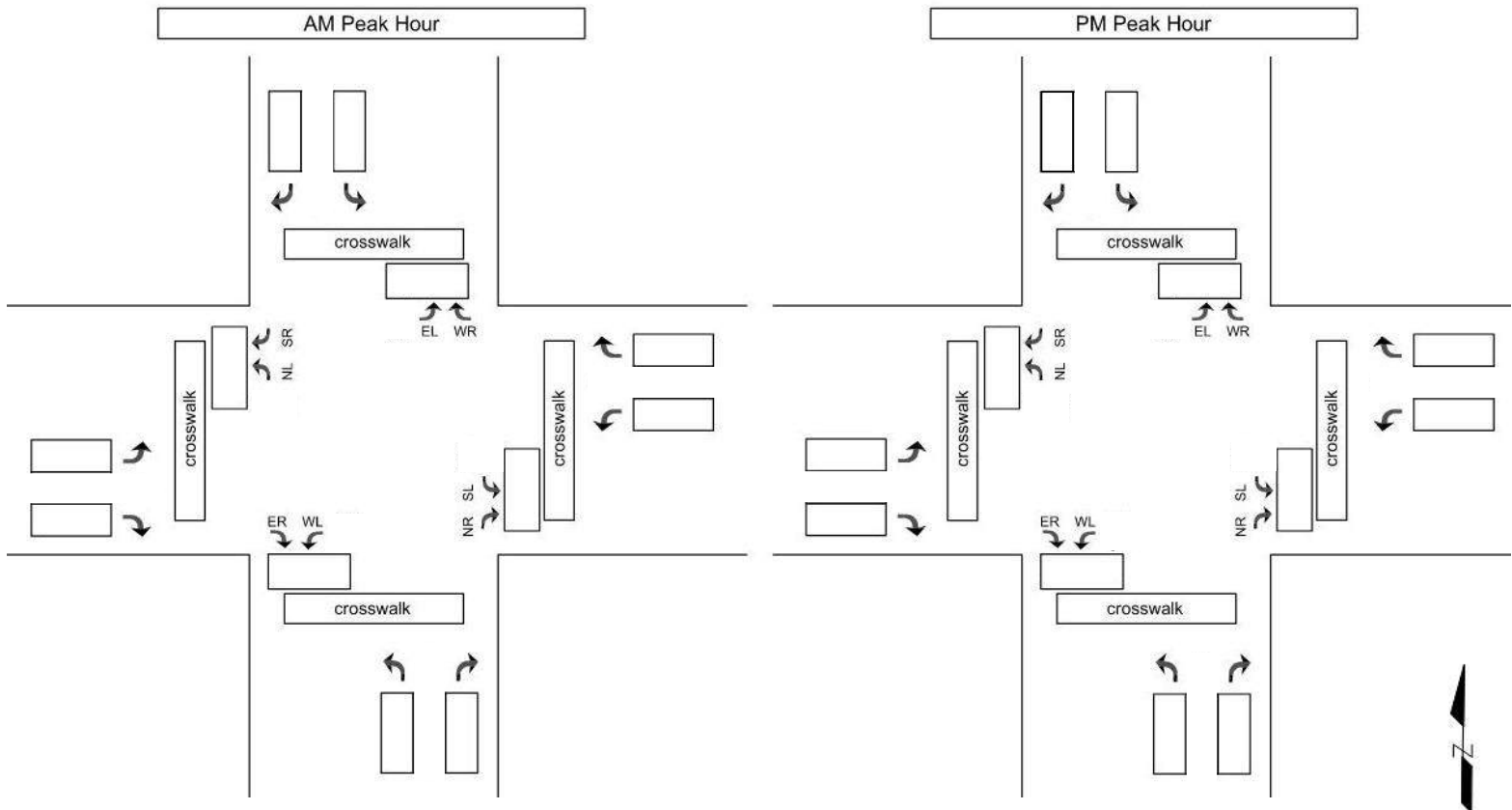
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: **Lampson Elementary**  
Control Type: **Signalized**  
Major Street: **Lewis Street**  
Minor Street: **Lampson Avenue**

Critical Approach Speed: 40 mph  
Critical Approach Speed: 35 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Lewis Street at Lampson Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Lewis Street and Lampson Avenue are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	7 School Pedestrians (S) from 7:00 AM to 8:00 AM 6 School Pedestrians (N) from 2:00 PM to 3:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			Yes
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	483 VPH AM and 397 VPH PM (North Leg)	Yes	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Bike lane between the two lanes on west leg of Lampson Avenue
- 2 lanes in each direction on the west side of Lampson Avenue; east leg of Lampson becomes Metropolitan Drive; roadway divided by center median with five total lanes (3 through lanes, one left-turn lane and one right-turn lane); speed limit of 35 mph on Metropolitan Drive; parking prohibited on both sides of Metropolitan Drive
- 2 lanes in each direction on Lewis Street, with one left-turn pocket on both the north and south legs
- On-street parking permitted in eastbound direction on west leg of intersection (Lampson Avenue)
- On-street parking prohibited in both directions on Lewis Street

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

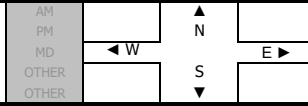
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
Lewis St  
Lampson Ave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
25  
SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Lewis St			Lewis St			Lampson Ave			W Metropolitan Dr			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	0	1	1	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	13	66	11	12	55	16	33	57	11	9	21	15	319
	7:15 AM	25	99	14	25	66	39	40	74	22	16	22	27	469
	7:30 AM	33	127	8	39	106	53	64	91	24	13	25	33	616
	7:45 AM	17	146	20	41	136	26	57	88	19	11	11	49	621
	8:00 AM	16	94	12	32	123	23	35	90	20	10	14	37	506
	8:15 AM	16	107	17	24	92	9	37	60	22	10	16	35	445
	VOLUMES	120	639	82	173	578	166	266	460	118	69	109	196	2,976
	APPROACH %	14%	76%	10%	19%	63%	18%	32%	55%	14%	18%	29%	52%	
	APP/DEPART	841	/	1,101	917	/	765	844	/	715	374	/	395	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	91	466	54	137	431	141	196	343	85	50	72	146	2,212
	APPROACH %	15%	76%	9%	19%	61%	20%	31%	55%	14%	19%	27%	54%	
	PEAK HR FACTOR	0.835			0.873			0.872			0.944			0.890
	APP/DEPART	611	/	808	709	/	566	624	/	534	268	/	304	0
	01:15 PM	13	71	12	24	54	38	36	34	10	10	24	26	352
	1:30 PM	22	76	9	14	64	40	37	33	9	13	26	23	366
	1:45 PM	27	88	6	15	44	38	26	24	17	14	38	26	363
	2:00 PM	20	70	10	27	64	37	38	46	21	11	28	25	397
	2:15 PM	18	83	11	22	57	38	49	22	28	17	27	26	398
	2:30 PM	15	107	9	25	67	33	36	39	21	13	26	32	423
	2:45 PM	13	112	10	26	82	29	22	47	19	11	36	32	439
	3:00 PM	19	107	6	22	81	30	39	40	15	24	31	40	454
	3:15 PM	17	114	17	20	88	41	30	33	16	22	41	31	470
	3:30 PM	23	119	14	17	89	36	36	31	12	13	44	30	464
	VOLUMES	187	947	104	212	690	360	349	349	168	148	321	291	4,126
	APPROACH %	15%	76%	8%	17%	55%	29%	40%	40%	19%	19%	42%	38%	
	APP/DEPART	1,238	/	1,587	1,262	/	1,006	866	/	665	760	/	868	0
	BEGIN PEAK HR	2:45 PM												
	VOLUMES	72	452	47	85	340	136	127	151	62	70	152	133	1,827
	APPROACH %	13%	79%	8%	15%	61%	24%	37%	44%	18%	20%	43%	37%	
	PEAK HR FACTOR	0.915			0.941			0.904			0.934			0.972
	APP/DEPART	571	/	712	561	/	472	340	/	283	355	/	360	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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Lewis St  
NORTH LEG

Lampson Ave WEST LEG EAST LEG W Mertopolitan Dr

SOUTH LEG  
Lewis St

AM	7:00 AM	
	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	TOTAL	
PM	1:15 PM	
	1:30 PM	
	1:45 PM	
	2:00 PM	
	2:15 PM	
	2:30 PM	
	2:45 PM	
	3:00 PM	
	3:15 PM	
	3:30 PM	
	TOTAL	

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
2	0	1	0	3
2	11	2	8	23
1	1	3	4	9
0	2	1	5	8
0	1	0	3	4
1	1	2	0	4
6	16	9	20	51
4	1	2	2	9
0	1	1	2	4
3	6	3	6	18
3	3	1	6	13
4	0	4	4	12
3	0	2	0	5
12	5	1	3	21
4	0	0	0	4
3	0	1	0	4
6	4	0	4	14
42	20	15	27	104

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
1	4	1	5	11
0	1	3	2	6
0	2	1	5	8
0	0	0	2	2
1	1	2	0	4
2	8	7	14	31
4	1	2	1	8
0	1	1	1	3
2	5	1	3	11
2	1	0	4	7
3	0	3	2	8
3	0	2	0	5
7	1	0	3	11
3	0	0	0	3
3	0	1	0	4
3	2	0	3	8
30	11	10	17	68

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
1	0	1	0	2
1	0	1	1	3
0	0	0	2	2
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
2	0	2	4	8
0	0	0	1	1
0	0	0	1	1
1	0	2	1	4
0	0	0	1	1
0	0	0	2	2
0	0	0	0	0
1	1	1	0	3
1	0	0	0	1
0	0	0	0	0
0	2	0	1	3
3	3	3	7	16

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
1	0	0	0	1
0	7	0	2	9
1	0	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
2	8	0	2	12
0	0	0	0	0
0	0	0	0	0
0	1	0	2	3
1	2	1	1	5
1	0	1	0	2
0	0	0	0	0
4	3	0	0	7
0	0	0	0	0
0	0	0	0	0
3	0	0	0	3
9	6	2	3	20

**Attachment 2:**  
**CITY OF ORANGE**  
**DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION**  
**CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD**  
**(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians	No School Pedestrians present during study period.			

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians	No School Pedestrians present during study period.			

**B. Crossings Controlled by Boulevard STOP signs**

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

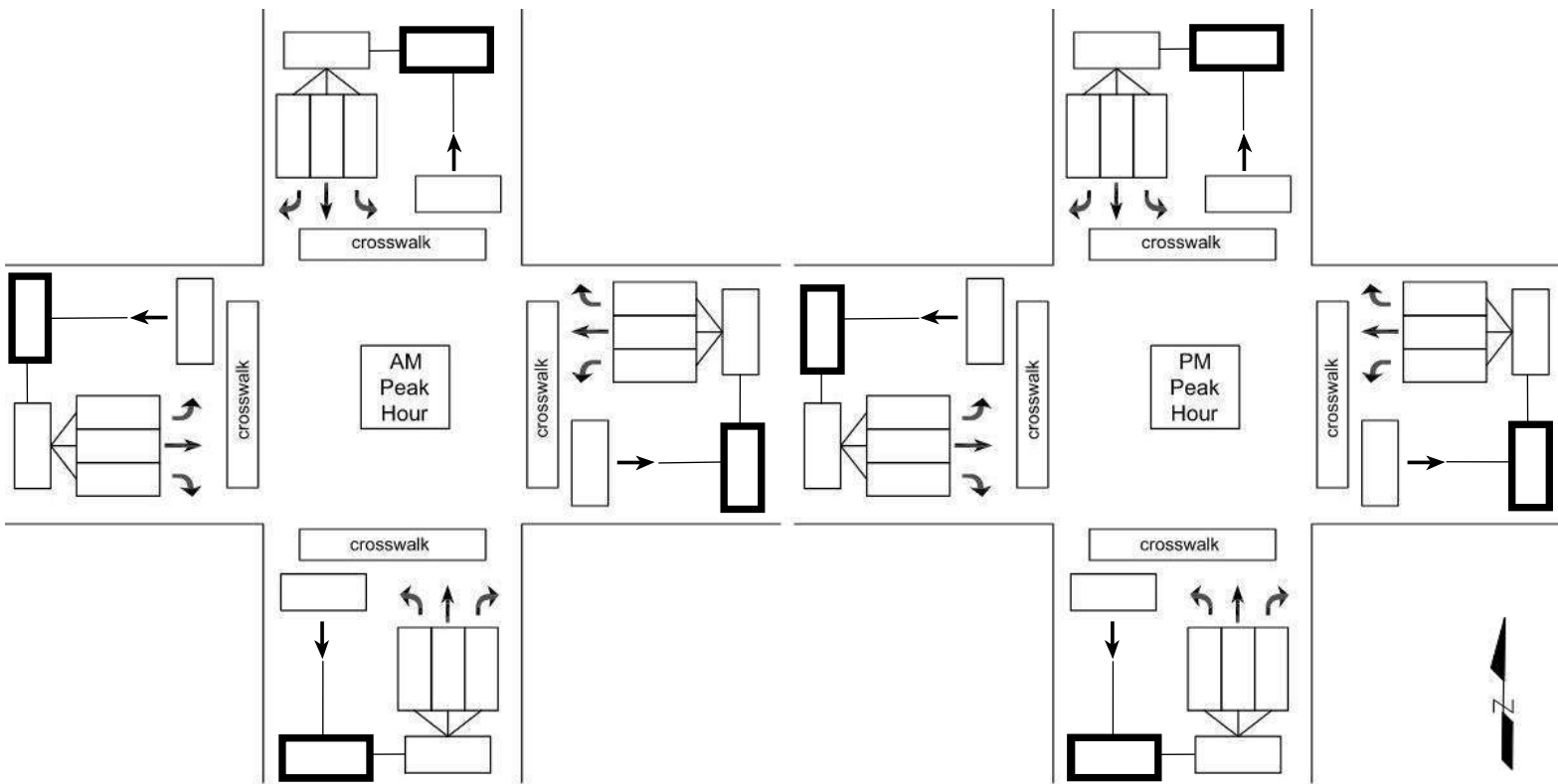
2. When traffic records indicate high incidences of citations being issues for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



Adult Crossing Guard Warrant Criteria

School: Anaheim Hills Elementary

Control Type: Stop Controlled

Major Street: Linda Vista Street

Minor Street: Elsinore Avenue

Critical Approach Speed: 25 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Linda Vista Street at Elsinore Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Linda Vista Street and Elsinore Avenue are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	No school pedestrians	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	Neither road has 4 or more lanes	No	No
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- East leg on Elsinore leads to a dead-end less than 100 feet away
- One lane in each direction on Linda Vista Avenue; on-street parking is permitted in both directions
- One unstriped lane in each direction on Elsinore Avenue; on-street parking is permitted in both directions
- Crosswalk on all four legs of intersection

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4979  
LOCATION #: 26  
CONTROL: STOP ALL

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N Linda Vista St  
E Elsinore Ave

AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1

0	1	0	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	2	0	0	3

1 1 0 0

NORTH LEG

WEST LEG

EAST LEG

**E Elsinore Ave**

SOUTH LEG

**N Linda Vista St**

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	5	5
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	2	5	7
0	0	0	3	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
1	0	1	1	3
0	0	0	0	0
1	0	1	3	5
2	0	2	9	13

