Pedestrian Movement Analysis

Along with the turning movement counts mentioned in the existing traffic volumes section of this report, pedestrian volumes at the study intersections were collected during the AM and PM peak hour periods. The pedestrian volumes collected on Thursday, January 29, 2026, are tabulated in **Table 14**.

Table 14: Pedestrian Crossing Volumes

Time Period	North Leg		South Leg		East Leg		West Leg		Total
	EB	WB	EB	WB	NB	SB	NB	SB	
N Central Avenue and W El Segundo Boulevard									
AM Peak Hour	2	4	33	19	4	13	5	4	84
PM Peak Hour	5	5	18	50	27	0	19	6	130
W El Segundo Boulevard and N Parmelee Ave									
AM Peak Hour	N/A	N/A	11	36	N/A	N/A	0	1	48
PM Peak Hour	N/A	N/A	78	0	N/A	N/A	5	0	83
N Central Avenue and W 131st Street									
AM Peak Hour	6	1	N/A	N/A	9	2	N/A	N/A	18
PM Peak Hour	2	6	N/A	N/A	4	28	N/A	N/A	40
N Parmelee Avenue and W 131st Street									
AM Peak Hour	1	1	0	1	N/A	N/A	2	1	6
PM Peak Hour	3	0	0	0	N/A	N/A	3	3	9

Additionally, **Figure 20** provides an overview of the most heavily used pedestrian paths of travel and potential improvement recommendations for existing pedestrian facilities within the study area. During the AM arrival period, pedestrians (mostly students) walking to school travel mostly along the east side of N Central Avenue (heading south) and south side of W El Segundo Boulevard (heading west), with a heavier concentration of pedestrians on the north side of the Project site. During the PM dismissal period, students travel mostly along the south side of W El Segundo Boulevard (heading east) and along the east side of N Central Avenue (heading north and south).

Sight Distance Analysis

A sight distance analysis was conducted for the three egress Project driveways alogn N Central Avenue, W El Segundo Boulevard, and W 131st Street. The analysis identified the potential parking restrictions that will be needed as a part of the Project and will be based on the stopping sight distance criteria established in the latest American Association of State Highway and Transportation Officials (AASHTO) guidelines, *A Policy on Geometric Design of Highways and Streets, 2018*. The following speed limits were assumed for the sight distance analysis for each driveway

- N Central Avenue
    - Design speed of 35 miles per hour (mph)
- W El Segund Boulevard
    - Design speed of 40 miles per hour (mph)
- W 131st Street
    - Design speed of 15 miles per hour (mph)

The sight triangles for each driveway are shown on **Figure 21**, **Figure 22**, and **Figure 23**. To provide a clear line of sight for vehicles exiting the driveways the following are recommended:

- N Central Avenue
    - 125 feet of red curb south of the driveway is recommended.
- W El Segundo Boulevard
    - 155 feet of red curb west of the driveway and 65 feet of red curb east of the driveway is recommended.
- W 131st Street
    - Existing red curb along the north side of W 131st Street. The intersection of N Central Avenue and W 131st Street is in close proximity to the driveway; however, there is sufficient stopping sight distance (greater than 80 feet) between the intersection and the driveway.

FIGURE 20

LEGEND

- ARRIVAL PATH OF TRAVEL
- DISMISSAL PATH OF TRAVEL
- X — OFFSITE RECOMMENDATIONS

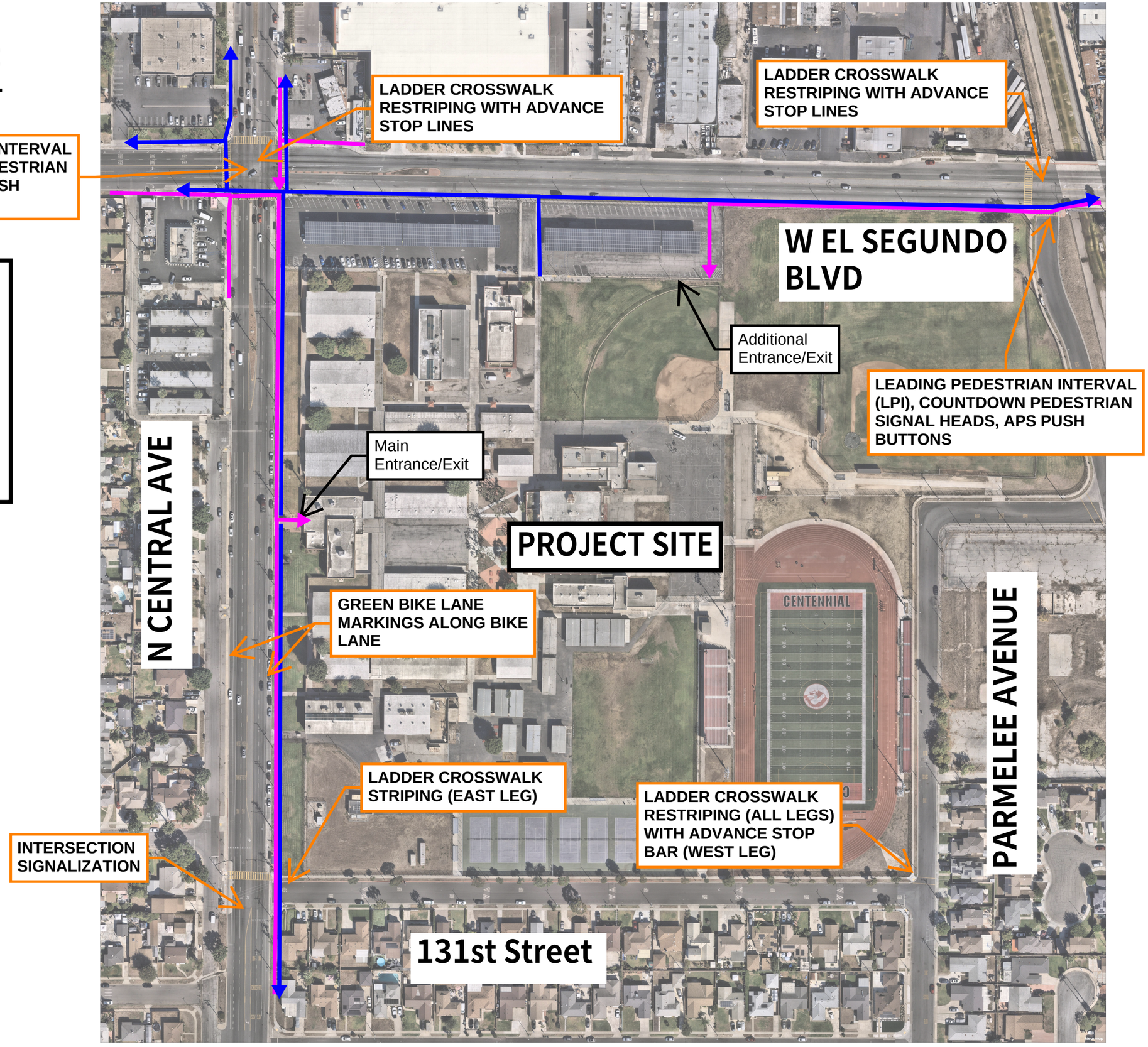