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	5	5
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	2	5	7
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
1	0	0	1	2
0	0	0	0	0
1	0	1	3	5
2	0	1	8	11

BICYCLE & SCOOTER CROSSINGS					
NL	SL	EL	WL	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	1	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	0	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	1	2	

[illegible]

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

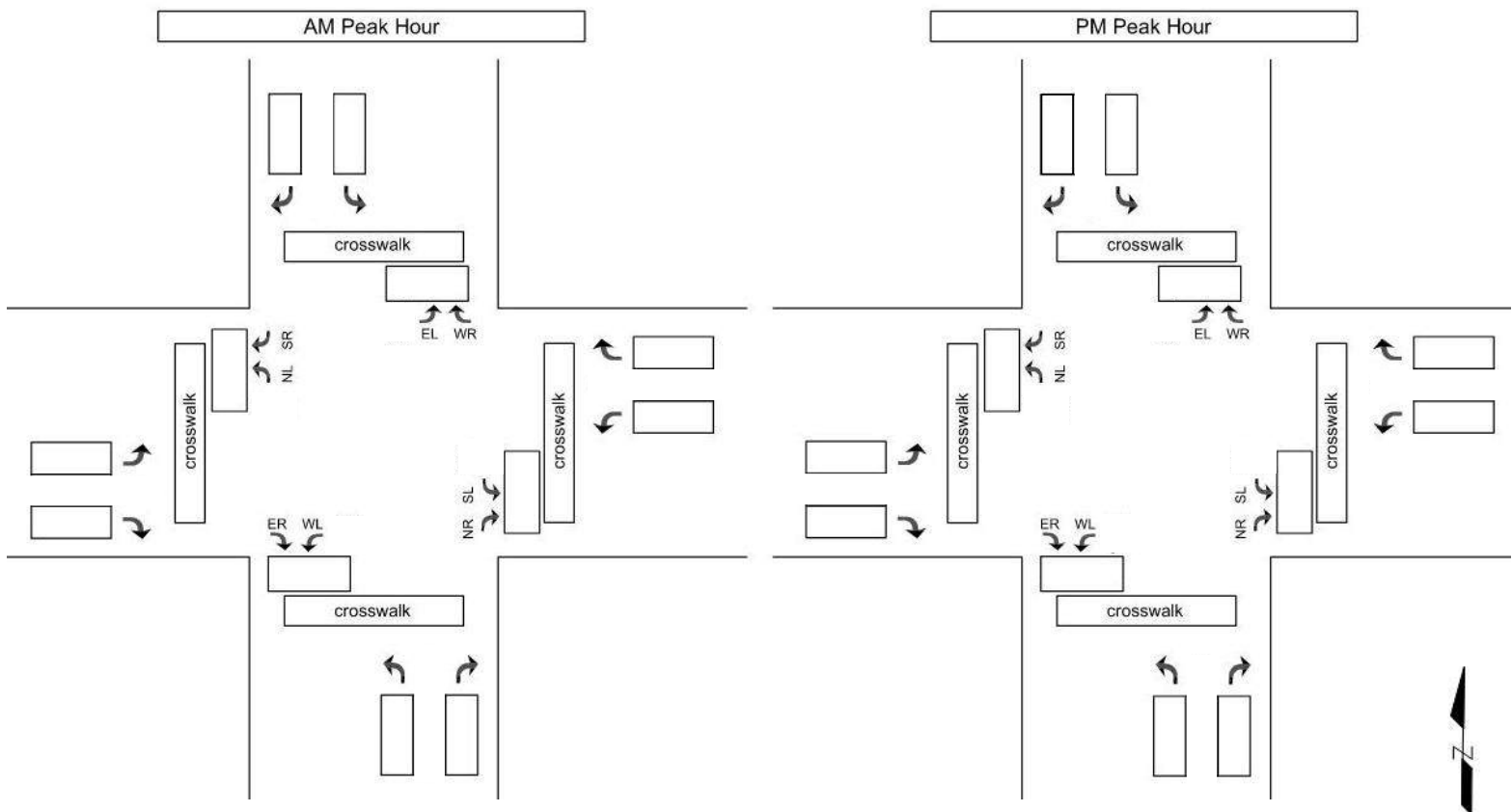
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: Sycamore Elementary

Control Type: Signalized

Major Street: Palm Avenue

Minor Street: Batavia Street

Critical Approach Speed: 25 mph

Critical Approach Speed: 35 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Palm Avenue at Batavia Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Palm Avenue and Batavia Street are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	1 School Pedestrians (N) from 7:30 AM to 8:30 AM 2 School Pedestrians (N) from 3:15 PM to 4:15 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	133 VPH (East Leg) from 3:15 PM to 4:15 PM	No	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- One lane in each direction on Palm Avenue
- Two lanes in each direction on Batavia Street
- Crosswalk on all four legs of intersection
- On-street parking permitted in all directions from intersection

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

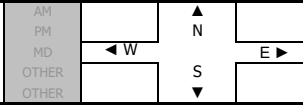
DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N Batavia St  
W Palm Ave

PROJECT #: SC4979  
LOCATION #: 27  
CONTROL: SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Batavia St			N Batavia St			W Palm Ave			W Palm Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	1	0	0	1	0	

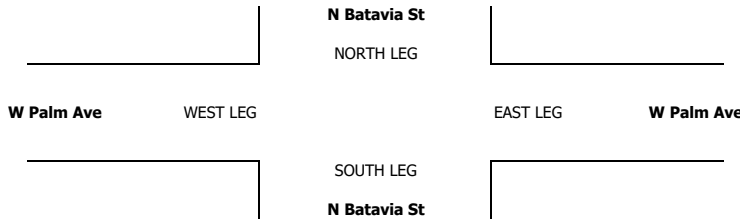
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	
0	0	0	0	
0	1	0	0	
0	0	0	0	
0	1	0	0	
1	2	0	0	3

AM	7:15 AM	4	50	7	5	109	4	2	15	7	12	12	7	234
	7:30 AM	6	61	6	5	140	5	4	19	8	11	12	6	283
	7:45 AM	10	84	11	8	137	7	12	27	9	10	20	4	339
	8:00 AM	8	87	10	7	134	13	12	44	9	11	18	8	361
	8:15 AM	4	89	15	10	146	10	10	61	11	10	10	1	377
	8:30 AM	1	55	10	7	120	4	5	52	5	13	12	6	290
	VOLUMES	33	426	59	42	786	43	45	218	49	67	84	32	1,887
	APPROACH %	6%	82%	11%	5%	90%	5%	14%	70%	16%	37%	46%	17%	
	APP/DEPART	519	/	505	873	/	903	312	/	319	183	/	160	0
	BEGIN PEAK HR	7:45 AM												
PM	VOLUMES	23	315	46	32	537	34	39	184	34	44	60	19	1,369
	APPROACH %	6%	82%	12%	5%	89%	6%	15%	72%	13%	36%	49%	15%	
	PEAK HR FACTOR	0.889			0.911			0.784			0.831			0.908
	APP/DEPART	384	/	375	605	/	615	257	/	262	123	/	117	0
	01:45 PM	1	89	10	4	86	4	5	17	7	6	13	3	245
	2:00 PM	5	75	10	5	86	6	4	33	1	9	20	12	266
	2:15 PM	6	81	15	6	94	6	4	32	7	5	24	17	297
	2:30 PM	3	93	11	4	148	4	9	34	13	11	19	15	364
	2:45 PM	0	80	11	6	155	6	5	29	9	12	26	11	350
	3:00 PM	1	113	12	5	131	4	5	17	5	6	29	13	341
	3:15 PM	2	111	10	5	129	4	5	23	2	6	18	13	328
	3:30 PM	2	107	10	4	137	10	8	43	8	12	32	13	386
	3:45 PM	1	118	17	8	140	3	3	38	4	16	43	23	414
	4:00 PM	2	119	7	4	147	12	11	24	2	12	32	19	391
	VOLUMES	23	986	113	51	1,253	59	59	290	58	95	256	139	3,383
	APPROACH %	2%	88%	10%	4%	92%	4%	14%	71%	14%	19%	52%	28%	
	APP/DEPART	1,122	/	1,185	1,364	/	1,406	407	/	454	490	/	338	0
	BEGIN PEAK HR	3:15 PM												
	VOLUMES	7	455	44	21	553	29	27	128	16	46	125	68	1,519
	APPROACH %	1%	90%	9%	3%	92%	5%	16%	75%	9%	19%	52%	28%	
	PEAK HR FACTOR	0.930			0.925			0.725			0.729			0.917
	APP/DEPART	506	/	550	603	/	615	171	/	193	239	/	161	0

0	2	0	0
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0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1

0	0	0	0
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AM	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	8:30 AM	
	TOTAL	
PM	1:45 PM	
	2:00 PM	
	2:15 PM	
	2:30 PM	
	2:45 PM	
	3:00 PM	
	3:15 PM	
	3:30 PM	
	3:45 PM	
	4:00 PM	
	TOTAL	

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
3	3	0	4	10
2	0	4	1	7
0	2	5	2	9
1	1	0	0	2
3	2	1	0	6
1	3	1	2	7
10	11	11	9	41
6	2	1	0	9
3	1	0	1	5
5	0	1	2	8
1	2	3	1	7
4	1	1	0	6
0	5	0	2	7
2	1	0	1	4
4	4	1	1	10
2	6	3	1	12
7	0	3	0	10
34	22	13	9	78

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
3	3	0	2	8
2	0	2	0	4
0	2	1	2	5
0	1	0	0	1
1	0	1	0	2
1	3	1	1	6
7	9	5	5	26
5	2	1	0	8
2	0	0	1	3
5	0	0	2	7
0	1	2	0	3
3	0	0	0	3
0	4	0	2	6
0	1	0	0	1
2	3	1	0	6
2	5	2	1	10
5	0	1	0	6
24	16	7	6	53

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	2	2
0	0	1	1	2
0	0	4	0	4
1	0	0	0	1
1	1	0	0	2
0	0	0	1	1
2	1	5	4	12
1	0	0	0	1
1	1	0	0	2
0	0	1	0	1
1	1	1	1	4
0	1	1	0	2
0	1	0	0	1
2	0	0	1	3
2	1	0	1	4
0	0	1	0	1
1	0	2	0	3
8	5	6	3	22

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
1	1	1	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
2	1	0	0	3

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

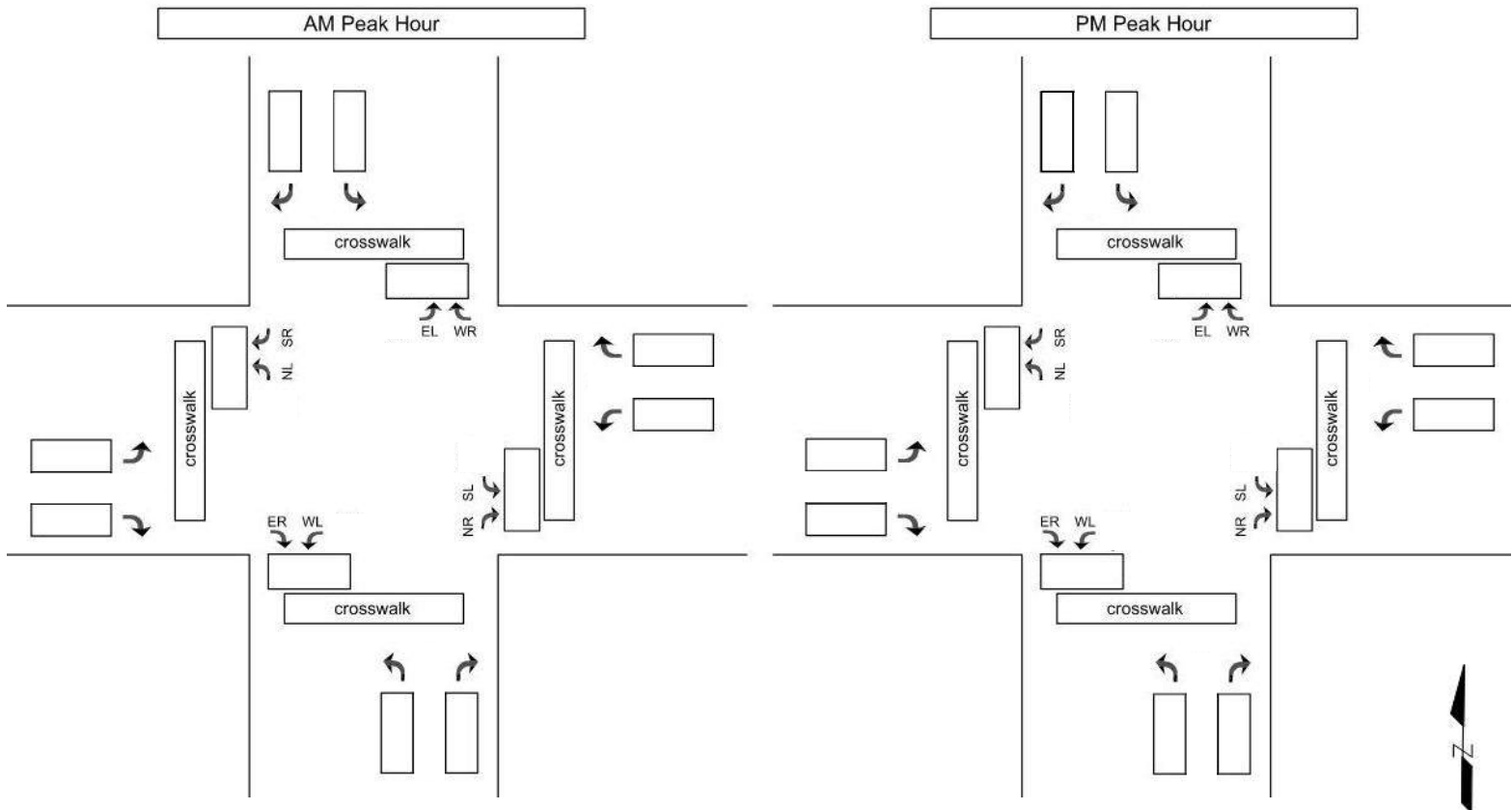
Crossing	North	South	East	West
Pedestrians				

### C. Crossings Controlled by Traffic Signals

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



**\*\*Protected left turns do not conflict with pedestrians**

Adult Crossing Guard Warrant Criteria

School: Sycamore Elementary

Control Type: Signalized

Major Street: Palm Avenue

Minor Street: Main Street

Critical Approach Speed: 25 mph

Critical Approach Speed: 35 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Palm Avenue at Main Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Palm Avenue and Main Street are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	16 School Pedestrians (N) from 7:15 AM to 8:15 AM 15 School Pedestrians (N) from 2:15 PM to 3:15 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	194 VPH (North Leg) from 7:15 AM to 8:15 AM	No	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- One lane in each direction on Palm Avenue
- Two lanes in each direction on Main Street, with one additional left-turn lane in the northbound and southbound direction
- On-street parking allowed in both directions on the eastbound leg of Palm Avenue
- On-street parking prohibited in both directions on Main Street
- On-street parking prevented by red curb on approach on west leg of intersection (Palm Avenue)

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
Main St  
W Palm Ave

PROJECT #: SC4979  
LOCATION #: 28  
CONTROL: SIGNAL

NOTES:				AM	<div> <div>▲ N</div> <div>◀ W      E ▶</div> <div>▼ S</div> </div>	
				PM		
				MD		
				OTHER		
				OTHER		

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Main St			Main St			W Palm Ave			W Palm Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

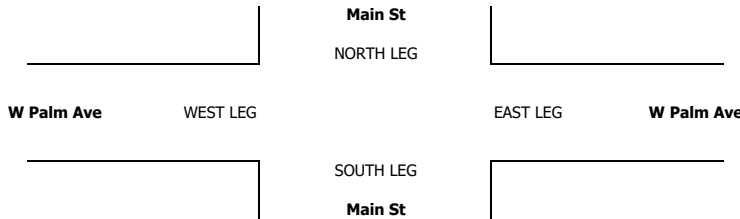
AM	7:15 AM	7	75	5	10	172	9	7	2	1	8	3	8	307
	7:30 AM	8	119	8	13	254	17	12	8	3	11	10	9	472
	7:45 AM	22	135	7	9	259	34	18	26	17	9	30	10	576
	8:00 AM	15	124	15	23	259	42	18	26	7	3	24	10	566
	8:15 AM	1	113	13	44	212	7	22	22	4	12	2	9	461
	8:30 AM	0	121	13	39	207	4	5	2	1	15	3	11	421
	VOLUMES	53	687	61	138	1,363	113	82	86	33	58	72	57	2,803
	APPROACH %	7%	86%	8%	9%	84%	7%	41%	43%	16%	31%	39%	30%	
	APP/DEPART	801	/	826	1,614	/	1,454	201	/	285	187	/	238	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	46	491	43	89	984	100	70	82	31	35	66	38	2,075
	APPROACH %	8%	85%	7%	8%	84%	9%	38%	45%	17%	25%	47%	27%	
	PEAK HR FACTOR	0.884			0.905			0.750			0.709			0.901
	APP/DEPART	580	/	599	1,173	/	1,050	183	/	214	139	/	212	0
	01:45 PM	1	150	9	14	143	3	6	5	0	10	3	8	352
	2:00 PM	3	162	14	23	150	12	3	2	2	15	6	10	402
	2:15 PM	1	154	11	20	132	10	13	10	3	14	6	14	388
	2:30 PM	5	147	15	22	175	12	14	17	5	11	7	9	439
	2:45 PM	1	137	10	21	201	6	7	5	1	19	1	7	416
	3:00 PM	0	195	11	13	186	1	8	2	3	11	2	15	447
	3:15 PM	0	192	10	10	178	0	9	6	0	12	1	9	427
	3:30 PM	1	190	22	24	190	6	8	5	1	8	3	18	476
	3:45 PM	2	187	12	26	206	6	12	5	0	20	5	26	507
	4:00 PM	0	254	13	18	241	8	10	10	0	10	3	23	590
	VOLUMES	14	1,768	127	191	1,802	64	90	67	15	130	37	139	4,445
	APPROACH %	1%	93%	7%	9%	88%	3%	52%	39%	9%	42%	12%	45%	
	APP/DEPART	1,910	/	1,997	2,057	/	1,948	172	/	385	306	/	115	0
	BEGIN PEAK HR	3:15 PM												
	VOLUMES	3	823	57	78	815	20	39	26	1	50	12	76	2,000
	APPROACH %	0%	93%	6%	9%	89%	2%	59%	39%	2%	36%	9%	55%	
	PEAK HR FACTOR	0.827			0.855			0.825			0.676			0.847
	APP/DEPART	883	/	938	913	/	866	66	/	161	138	/	35	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

0	0	0	0
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AM	7:15 AM	7	75	5	10	172	9	7	2	1	8	3	8	307
	7:30 AM	8	119	8	13	254	17	12	8	3	11	10	9	472
	7:45 AM	22	135	7	9	259	34	18	26	17	9	30	10	576
	8:00 AM	15	124	15	23	259	42	18	26	7	3	24	10	566
	8:15 AM	1	113	13	44	212	7	22	22	4	12	2	9	461
	8:30 AM	0	121	13	39	207	4	5	2	1	15	3	11	421
	TOTAL	53	687	61	138	1,363	113	82	86	33	58	72	57	2,803
	APPROACH %	7%	86%	8%	9%	84%	7%	41%	43%	16%	31%	39%	30%	
PM	1:45 PM	1	150	9	14	143	3	6	5	0	10	3	8	352
	2:00 PM	3	162	14	23	150	12	3	2	2	15	6	10	402
	2:15 PM	1	154	11	20	132	10	13	10	3	14	6	14	388
	2:30 PM	5	147	15	22	175	12	14	17	5	11	7	9	439
	2:45 PM	1	137	10	21	201	6	7	5	1	19	1	7	416
	3:00 PM	0	195	11	13	186	1	8	2	3	11	2	15	447
	3:15 PM	0	192	10	10	178	0	9	6	0	12	1	9	427
	3:30 PM	1	190	22	24	190	6	8	5	1	8	3	18	476
	3:45 PM	2	187	12	26	206	6	12	5	0	20	5	26	507
	4:00 PM	0	254	13	18	241	8	10	10	0	10	3	23	590
	VOLUMES	14	1,768	127	191	1,802	64	90	67	15	130	37	139	4,445
	APPROACH %	1%	93%	7%	9%	88%	3%	52%	39%	9%	42%	12%	45%	
	APP/DEPART	1,910	/	1,997	2,057	/	1,948	172	/	385	306	/	115	0
	BEGIN PEAK HR	3:15 PM												
	VOLUMES	3	823	57	78	815	20	39	26	1	50	12	76	2,000
	APPROACH %	0%	93%	6%	9%	89%	2%	59%	39%	2%	36%	9%	55%	
	PEAK HR FACTOR	0.827			0.855			0.825			0.676			0.847
	APP/DEPART	883	/	938	913	/	866	66	/	161	138	/	35	0

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	2	0	3	5
0	0	1	2	3
11	2	5	4	22
12	4	3	4	23
1	1	0	3	5
0	0	1	0	1
24	9	10	16	59
3	2	0	3	8
5	2	2	5	14
5	1	1	1	8
17	0	3	3	23
12	0	8	3	23
3	1	1	10	15
3	2	5	5	15
2	0	1	1	4
8	2	6	6	22
6	3	4	6	19
64	13	31	43	151

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	1	2
0	0	0	1	1
2	0	3	3	8
5	1	1	2	9
1	1	0	1	3
0	0	1	0	1
8	3	5	8	24
3	2	0	3	8
5	0	1	1	7
4	1	1	1	7
11	0	2	2	15
7	0	3	1	11
0	0	0	0	0
3	1	4	2	10
1	0	1	1	3
8	1	6	6	21
5	1	3	2	11
47	6	21	19	93

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	2	2
0	0	1	1	2
0	0	0	1	1
0	0	1	0	1
0	0	0	2	2
0	0	0	0	0
0	0	2	6	8
0	0	0	0	0
0	2	1	4	7
0	0	0	0	0
0	0	1	0	1
0	0	1	2	3
0	0	1	3	4
0	1	0	3	4
1	0	0	0	1
0	0	0	0	0
0	0	0	3	3
1	3	4	15	23

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	1	0	0	1
0	0	0	0	0
9	2	2	0	13
7	3	1	2	13
0	0	0	0	0
0	0	0	0	0
16	6	3	2	27
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
6	0	0	1	7
5	0	4	0	9
3	1	0	7	11
0	0	1	0	1
0	0	0	0	0
0	1	0	0	1
1	2	1	1	5
16	4	6	9	35

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

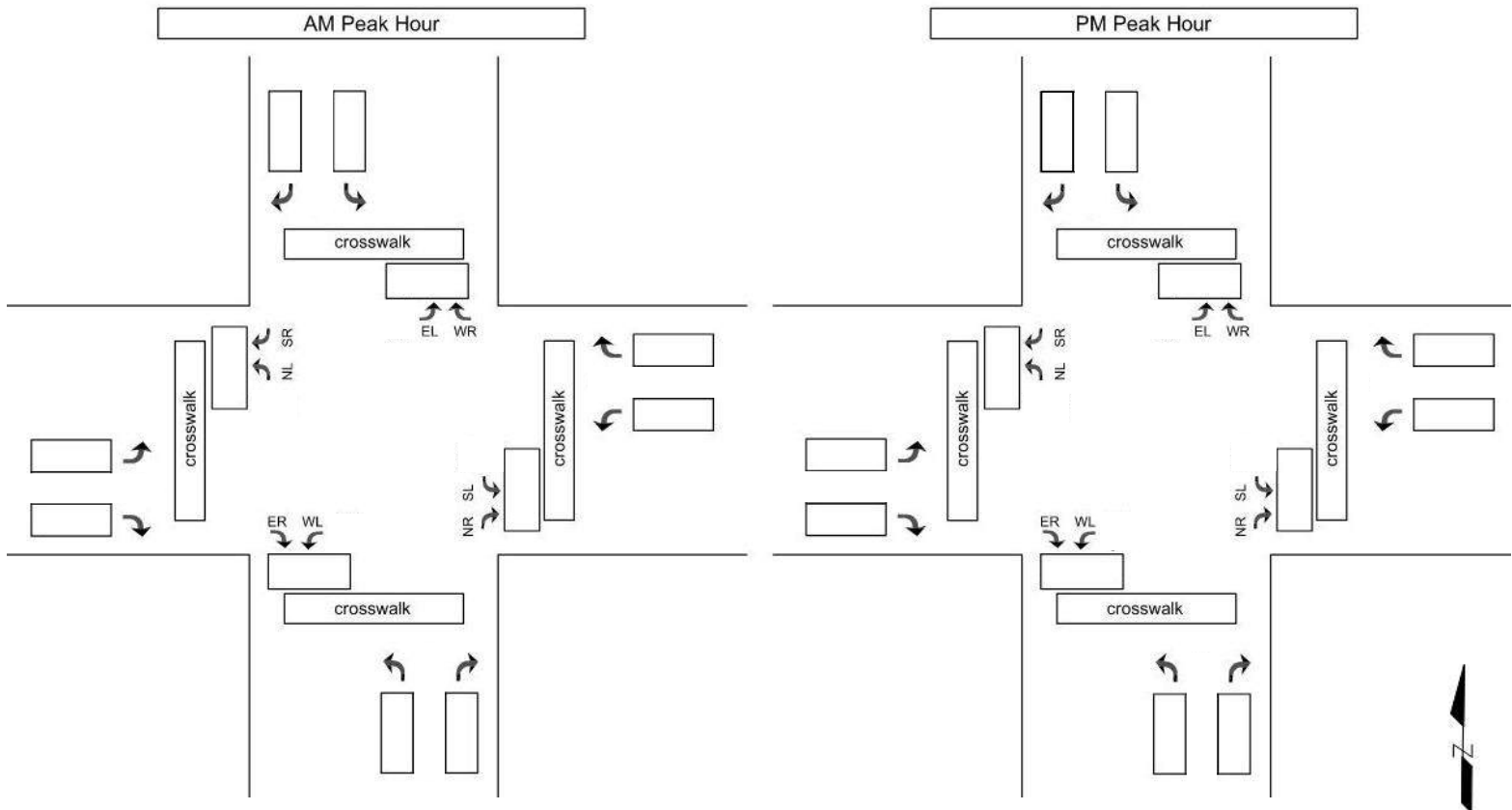
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



**\*\*Protected left turns do not conflict with pedestrians**

Adult Crossing Guard Warrant Criteria

School: Palmyra Elementary School

Control Type: Signalized

Major Street: Palmyra Avenue

Minor Street: Tustin Street

Critical Approach Speed: 25 mph

Critical Approach Speed: 40 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Palmyra Avenue at Tustin Street		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Palmyra Avenue and Tustin Street are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	19 School Pedestrians (N) from 7:15 AM to 8:15 AM 29 School Pedestrians (N) from 1:45 PM to 2:45 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	127 VPH (North Leg) from 1:45 PM to 2:45 PM	No	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 3 lanes in each direction and one left-turn lane on both sides; total of seven lanes on Tustin Street
- On-street parking prohibited in both directions on Tustin Street
- 1 lane in each direction on Palmyra; on-street parking permitted on both sides
- Crosswalk on all four legs of intersection

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

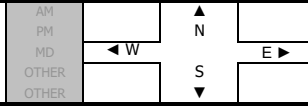
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
S Tustin St  
E Palmyra Ave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
30  
SIGNAL

NOTES:



	NORTHBOUND S Tustin St			SOUTHBOUND S Tustin St			EASTBOUND E Palmyra Ave			WESTBOUND E Palmyra Ave			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	3	80	8	3	293	9	3	2	8	12	5	14	440
	7:15 AM	10	97	6	7	357	12	9	3	12	30	11	19	573
	7:30 AM	27	138	4	4	307	26	16	9	26	26	19	9	611
	7:45 AM	17	138	3	12	314	13	25	17	23	22	23	21	628
	8:00 AM	10	152	7	8	373	19	9	2	16	15	4	19	634
	8:15 AM	8	158	5	12	437	19	10	3	5	13	3	17	690
	VOLUMES	75	763	33	46	2,081	98	72	36	90	118	65	99	3,579
	APPROACH %	9%	87%	4%	2%	93%	4%	36%	18%	45%	42%	23%	35%	
	APP/DEPART	873	/	935	2,226	/	2,291	198	/	115	282	/	238	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	62	586	19	36	1,431	77	60	31	70	76	49	66	2,566
	APPROACH %	9%	88%	3%	2%	93%	5%	37%	19%	43%	40%	26%	35%	
	PEAK HR FACTOR	0.972			0.825			0.619			0.723			0.928
	APP/DEPART	669	/	713	1,545	/	1,579	161	/	86	191	/	188	0
	01:30 PM	8	185	12	8	201	12	13	2	12	13	2	12	480
	1:45 PM	16	193	5	6	187	16	3	1	13	8	8	7	463
	2:00 PM	17	166	6	11	216	16	20	5	16	11	9	9	502
	2:15 PM	15	205	10	9	195	18	11	12	20	9	11	12	527
	2:30 PM	8	223	10	11	203	20	9	3	16	18	4	11	536
	2:45 PM	18	190	12	18	222	15	9	4	13	17	3	11	532
	3:00 PM	24	229	23	14	187	30	17	8	22	13	3	16	586
	3:15 PM	16	327	11	17	232	20	20	2	16	11	6	19	697
	3:30 PM	14	293	17	15	189	22	16	4	14	16	3	11	614
	3:45 PM	17	301	19	21	206	22	8	11	11	15	9	7	647
	VOLUMES	153	2,312	125	130	2,038	191	126	52	153	131	58	115	5,597
	APPROACH %	6%	89%	5%	5%	86%	8%	38%	16%	46%	43%	19%	38%	
	APP/DEPART	2,591	/	2,565	2,371	/	2,323	331	/	307	304	/	402	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	71	1,150	70	67	814	94	61	25	63	55	21	53	2,552
	APPROACH %	5%	89%	5%	7%	83%	10%	41%	17%	42%	43%	16%	41%	
	PEAK HR FACTOR	0.912			0.910			0.793			0.896			0.914
	APP/DEPART	1,291	/	1,272	983	/	932	149	/	162	129	/	186	0

0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
2	1	0	0	3

2	1	0	0
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0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
1	1	0	0	2
0	3	0	0	3
0	1	0	0	1
0	2	0	0	2
0	2	0	0	2
1	12	0	0	13

0	8	0	0
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S Tustin St  
NORTH LEG

E Palmyra Ave WEST LEG EAST LEG E Palmyra Ave

SOUTH LEG  
S Tustin St

AM	7:00 AM	1	0	2	0	3
	7:15 AM	12	0	1	0	13
	7:30 AM	21	3	0	1	25
	7:45 AM	10	2	4	3	19
	8:00 AM	2	0	2	1	5
	8:15 AM	2	0	1	1	4
	TOTAL	48	5	10	6	69
PM	1:30 PM	2	1	4	0	7
	1:45 PM	14	2	7	2	25
	2:00 PM	8	1	0	2	11
	2:15 PM	39	1	3	1	44
	2:30 PM	2	0	2	1	5
	2:45 PM	3	1	3	1	8
	3:00 PM	4	1	2	0	7
	3:15 PM	0	0	4	1	5
	3:30 PM	7	1	0	2	10
	3:45 PM	8	1	2	0	11
	TOTAL	87	9	27	10	133

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

**B. Crossings Controlled by Boulevard STOP signs**

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

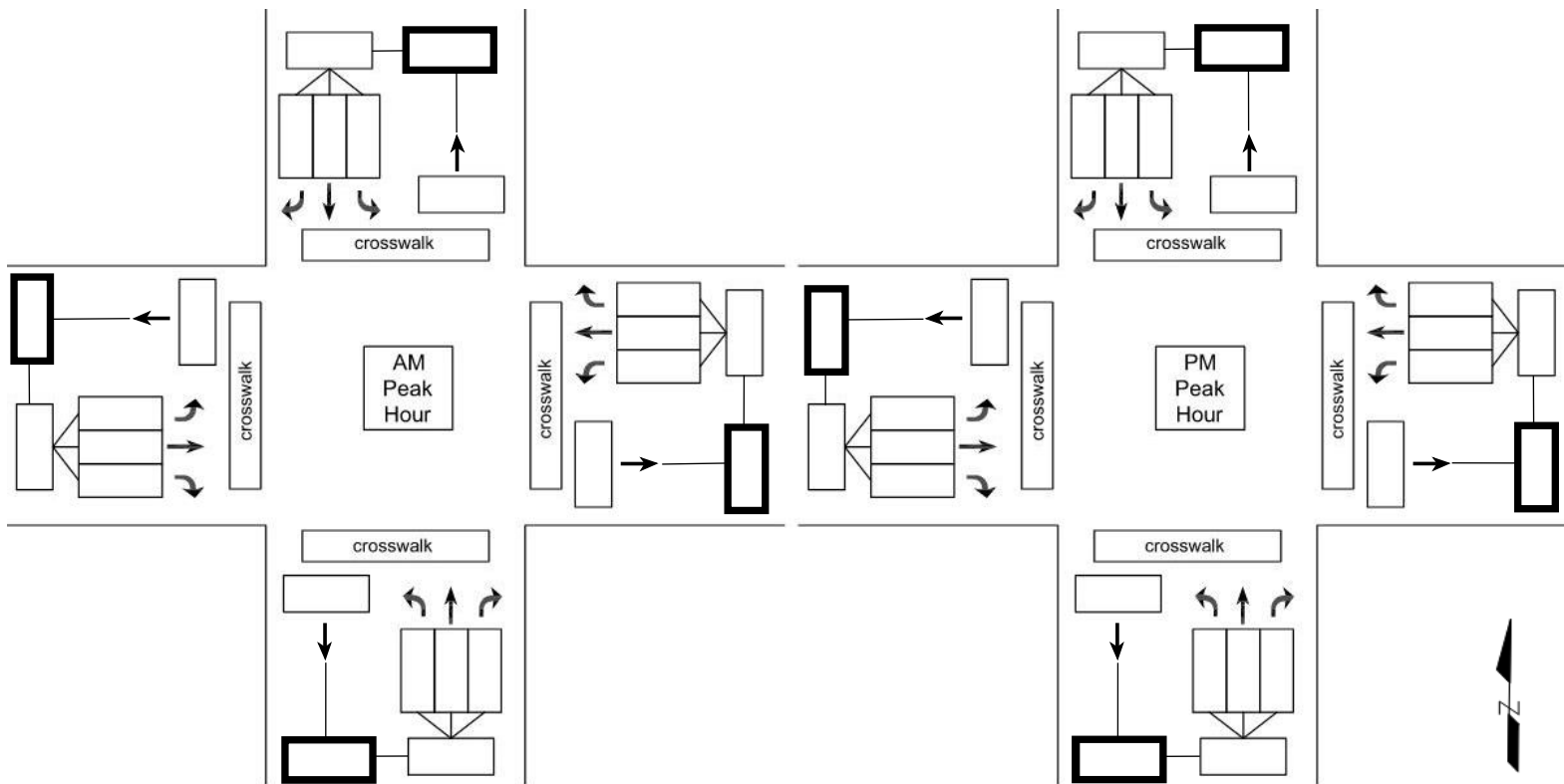
2. When traffic records indicate high incidences of citations being issued for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



**Adult Crossing Guard Warrant Criteria**School: **Santiago Charter Middle School**Control Type: **Stop Controlled**Major Street: **Rancho Santiago**

Critical Approach Speed: 35 mph

Minor Street: **Walnut Avenue**

Critical Approach Speed: 35 mph

<b>Adult Crossing Guard Warrant Satisfied?</b>	<b>No</b>
--	-----------

Criteria	Description	Rancho Santiago at Walnut Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Rancho Santiago and Walnut Avenue are both public roads	Yes	Yes
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	291 School Pedestrians (E) from 7:15 AM to 8:15 AM 247 School Pedestrians (E) from 2:00 PM to 3:00 PM	Yes	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	Only 3 lanes.	No	No
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

**Observations**

- 1 lane in each direction on Walnut Avenue with one additional westbound right lane
- 1 lane in each direction on Rancho Santiago Boulevard
- On-street parking permitted in both directions on Rancho Santiago Boulevard
- Crosswalk on all four legs of intersection
- On-street parking permitted on eastbound direction on east leg on Walnut Avenue; on-street parking prohibited on westbound direction on east leg of Walnut Avenue
- Red curb preventing parking on all approaches to intersection

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE: Thu, Nov 21, 24	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange N Rancho Santiago Blvd E Walnut Ave	PROJECT #: LOCATION #: CONTROL:	SC4979 33 STOP ALL
NOTES:			<div>AM</div> <div>PM</div> <div>MD</div> <div>OTHER</div>	<div>▲ N</div> <div>◀ W</div> <div>S</div> <div>▶ E</div> <div>▼</div>

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Rancho Santiago Blvd			N Rancho Santiago Blvd			E Walnut Ave			E Walnut Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	0	23	16	10	22	0	0	5	7	16	9	5	113
	7:15 AM	1	16	23	37	19	8	2	28	4	22	18	20	198
	7:30 AM	16	16	53	45	15	19	4	45	35	38	23	26	335
	7:45 AM	14	16	57	24	18	29	8	43	59	52	25	28	373
	8:00 AM	2	32	7	7	15	8	1	13	12	41	35	12	185
	8:15 AM	4	29	3	1	24	0	1	3	11	4	3	1	84
	VOLUMES	37	132	159	124	113	64	16	137	128	173	113	92	1,288
	APPROACH %	11%	40%	48%	41%	38%	21%	6%	49%	46%	46%	30%	24%	
	APP/DEPART	328	/	240	301	/	414	281	/	420	378	/	214	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	33	80	140	113	67	64	15	129	110	153	101	86	1,091
	APPROACH %	13%	32%	55%	46%	27%	26%	6%	51%	43%	45%	30%	25%	
	PEAK HR FACTOR	0.727			0.772			0.577			0.810			0.731
	APP/DEPART	253	/	181	244	/	330	254	/	382	340	/	198	0
	02:00 PM	6	39	11	10	22	3	2	4	2	6	3	3	111
	2:15 PM	6	26	16	9	23	4	6	7	12	6	4	6	125
	2:30 PM	7	35	22	8	23	13	12	6	25	30	25	18	224
	2:45 PM	9	42	30	6	22	3	5	10	9	30	8	18	192
	3:00 PM	5	35	15	10	22	0	1	5	4	10	9	5	121
	3:15 PM	4	46	16	9	25	4	3	9	5	10	12	6	149
	3:30 PM	9	68	17	15	25	2	0	12	8	9	6	3	174
	3:45 PM	14	73	19	12	28	0	2	9	7	12	12	13	201
	4:00 PM	7	127	11	6	43	1	1	8	3	9	20	18	254
	4:15 PM	13	124	11	5	36	1	1	4	7	5	10	11	228
	VOLUMES	80	615	168	90	269	31	33	74	82	127	109	101	1,780
	APPROACH %	9%	71%	19%	23%	69%	8%	17%	39%	43%	38%	32%	30%	
	APP/DEPART	863	/	750	391	/	478	189	/	332	337	/	220	0
	BEGIN PEAK HR	3:30 PM												
	VOLUMES	43	392	58	38	132	4	4	33	25	35	48	45	857
	APPROACH %	9%	80%	12%	22%	76%	2%	6%	53%	40%	27%	38%	35%	
	PEAK HR FACTOR	0.833			0.870			0.775			0.681			0.844
	APP/DEPART	493	/	441	174	/	192	62	/	129	128	/	95	0

0	0	0	0
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0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1

0	0	0	0
---	---	---	---



		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	0	1	4	0	5
	7:15 AM	14	7	10	9	40
	7:30 AM	36	87	115	6	244
	7:45 AM	51	118	165	1	335
	8:00 AM	1	1	4	1	7
	8:15 AM	0	2	1	0	3
	TOTAL	102	216	299	17	634
PM	2:00 PM	0	0	1	0	1
	2:15 PM	1	6	9	1	17
	2:30 PM	52	195	243	7	497
	2:45 PM	0	1	4	3	8
	3:00 PM	0	0	0	1	1
	3:15 PM	0	0	1	1	2
	3:30 PM	0	3	9	2	14
	3:45 PM	0	3	5	0	8
	4:00 PM	0	0	2	2	4
	4:15 PM	1	0	2	3	6
	TOTAL	54	208	276	20	558

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	1	0	2
2	1	2	1	6
0	1	0	1	2
0	0	1	0	1
0	0	0	0	0
0	1	1	0	2
2	4	5	2	13
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	2	2
0	0	0	1	1
0	0	0	0	0
0	0	0	2	2
0	1	4	0	5
0	0	1	2	3
1	0	1	2	4
1	2	6	9	18

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	2	0	2
0	2	0	2	4
0	4	0	4	8
0	1	0	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	7	2	7	16
0	0	0	0	0
0	0	1	1	2
1	0	0	0	1
0	1	1	0	2
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	1	2
1	1	4	3	9

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	1	0	1
12	4	8	6	30
36	82	115	1	234
51	117	164	0	332
1	1	4	1	7
0	1	0	0	1
100	205	292	8	605
0	0	1	0	1
1	5	8	0	14
51	195	243	7	496
0	0	3	1	4
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	3	9	0	12
0	2	0	0	2
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
52	205	266	8	531

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

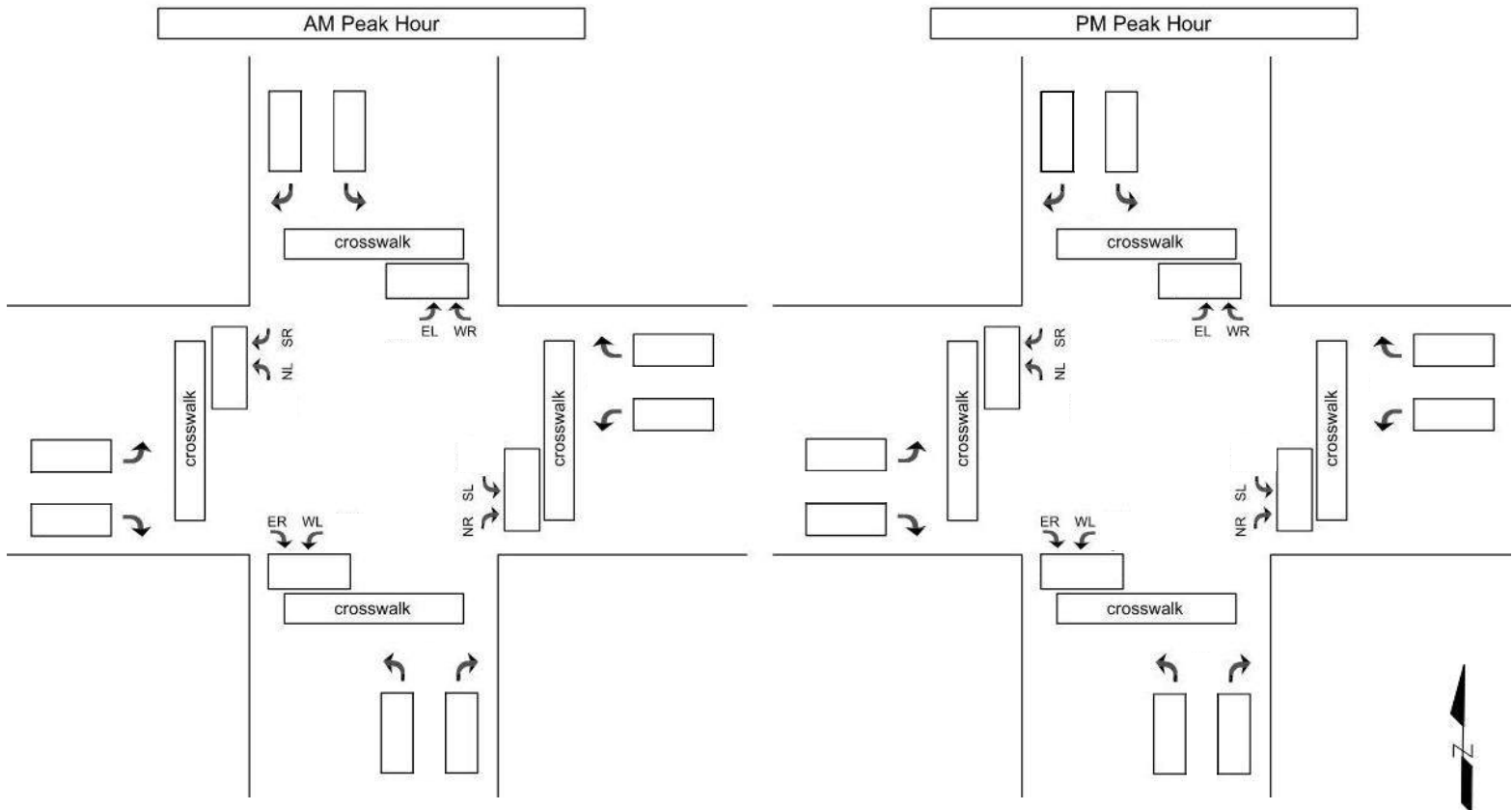
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: Serrano Elementary School

Control Type: Signalized

Major Street: Santiago Boulevard

Minor Street: Meats Avenue

Critical Approach Speed: 35 mph

Critical Approach Speed: 35 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Santiago Boulevard at Meats Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Santiago Boulevard and Meats Avenue are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	6 School Pedestrians (W) from 7:15 AM to 8:15 AM 19 School Pedestrians (W) from 2:45 PM to 3:45 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			Yes
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	429 VPH (West Leg) from 7:30 AM to 8:30 AM	Yes	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Two lanes in each direction on Meats Avenue, with one additional left-turn lane in both the eastbound and westbound direction
- Two lanes in each direction on Santiago Boulevard, with one additional left-turn lane in both the northbound and southbound direction
- Slightly curved and diagonal intersection
- Crosswalks in all four directions
- On-street parking prohibited in all directions from intersection

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
Santiago Blvd  
Meats Ave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
34  
SIGNAL

NOTES:				AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Santiago Blvd			Santiago Blvd			Meats Ave			Meats Ave			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

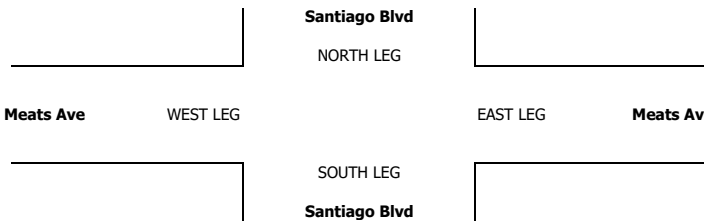
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	20	48	11	5	48	18	13	20	49	31	49	15	327
	7:15 AM	31	52	14	4	50	17	4	23	59	40	49	13	356
	7:30 AM	35	68	11	2	102	33	9	24	94	49	97	35	559
	7:45 AM	76	70	22	7	91	53	29	28	108	33	119	46	682
	8:00 AM	70	99	24	24	121	65	26	38	97	42	139	70	815
	8:15 AM	72	120	19	38	117	81	31	51	92	44	107	46	818
	VOLUMES	304	457	101	80	529	267	112	184	499	239	560	225	3,557
	APPROACH %	35%	53%	12%	9%	60%	30%	14%	23%	63%	23%	55%	22%	
	APP/DEPART	862	/	794	876	/	1,267	795	/	365	1,024	/	1,131	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	253	357	76	71	431	232	95	141	391	168	462	197	2,874
	APPROACH %	37%	52%	11%	10%	59%	32%	15%	22%	62%	20%	56%	24%	
	PEAK HR FACTOR	0.813			0.778			0.901			0.824			0.878
	APP/DEPART	686	/	649	734	/	990	627	/	288	827	/	947	0
	01:45 PM	47	70	19	8	71	28	20	43	78	32	42	12	470
	2:00 PM	46	69	34	8	53	12	20	40	75	37	48	16	458
	2:15 PM	54	72	22	10	58	28	20	62	64	29	52	11	482
	2:30 PM	94	106	39	11	72	31	24	57	68	34	51	24	611
	2:45 PM	47	116	30	15	91	51	32	79	88	29	56	32	666
	3:00 PM	75	96	36	30	114	67	39	76	107	23	43	27	733
	3:15 PM	57	136	35	18	109	48	39	96	95	24	46	14	717
	3:30 PM	117	164	36	12	78	29	24	99	75	24	58	15	731
	3:45 PM	67	153	56	5	94	42	34	142	72	36	65	18	784
	4:00 PM	76	132	55	13	78	38	27	153	69	27	47	24	739
	VOLUMES	680	1,114	362	130	818	374	279	847	791	295	508	193	6,391
	APPROACH %	32%	52%	17%	10%	62%	28%	15%	44%	41%	30%	51%	19%	
	APP/DEPART	2,156	/	1,586	1,322	/	1,904	1,917	/	1,339	996	/	1,562	0
	BEGIN PEAK HR	3:15 PM												
	VOLUMES	317	585	182	48	359	157	124	490	311	111	216	71	2,971
	APPROACH %	29%	54%	17%	9%	64%	28%	13%	53%	34%	28%	54%	18%	
	PEAK HR FACTOR	0.855			0.806			0.929			0.836			0.947
	APP/DEPART	1,084	/	780	564	/	781	925	/	720	398	/	690	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---



AM	7:00 AM	0	1	0	0	1
	7:15 AM	0	0	1	0	1
	7:30 AM	2	1	0	0	3
	7:45 AM	0	2	5	5	12
	8:00 AM	0	1	2	3	6
	8:15 AM	0	0	0	5	5
TOTAL		2	5	8	13	28
PM	1:45 PM	0	1	0	1	2
	2:00 PM	1	2	1	0	4
	2:15 PM	0	0	0	2	2
	2:30 PM	0	0	0	3	3
	2:45 PM	0	0	1	6	7
	3:00 PM	6	6	5	13	30
	3:15 PM	3	2	5	5	15
	3:30 PM	4	2	4	2	12
	3:45 PM	2	0	3	4	9
	4:00 PM	1	1	0	0	2
TOTAL		17	14	19	36	86

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	0	1
0	0	1	0	1
2	1	0	0	3
0	2	5	5	12
0	1	2	3	6
0	0	0	5	5
2	5	8	13	28
0	1	0	1	2
1	2	1	0	4
0	0	0	2	2
0	0	0	3	3
0	0	1	6	7
6	6	5	13	30
3	2	5	5	15
4	2	4	2	12
2	0	3	4	9
1	1	0	0	2
17	14	19	36	86

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	0	1
0	0	0	0	0
1	1	0	0	2
0	0	3	2	5
0	1	0	0	1
0	0	0	5	5
1	3	3	7	14
0	1	0	0	1
0	1	0	0	1
0	0	0	1	1
0	0	0	1	1
0	0	0	4	4
0	1	1	1	3
1	0	1	2	4
0	0	1	1	2
0	0	1	2	3
0	1	0	0	1
1	4	4	12	21

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2
0	0	0	1	1
0	0	0	0	0
0	0	1	0	1
4	0	4	0	8
2	1	3	0	6
4	2	3	1	10
0	0	0	0	0
1	0	0	0	1
12	4	12	3	31

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	1	2	3	6
0	0	2	3	5
0	0	0	0	0
1	1	4	6	12
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2
0	0	0	2	2
2	5	0	12	19
0	1	1	3	5
0	0	0	0	0
2	0	2	2	6
0	0	0	0	0
4	6	3	21	34

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

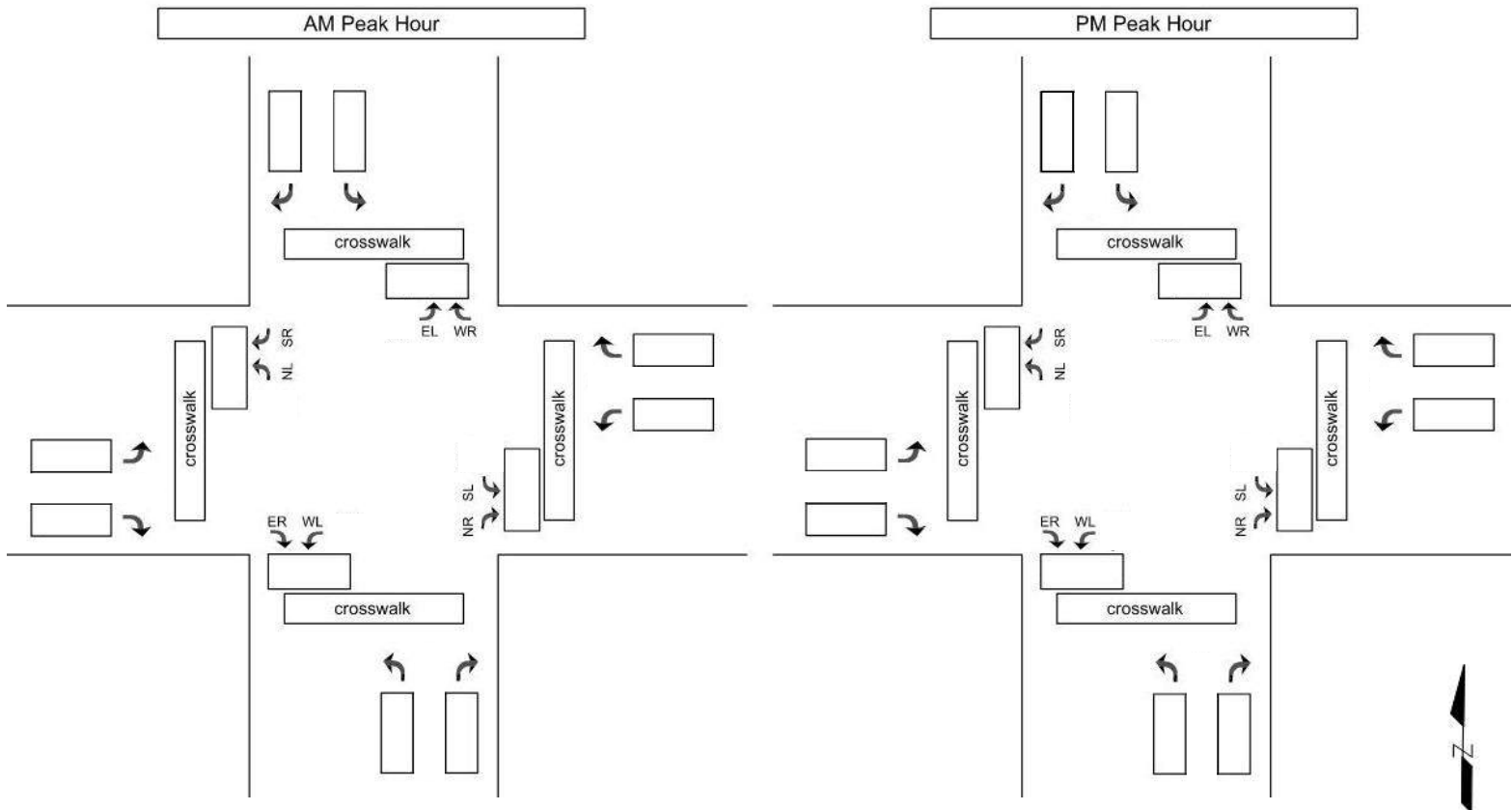
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: Serrano Elementary School

Control Type: Signalized

Major Street: Santiago Boulevard

Minor Street: Taft Avenue

Critical Approach Speed: 35 mph

Critical Approach Speed: 35 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Santiago Boulevard at Taft Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Taft Avenue and Santiago Boulevard are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	17 School Pedestrians (S) from 7:15 AM to 8:15 AM 25 School Pedestrians (E) from 3:00 PM to 4:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			Yes
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	334 VPH (South Leg) from 7:15 AM to 8:15 AM	Yes	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Two lanes in each direction on Taft Avenue, with one additional left-turn lane in both the eastbound and westbound direction
- Two lanes in each direction on Santiago Boulevard, with one additional left-turn lane in both the northbound and southbound direction
- Slightly curved and diagonal intersection
- Crosswalks on all four legs of intersection
- On-street parking prohibited from all directions of intersection

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
Santiago Blvd  
Taft Ave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
36  
SIGNAL

NOTES:				AM	<div> <div>▲</div> <div>▲ N</div> <div>◀ W</div> <div>S</div> <div>▶ E</div> <div>▼</div> </div>	
				PM		
				MD		
				OTHER		
				OTHER		

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Santiago Blvd			Santiago Blvd			Taft Ave			Taft Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	0	1	2	0	

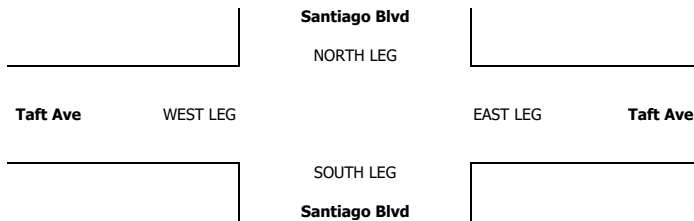
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	20	39	9	16	82	7	13	45	19	13	23	17	303
	7:15 AM	29	67	24	31	91	14	12	90	39	13	64	28	502
	7:30 AM	30	96	18	27	140	25	29	79	49	17	63	22	595
	7:45 AM	50	91	46	36	137	28	38	142	57	31	110	16	782
	8:00 AM	76	106	62	60	168	30	22	149	39	33	152	24	921
	8:15 AM	48	83	40	84	150	19	4	191	26	34	140	37	856
	VOLUMES	253	482	199	254	768	123	118	696	229	141	552	144	3,959
	APPROACH %	27%	52%	21%	22%	67%	11%	11%	67%	22%	17%	66%	17%	
	APP/DEPART	934	/	744	1,145	/	1,138	1,043	/	1,149	837	/	928	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	204	376	166	207	595	102	93	561	171	115	465	99	3,154
	APPROACH %	27%	50%	22%	23%	66%	11%	11%	68%	21%	17%	68%	15%	
	PEAK HR FACTOR	0.764			0.876			0.870			0.805			0.856
	APP/DEPART	746	/	568	904	/	881	825	/	934	679	/	771	0
	01:45 PM	27	108	25	35	108	9	9	67	37	15	52	26	518
	2:00 PM	44	101	17	17	107	16	22	53	41	12	47	26	503
	2:15 PM	54	113	30	28	106	14	12	59	37	10	55	29	547
	2:30 PM	52	140	24	21	124	26	14	59	44	13	48	38	603
	2:45 PM	52	150	35	35	118	19	21	91	46	8	55	35	665
	3:00 PM	38	139	44	40	163	33	28	102	40	45	83	35	790
	3:15 PM	72	151	38	55	162	37	23	117	44	21	77	30	827
	3:30 PM	65	158	38	31	112	20	24	95	47	40	155	45	830
	3:45 PM	62	184	19	32	146	13	24	69	50	24	70	47	740
	4:00 PM	56	226	18	26	125	18	22	68	43	14	78	48	742
	VOLUMES	522	1,470	288	320	1,271	205	199	780	429	202	720	359	6,765
	APPROACH %	23%	64%	13%	18%	71%	11%	14%	55%	30%	16%	56%	28%	
	APP/DEPART	2,280	/	2,028	1,796	/	1,902	1,408	/	1,388	1,281	/	1,447	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	237	632	139	158	583	103	99	383	181	130	385	157	3,187
	APPROACH %	24%	63%	14%	19%	69%	12%	15%	58%	27%	19%	57%	23%	
	PEAK HR FACTOR	0.951			0.831			0.901			0.700			0.960
	APP/DEPART	1,008	/	888	844	/	894	663	/	680	672	/	725	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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AM	7:00 AM	0	2	0	0	2
	7:15 AM	0	4	2	4	10
	7:30 AM	2	4	2	2	10
	7:45 AM	0	4	0	2	6
	8:00 AM	3	20	4	2	29
	8:15 AM	1	17	0	9	27
	TOTAL	6	51	8	19	84
PM	1:45 PM	1	2	1	2	6
	2:00 PM	1	1	3	1	6
	2:15 PM	2	2	0	1	5
	2:30 PM	0	1	0	0	1
	2:45 PM	1	1	1	0	3
	3:00 PM	2	2	0	3	7
	3:15 PM	1	4	10	1	16
	3:30 PM	23	26	28	9	86
	3:45 PM	0	5	6	0	11
	4:00 PM	0	3	0	2	5
	TOTAL	31	47	49	19	146

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	2	0	0	2
0	4	2	4	10
2	4	2	2	10
0	4	0	2	6
3	20	4	2	29
1	17	0	9	27
6	51	8	19	84
1	2	1	2	6
1	1	3	1	6
2	2	0	1	5
0	1	0	0	1
1	1	1	0	3
2	2	0	3	7
1	4	10	1	16
23	26	28	9	86
0	5	6	0	11
0	3	0	2	5
31	47	49	19	146

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	0	1
0	0	0	0	0
0	2	2	1	5
0	1	0	0	1
1	6	3	2	12
1	3	0	2	6
2	13	5	5	25
0	2	1	1	4
1	0	2	0	3
1	1	0	0	2
0	0	0	0	0
0	0	1	0	1
1	0	0	1	2
1	0	3	0	4
3	4	0	1	8
0	2	3	0	5
0	3	0	1	4
7	12	10	4	33

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	1	0	0	1
0	2	2	3	7
0	0	0	0	0
0	1	0	1	2
1	3	1	0	5
0	14	0	7	21
1	21	3	11	36
1	0	0	1	2
0	0	1	0	1
1	1	0	1	3
0	1	0	0	1
1	1	0	0	2
1	1	0	2	4
0	4	7	1	12
1	5	6	2	14
0	1	0	0	1
0	0	0	1	1
5	14	14	8	41

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	2	0	1	3
2	2	0	1	5
0	2	0	1	3
1	11	0	0	12
0	0	0	0	0
3	17	0	3	23
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
19	17	22	6	64
0	2	3	0	5
0	0	0	0	0
19	21	25	7	72

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

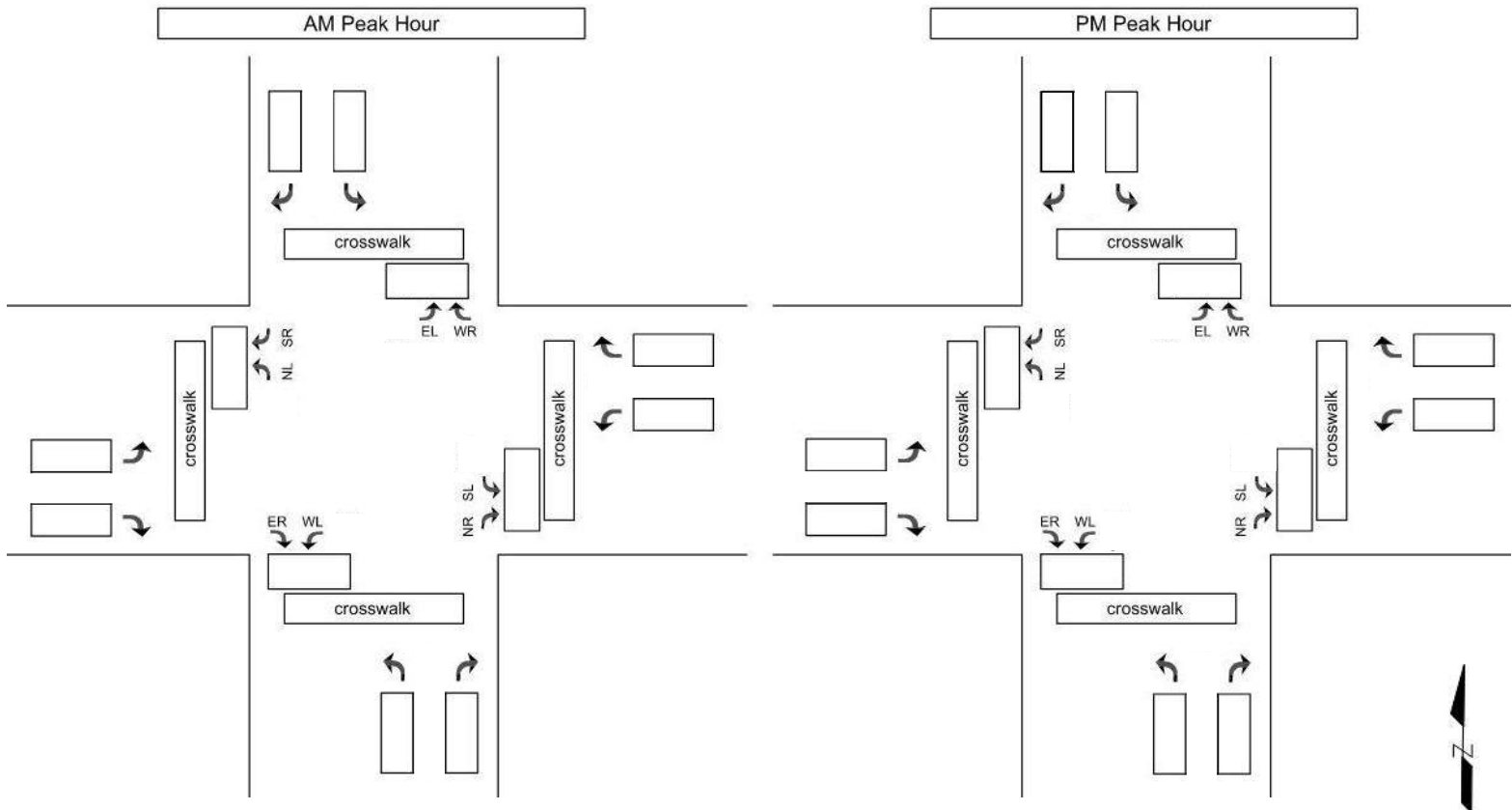
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



**\*\*Protected left turns do not conflict with pedestrians**

Adult Crossing Guard Warrant Criteria

School: Anaheim Hills Elementary School

Control Type: Signalized

Major Street: Serrano Avenue

Minor Street: Kendra Loop

Critical Approach Speed: 40 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
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Criteria	Description	Serrano Avenue at Kendra Loop		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and  (2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	Serrano Avenue and Kendra Drive are both public roads  10 School Pedestrians (S/W) from 7:15 AM to 8:15 AM 13 School Pedestrians (W) from 2:00 PM to 3:00 PM	Yes	No
			No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			No
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	142 AM/93 PM VPH (West Leg)	No	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Two lanes in each direction on Serrano Avenue; one additional left-turn lane and one additional right-turn lane in both directions
- One left-turn lane and one through-right lane on both sides of the intersection on Kendra Drive
- Southern leg of intersection at Kendra Loop has a roundabout approximately 60 feet south of the intersection
- On-street parking is not permitted anywhere along the intersection

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

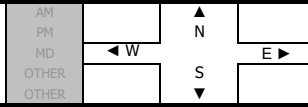
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
Kendra Loop  
Serrano Ave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
37  
SIGNAL

NOTES:



	NORTHBOUND Kendra Loop			SOUTHBOUND Kendra Dr			EASTBOUND Serrano Ave			WESTBOUND Serrano Ave			
LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 0.5	SR 0.5	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

AM	7:00 AM	9	1	7	12	1	26	9	36	2	1	199	3	306
	7:15 AM	3	1	5	8	0	30	5	52	0	1	214	0	319
	7:30 AM	3	0	10	12	0	25	2	75	2	5	217	1	352
	7:45 AM	3	0	14	38	4	28	7	89	0	4	227	18	432
	8:00 AM	2	2	6	16	0	35	11	66	3	5	257	14	417
	8:15 AM	1	0	5	9	1	23	15	60	3	4	176	6	303
	VOLUMES	21	4	47	95	6	167	49	378	10	20	1,290	42	2,129
	APPROACH %	29%	6%	65%	35%	2%	62%	11%	86%	2%	1%	95%	3%	
	APP/DEPART	72	/	95	268	/	36	437	/	520	1,352	/	1,478	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	11	3	35	74	4	118	25	282	5	15	915	33	1,520
	APPROACH %	22%	6%	71%	38%	2%	60%	8%	90%	2%	2%	95%	3%	
	PEAK HR FACTOR	0.721			0.700			0.813			0.872			0.880
	APP/DEPART	49	/	61	196	/	24	312	/	391	963	/	1,044	0
	01:30 PM	2	0	6	10	0	9	13	112	6	6	88	9	261
	1:45 PM	1	1	4	15	3	8	6	124	10	8	96	6	282
	2:00 PM	6	3	5	9	2	12	10	169	3	7	83	9	318
	2:15 PM	3	3	4	9	2	16	14	196	4	2	82	10	345
	2:30 PM	11	8	5	11	6	11	20	286	4	6	97	13	478
	2:45 PM	2	1	1	8	0	14	19	249	1	3	106	8	412
	3:00 PM	3	0	4	8	0	19	14	260	2	6	80	9	405
	3:15 PM	2	1	2	9	1	7	12	334	2	3	91	3	467
	3:30 PM	0	2	5	10	1	16	21	330	4	4	114	18	525
	3:45 PM	6	0	7	7	0	10	20	311	6	8	108	14	497
	VOLUMES	36	19	43	96	15	122	149	2,371	42	53	945	99	3,992
	APPROACH %	37%	19%	44%	41%	6%	52%	6%	92%	2%	5%	86%	9%	
	APP/DEPART	98	/	267	233	/	110	2,564	/	2,510	1,097	/	1,105	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	11	3	18	34	2	52	67	1,235	14	21	393	44	1,894
	APPROACH %	34%	9%	56%	39%	2%	59%	5%	94%	1%	5%	86%	10%	
	PEAK HR FACTOR	0.615			0.815			0.927			0.842			0.902
	APP/DEPART	32	/	114	88	/	37	1,316	/	1,287	458	/	456	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2

0	0	0	0
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AM	7:00 AM	1	3	1	1	6
	7:15 AM	0	0	0	2	2
	7:30 AM	1	9	0	6	16
	7:45 AM	6	13	6	10	35
	8:00 AM	1	7	1	10	19
	8:15 AM	2	2	2	0	6
	TOTAL	11	34	10	29	84
PM	1:30 PM	1	1	1	0	3
	1:45 PM	1	1	0	1	3
	2:00 PM	3	2	4	3	12
	2:15 PM	2	9	5	9	25
	2:30 PM	0	4	1	6	11
	2:45 PM	0	1	0	7	8
	3:00 PM	0	0	0	1	1
	3:15 PM	0	0	1	0	1
	3:30 PM	1	1	2	1	5
	3:45 PM	0	1	0	1	2
	TOTAL	8	20	14	29	71

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	3	1	1	6
0	0	0	2	2
1	9	0	6	16
6	13	6	10	35
1	7	1	10	19
2	2	2	0	6
11	34	10	29	84
1	1	1	0	3
1	1	0	1	3
3	2	4	3	12
2	9	5	9	25
0	4	1	6	11
0	1	0	7	8
0	0	0	1	1
0	0	1	0	1
1	1	2	1	5
0	1	0	1	2
8	20	14	29	71

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	1	1	0	3
0	0	0	2	2
1	7	0	4	12
3	8	3	5	19
1	4	1	7	13
2	2	2	0	6
8	22	7	18	55
1	1	1	0	3
0	1	0	1	2
2	2	2	3	9
1	3	2	3	9
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4	7	6	9	26

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	1	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	2	1	0	4
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	3	4
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2
0	1	0	1	2
1	3	2	5	11

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	1	1
0	0	0	0	0
0	2	0	2	4
2	5	2	5	14
0	3	0	3	6
0	0	0	0	0
2	10	2	11	25
0	0	0	0	0
0	0	0	0	0
1	0	2	0	3
1	6	3	6	16
0	4	0	4	8
0	0	0	3	3
0	0	0	1	1
0	0	0	0	0
1	0	1	1	3
0	0	0	0	0
3	10	6	15	34

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

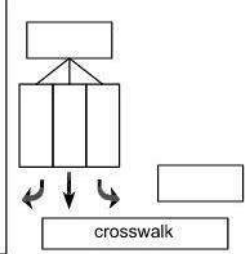
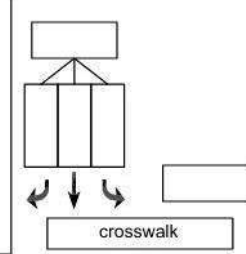
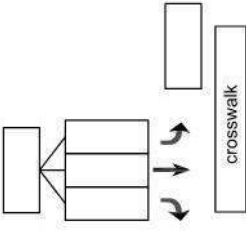
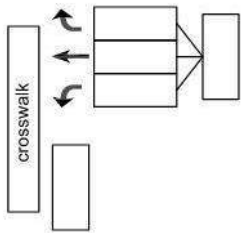
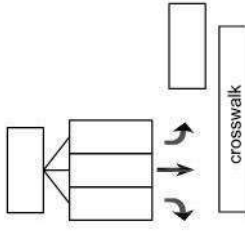
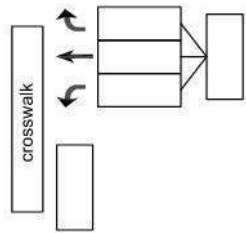

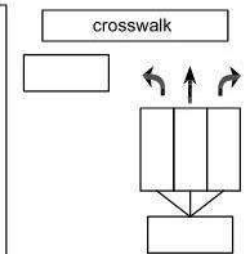
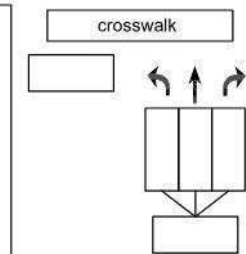
### Section III (Must meet one)

Vehicle volume through the crosswalk during the same two hours of the day as indicated by the date and time above.

#### A. Uncontrolled Crossings

Satisfied?

- |   |                              |                             |
|---|------------------------------|-----------------------------|
| 1. Where the uncontrolled vehicular traffic volume is at least 300 vehicles per hour  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 2. Where the uncontrolled vehicular traffic volume is at least 275 vehicles per hour on a street which is 75 ft. or more in width and the posted speed limit is 35 to 45 MPH.                       | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3. Where the uncontrolled vehicular traffic volume is at least 250 vehicles per hour and the posted speed limit is 50 MPH or more.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 4. 600 ft. or more to an intersection controlled by STOP signs or traffic signals.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5. When traffic records indicate a high incidence of vehicle collisions as the result of pedestrians misuse of marked crosswalk.  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 6. Where extenuating circumstances, such as sight distance impaired by physical terrain, are present which cannot be controlled through the application of accepted traffic engineering principles. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Uncontrolled Volume = <input style="width: 50px;" type="text"/>	 crosswalk	 crosswalk	Uncontrolled Volume = <input style="width: 50px;" type="text"/>
 crosswalk	 crosswalk	 crosswalk	 crosswalk
AM Peak Hour	PM Peak Hour		
 crosswalk	 crosswalk		

Adult Crossing Guard Warrant Criteria

School: California Inspire Academy

Control Type: Uncontrolled

Major Street: Shaffer Street

Minor Street: Quincy Avenue

Critical Approach Speed: 25 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Shaffer Street at Quincy Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Shaffer Street and Quincy Avenue are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	3 School Pedestrians from 7:00 AM to 8:00 AM 11 School Pedestrians from 2:00 PM to 3:00 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and	Nearest controlled crossing ~1,100' away	Yes	No
	(a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or	AM is 147 VPH and PM is 211 VPH	No	
	(b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school	N/A	No	
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- 3 legged intersection (no east leg)
- 1,100 feet from nearest controlled (signalized) intersection
- Crosswalk only on south leg of intersection
- One lane in each direction on Quincy Avenue; on-street parking permitted in both directions
- One lane in each direction on Shaffer Street; on-street parking permitted in both directions

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4979  
LOCATION #: 38  
CONTROL: STOP E

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N Shaffer St  
E Quincy Ave

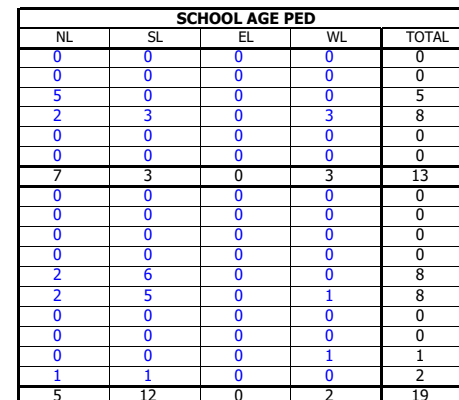
AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

[illegible]

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

1	0	0	0
---	---	---	---



**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

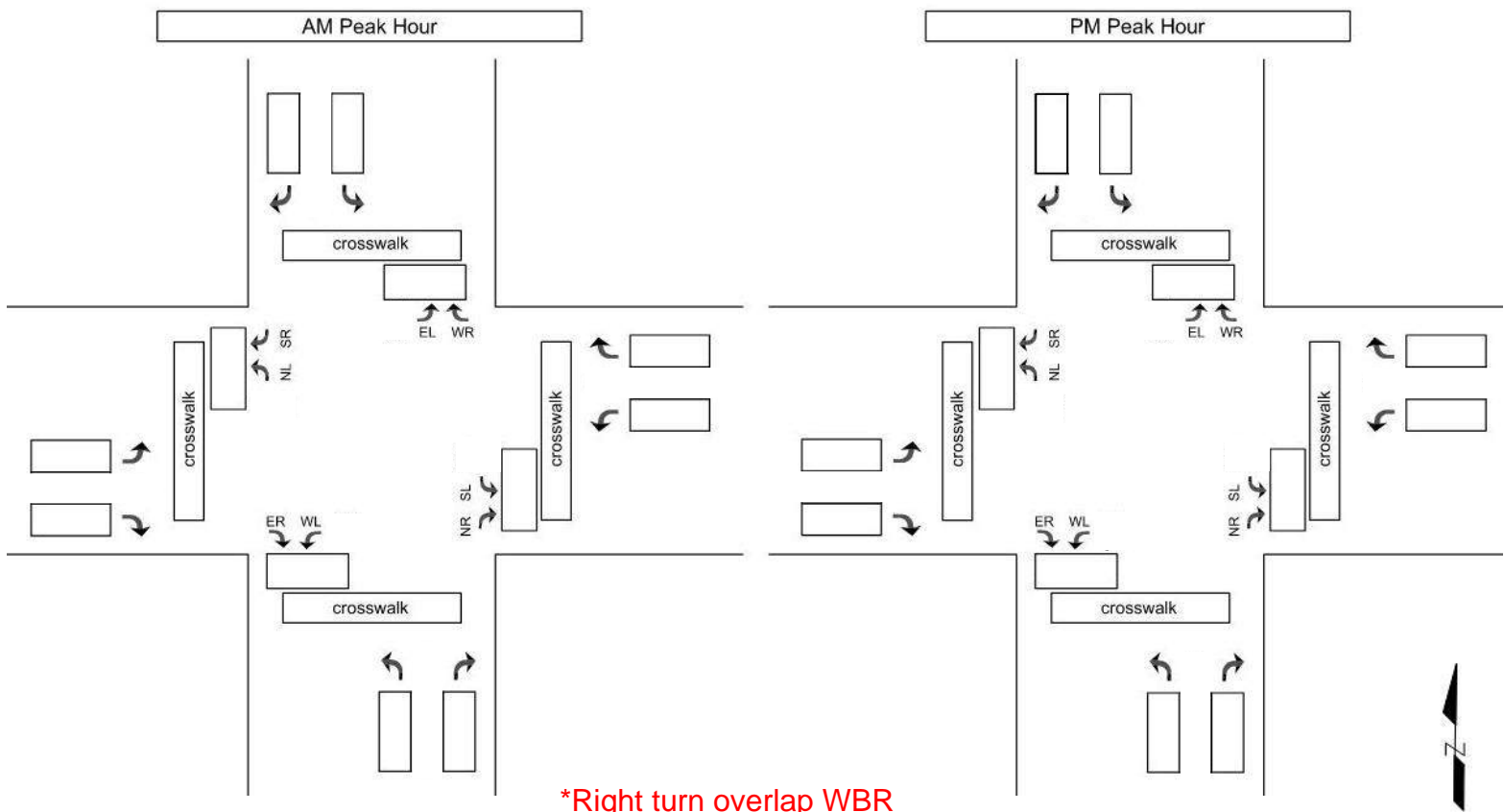
Crossing	North	South	East	West
Pedestrians	No school aged pedestrians present during PM period.			

### C. Crossings Controlled by Traffic Signals

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



Adult Crossing Guard Warrant Criteria

School: **Anaheim Hills Elementary**

Control Type: **Signalized**

Major Street: **Tustin Street**

Minor Street: **Briardale Avenue**

Critical Approach Speed: 40 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Tustin Street at Briardale Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Tustin Street and Briardale Avenue are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	I School Pedestrian from 7:30 AM to 8:30 AM No School Pedestrians during PM period	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			Yes
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	762 VPH (East Leg) from 3:00 PM to 4:00 PM	Yes	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Crosswalk on all four legs of intersection
- One lane in each direction on the western leg of Briardale; becomes one left-turn lane and one right-turn lane only at the intersection
- Two lanes on the eastern leg of the intersection (Taft Ave); becomes two left-turn lanes and one right-turn lane only at intersection
- Three lanes in each direction on Tustin Street, with one additional left-turn lane in both the northbound and southbound direction
- On-street parking allowed on both sides at the western leg of the intersection (Briardale Avenue)
- Speed limit of 25 mph on the western leg of the intersection (Briardale) and 40 mph on the eastern leg of the intersection (Taft)
- On-street parking prohibited in both directions on Tustin Avenue



**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐

Yes

☐

No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐

Yes

☐

No

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_

Date \_\_\_\_\_

Day \_\_\_\_\_

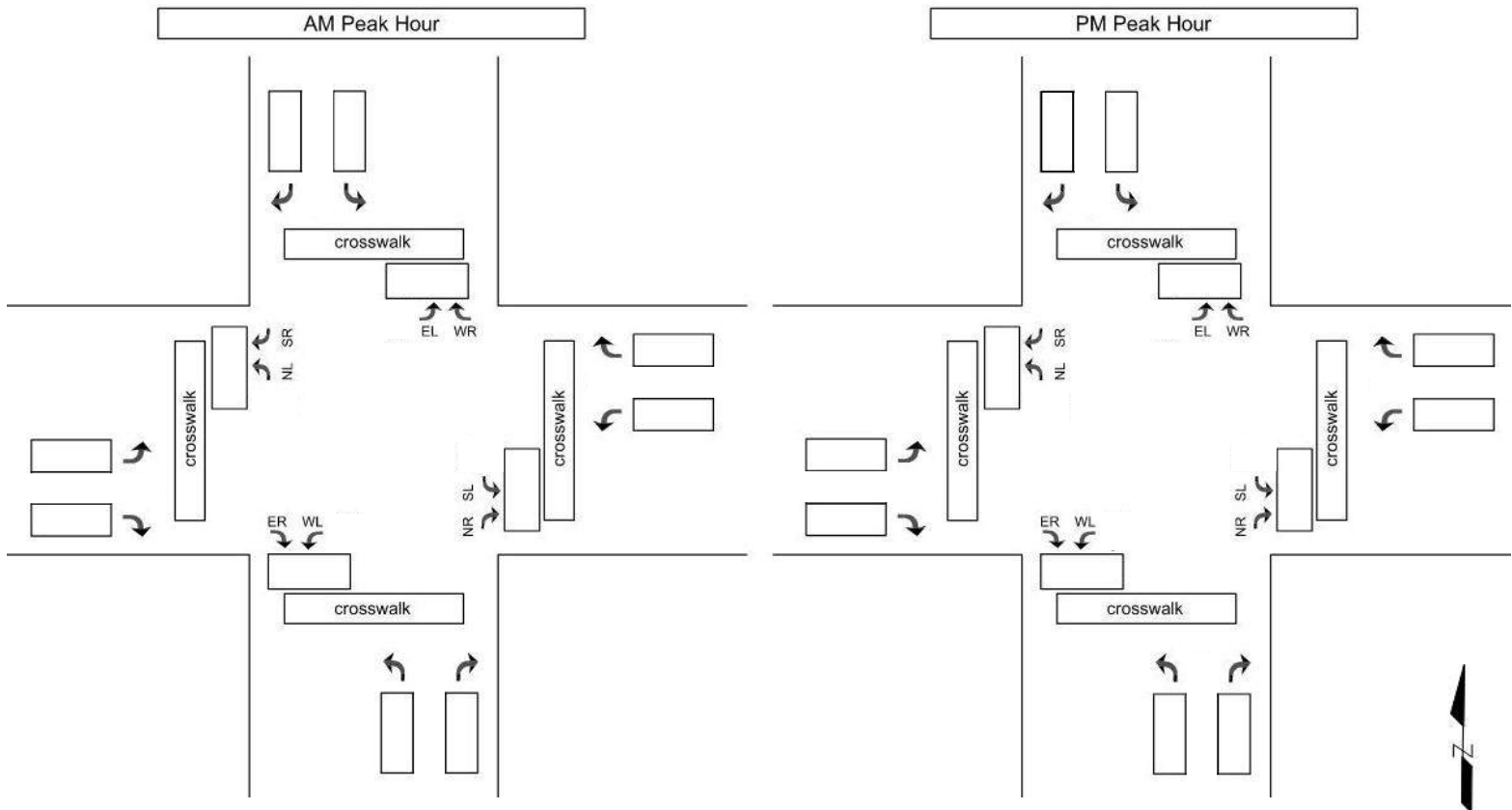
Crossing	North	South	East	West
Pedestrians				

**C. Crossings Controlled by Traffic Signals**

Satisfied?

1. Where the vehicular turning movements on green indication exceed 300 per hour through the crosswalk where elementary school children must cross.

☐ Yes ☐ No



\*\*Protected left turns do not conflict with pedestrians

Adult Crossing Guard Warrant Criteria

School: Cambridge Elementary School

Control Type: Signalized

Major Street: Tustin Street

Minor Street: Walnut Avenue

Critical Approach Speed: 40 mph

Critical Approach Speed: 35 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	Tustin Street at Walnut Avenue		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and	Tustin Street and Walnut Avenue are both public roads	Yes	No
	(2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	4 School Pedestrians (S) from 7:30 AM to 8:30 AM 12 School Pedestrians (S) from 2:15 PM to 3:15 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school			
05.3	At traffic signal-controlled crossings:			Yes
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or	477 VPH (S) AM and 431 VPH (S) PM	Yes	
	(b) Where justified through analysis of the operations of the intersection	N/A	No	
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Three lanes in each direction on Tustin Street, with one additional left-turn lane in both the northbound and southbound direction;  
Seven total lanes at the north and south leg of the intersection on Tustin Street
- Four total lanes at the east and west leg of the intersection on Walnut Avenue
- On-street parking permitted in both directions on Walnut Avenue
- On-street parking prohibited on Tustin Street

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

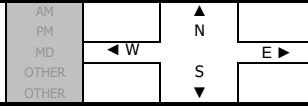
DATE:  
Thu, Nov 21, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
N Tustin St  
E Walnut Ave

PROJECT #:  
LOCATION #:  
CONTROL:  
SC4979  
42  
SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	N Tustin St			N Tustin St			E Walnut Ave			E Walnut Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	1	3	0	1	1	1	1	1	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
2	1	0	0	3
1	0	0	0	1
2	2	0	0	4
1	0	0	0	1
6	3	0	0	9

AM	7:00 AM	14	108	10	7	269	9	9	5	36	54	4	8	533
	7:15 AM	10	101	9	8	362	23	8	5	38	60	11	16	651
	7:30 AM	23	145	12	2	334	44	20	20	47	66	28	19	760
	7:45 AM	30	185	15	14	399	28	29	18	31	45	20	25	839
	8:00 AM	38	145	23	12	360	21	21	21	38	68	29	30	806
	8:15 AM	45	176	34	13	410	17	19	13	48	50	29	21	875
	VOLUMES	160	860	103	56	2,134	142	106	82	238	343	121	119	4,473
	APPROACH %	14%	76%	9%	2%	91%	6%	25%	19%	56%	59%	21%	20%	
	APP/DEPART	1,129	/	1,088	2,335	/	2,721	426	/	241	583	/	423	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	136	651	84	41	1,503	110	89	72	164	229	106	95	3,289
	APPROACH %	16%	74%	10%	2%	91%	7%	27%	22%	50%	53%	25%	22%	
	PEAK HR FACTOR	0.856			0.939			0.934			0.846			0.939
	APP/DEPART	877	/	838	1,657	/	1,902	325	/	197	430	/	352	0
	01:30 PM	27	225	27	12	248	26	21	10	31	32	8	13	680
	1:45 PM	19	209	31	7	231	28	16	13	27	31	11	15	638
	2:00 PM	34	248	26	13	234	34	20	6	44	32	10	10	711
	2:15 PM	26	236	30	14	230	23	33	24	39	28	15	11	709
	2:30 PM	35	234	30	9	237	29	20	11	45	34	15	26	725
	2:45 PM	28	245	30	20	307	22	33	23	53	35	15	15	826
	3:00 PM	32	303	29	11	241	26	26	19	40	38	13	16	794
	3:15 PM	38	409	48	19	249	25	18	21	30	35	12	6	910
	3:30 PM	51	475	40	7	228	23	30	21	37	30	13	17	972
	3:45 PM	45	372	38	21	265	15	21	24	54	35	23	20	933
	VOLUMES	335	2,956	329	133	2,470	251	238	172	400	330	135	149	7,926
	APPROACH %	9%	81%	9%	5%	86%	9%	29%	21%	49%	54%	22%	24%	
	APP/DEPART	3,635	/	3,356	2,867	/	3,215	810	/	634	614	/	721	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	166	1,559	155	58	983	89	95	85	161	138	61	59	3,620
	APPROACH %	9%	83%	8%	5%	86%	8%	28%	25%	47%	53%	24%	23%	
	PEAK HR FACTOR	0.832			0.936			0.861			0.827			0.928
	APP/DEPART	1,883	/	1,721	1,138	/	1,285	341	/	298	258	/	316	0

6	3	0	0
---	---	---	---

0	1	0	0	1
4	1	0	0	5
4	0	0	0	4
2	1	0	0	3
1	1	0	0	2
1	1	0	0	2
1	1	0	0	2
1	1	0	0	2
0	3	0	0	3
1	3	0	0	4
15	13	0	0	28

3	8	0	0
---	---	---	---

N Tustin St  
NORTH LEG

E Walnut Ave WEST LEG EAST LEG E Walnut Ave

SOUTH LEG  
N Tustin St

AM	7:00 AM	1	3	3	1	8
	7:15 AM	4	0	0	1	5
	7:30 AM	2	5	4	1	12
	7:45 AM	0	0	3	2	5
	8:00 AM	4	3	2	5	14
	8:15 AM	11	9	6	5	31
	TOTAL	22	20	18	15	75
PM	1:30 PM	2	0	0	0	2
	1:45 PM	6	5	1	3	15
	2:00 PM	0	0	2	2	4
	2:15 PM	1	2	2	4	9
	2:30 PM	3	9	10	2	24
	2:45 PM	9	5	4	9	27
	3:00 PM	4	1	5	4	14
	3:15 PM	4	5	0	2	11
	3:30 PM	3	1	4	3	11
	3:45 PM	8	6	2	11	27
	TOTAL	40	34	30	40	144

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	3	3	1	8
4	0	0	1	5
2	5	4	1	12
0	0	3	2	5
4	3	2	5	14
11	9	6	5	31
22	20	18	15	75
2	0	0	0	2
6	5	1	3	15
0	0	2	2	4
1	2	2	4	9
3	9	10	2	24
9	5	4	9	27
4	1	5	4	14
4	5	0	2	11
3	1	4	3	11
8	6	2	11	27
40	34	30	40	144

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	2	2	1	5
1	0	0	1	2
2	3	3	1	9
0	0	2	2	4
1	1	2	3	7
7	6	5	1	19
11	12	14	9	46
1	0	0	0	1
4	4	1	2	11
0	0	1	1	2
0	2	2	2	6
1	1	1	1	4
7	1	2	5	15
1	0	1	1	3
3	4	0	2	9
3	1	4	2	10
8	3	2	8	21
28	16	14	24	82

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
1	0	1	0	2
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	2	2
0	2	1	0	3
1	3	2	2	8
1	0	0	0	1
0	1	0	1	2
0	0	1	0	1
1	0	0	2	3
0	0	1	1	2
2	0	2	1	5
2	1	3	0	6
1	1	0	0	2
0	0	0	1	1
0	0	0	0	0
7	3	7	6	23

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	1	0	0	1
3	0	0	0	3
0	1	1	0	2
0	0	1	0	1
3	2	0	0	5
4	1	0	4	9
10	5	2	4	21
0	0	0	0	0
2	0	0	0	2
0	0	0	1	1
0	0	0	0	0
2	8	8	0	18
0	4	0	3	7
1	0	1	3	5
0	0	0	0	0
0	0	0	0	0
0	3	0	3	6
5	15	9	10	39

**Attachment 2:**

**CITY OF ORANGE  
DEPARTMENT OF PUBLIC WORKS - TRAFFIC SECTION  
CRITERIA FOR THE PLACEMENT OF AN ADULT CROSSING GUARD  
(K thru 6<sup>th</sup> Grade)**

Location: Crossing \_\_\_\_\_ at \_\_\_\_\_

School(s): \_\_\_\_\_

Type of Control: \_\_\_\_\_

If uncontrolled closest controlled crossing: Distance (ft) \_\_\_\_\_ Type \_\_\_\_\_

**WARRANTS**

Must meet the basic requirements in Sections I, II, and any one of the other requirements in Section III.

**Basic Requirements**

Satisfied?

**Section I**

The guard is for school students K thru 6 grades.

☐ Yes ☐ No

**Section II**

Pedestrian count must be at least 20 elementary school children crossing the street during the morning or 20 elementary school children crossing the street during the afternoon release time.

☐ Yes ☐ No

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

Time \_\_\_\_\_ - \_\_\_\_\_ Date \_\_\_\_\_ Day \_\_\_\_\_

Crossing	North	South	East	West
Pedestrians				

## B. Crossings Controlled by Boulevard STOP signs

Satisfied?

1. Where the vehicular traffic volume on a four-lane street is at least 500 per hour through the crosswalk where the elementary school children must cross.

☐

Yes

☐

No

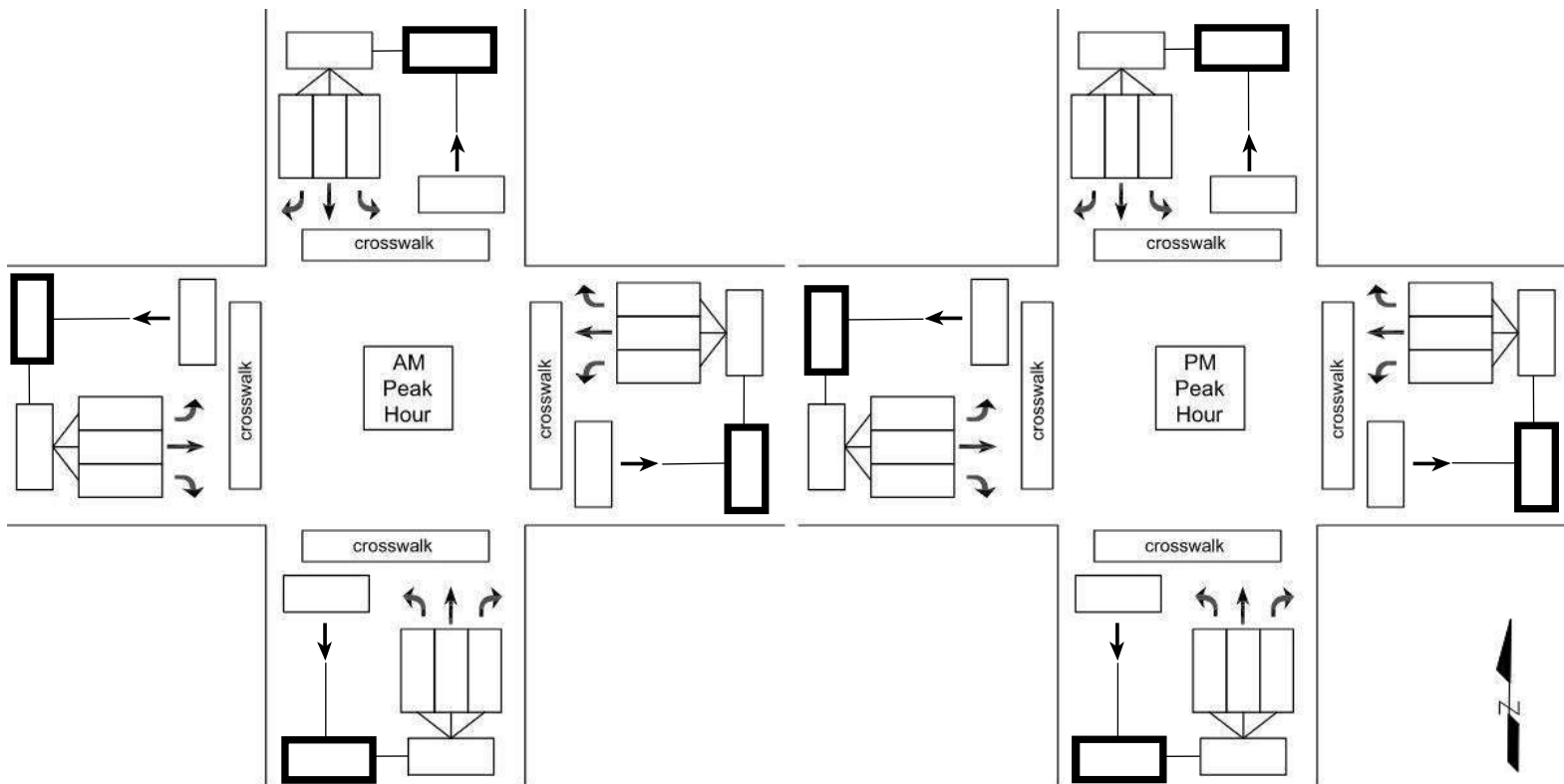
2. When traffic records indicate high incidences of citations being issues for failure to STOP, or a high incidence of vehicular collisions with failure to STOP as the chief cause.

☐

Yes

☐

No



Adult Crossing Guard Warrant Criteria

School: Chapman Hills Elementary

Control Type: Stop Controlled

Major Street: White Oak Ridge

Minor Street: Trail Ends Lane

Critical Approach Speed: 35 mph

Critical Approach Speed: 25 mph

Adult Crossing Guard Warrant Satisfied?	NO
---	----

Criteria	Description	White Oak Ridge at Trail Ends Lane		
		Data	Requirement Satisfied?	Warrant Satisfied?
04	(1) Cross a public highway; and  (2) at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.	Crosses a public highway	Yes	No
		1 School Pedestrian (N) from 7:15 AM - 8:15 AM 2 School Pedestrians (S) from 2:30 PM to 3:130 PM	No	
05.1	At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and  (a) In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or  (b) In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school			
05.2	At a stop sign-controlled crossing: Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school	Divided by center median on Trail Ends Lane; Undivided with one lane in each direction on White Oak Ridge	No	No
05.3	At traffic signal-controlled crossings:			
	(a) Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or			
	(b) Where justified through analysis of the operations of the intersection			
03	Other criteria that may be considered in an engineering study include: A. Special situations make it necessary to assist elementary school pedestrians in crossing the street;	N/A	No	No
	B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period	N/A	No	

Observations

- Center Median on Trails End Lane with two lanes in each direction; on-street parking is prohibited in both directions
- One lane in each direction and undivided roadway on White Oak Ridge; on-street parking is prohibited in all directions except for the eastbound direction on west leg of White Oak Ridge adjacent to Santiago Hills Park
- Crosswalk on all four legs of the intersection
- White Oak Ridge is slightly curved

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:  
Thu, Nov 21, 24

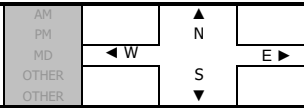
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Orange  
Trails End Ln  
E White Oak Ridge

PROJECT #:  
LOCATION #:  
CONTROL:

SC4979  
43  
STOP ALL

NOTES:



	NORTHBOUND Trails End Ln			SOUTHBOUND Trails End Ln			EASTBOUND E White Oak Ridge			WESTBOUND E White Oak Ridge			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0.5	0.5	1	1	1	0	1	1	0	

AM	7:00 AM	1	0	0	1	1	4	8	3	1	0	6	13	38
	7:15 AM	1	0	0	2	0	2	10	6	3	0	4	13	41
	7:30 AM	1	1	1	2	2	3	7	7	1	0	8	18	51
	7:45 AM	2	0	0	3	3	2	9	6	5	1	9	19	59
	8:00 AM	3	4	1	6	2	2	11	6	7	1	6	18	67
	8:15 AM	1	3	1	9	1	6	10	7	4	0	4	21	67
	VOLUMES	9	8	3	23	9	19	55	35	21	2	37	102	323
	APPROACH %	45%	40%	15%	45%	18%	37%	50%	32%	19%	1%	26%	72%	
	APP/DEPART	20	/	165	51	/	32	111	/	61	141	/	65	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	7	8	3	20	8	13	37	26	17	2	27	76	244
	APPROACH %	39%	44%	17%	49%	20%	32%	46%	33%	21%	2%	26%	72%	
	PEAK HR FACTOR	0.563			0.641			0.833			0.905			0.910
	APP/DEPART	18	/	121	41	/	27	80	/	49	105	/	47	0
	01:30 PM	0	1	0	7	1	2	5	2	1	0	6	10	35
	1:45 PM	2	1	0	12	3	5	5	6	1	0	7	9	51
	2:00 PM	0	0	0	8	2	3	3	5	1	1	9	7	39
	2:15 PM	2	1	0	5	4	5	2	7	3	2	6	10	47
	2:30 PM	0	15	1	8	6	5	6	12	4	0	7	14	78
	2:45 PM	1	1	1	8	0	5	6	4	3	0	9	10	48
PM	3:00 PM	2	2	1	8	2	10	7	8	1	0	3	6	50
	3:15 PM	1	0	0	12	2	6	8	6	2	0	10	11	58
	3:30 PM	1	1	0	7	2	7	7	8	2	1	10	12	58
	3:45 PM	1	2	1	9	2	22	10	12	1	4	16	9	89
	VOLUMES	10	24	4	84	24	70	59	70	19	8	83	98	554
	APPROACH %	26%	63%	11%	47%	13%	39%	40%	47%	13%	4%	44%	52%	
	APP/DEPART	38	/	182	179	/	51	148	/	158	189	/	163	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	5	5	2	36	8	45	32	34	6	5	39	38	255
	APPROACH %	42%	42%	17%	40%	9%	51%	44%	47%	8%	6%	48%	46%	
	PEAK HR FACTOR	0.600			0.674			0.783			0.707			0.716
	APP/DEPART	12	/	75	89	/	19	72	/	72	82	/	89	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1

0	0	0	0
---	---	---	---



ALL PED + BIKE & SCOOTER					
	N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	1	2	1	5
	7:15 AM	3	4	1	8
	7:30 AM	4	7	3	17
	7:45 AM	1	2	1	5
	8:00 AM	2	5	0	8
	8:15 AM	1	2	2	5
	TOTAL	12	22	8	48
PM	1:30 PM	0	3	2	6
	1:45 PM	4	1	0	6
	2:00 PM	1	1	0	3
	2:15 PM	2	2	3	8
	2:30 PM	2	1	1	6
	2:45 PM	3	7	0	13
	3:00 PM	3	2	0	6
	3:15 PM	4	1	2	8
	3:30 PM	2	3	1	8
	3:45 PM	2	2	1	6
	TOTAL	23	23	10	70

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	2	1	1	5
3	3	1	0	7
3	6	2	3	14
1	2	1	1	5
1	5	0	1	7
0	2	2	0	4
9	20	7	6	42
0	2	1	0	3
1	1	0	1	3
1	1	0	1	3
1	2	1	0	4
2	1	0	2	5
2	3	0	3	8
2	2	0	1	5
2	1	0	1	4
2	2	0	2	6
1	1	1	1	4
14	16	3	12	45

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	1	0	0	1
1	1	1	0	3
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
2	2	1	0	5
0	1	0	0	1
3	0	0	0	3
0	0	0	0	0
1	0	2	0	3
1	2	0	0	3
1	0	0	0	1
2	0	2	0	4
0	1	1	0	2
1	1	0	0	2
9	5	6	0	20

SCHOOL AGE PED				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	1	2	5

**APPENDIX C**  
**CITATION DATA**

# Stop-Controlled Crossings

## Citation and Collision Statistics

November 1, 2019 – October 31, 2024

Intersection	Citations	Collisions
California St / Adams Ave	2	0
Cambridge St / Adams Ave	0	1
Cambridge St / Walnut Ave	16	2
Cambridge St / Sycamore Ave	2	0
Rancho Santiago Bl / Walnut Ave	3	0
Handy St / Oakmont Ave	25	0
White Oak Ridge / Trails End Ln	1	0

November 1, 2022 – October 31, 2024

Intersection	Citations	Collisions
Almond Ave / Batavia St	23	0
Cannon St / San Juan Dr	24	0
Handy St / Collins Ave	18	2
La Veta Ave / Prospect St	7	1
Prospect St / Palmyra Ave	31	1

November 1, 2019 – October 31, 2024

Intersection	Citations	Collisions
Almond Ave / Batavia St	36	5
Cannon St / San Juan Dr	36	0
Handy St / Collins Ave	24	2
La Veta Ave / Prospect St	9	2
Prospect St / Palmyra Ave	32	2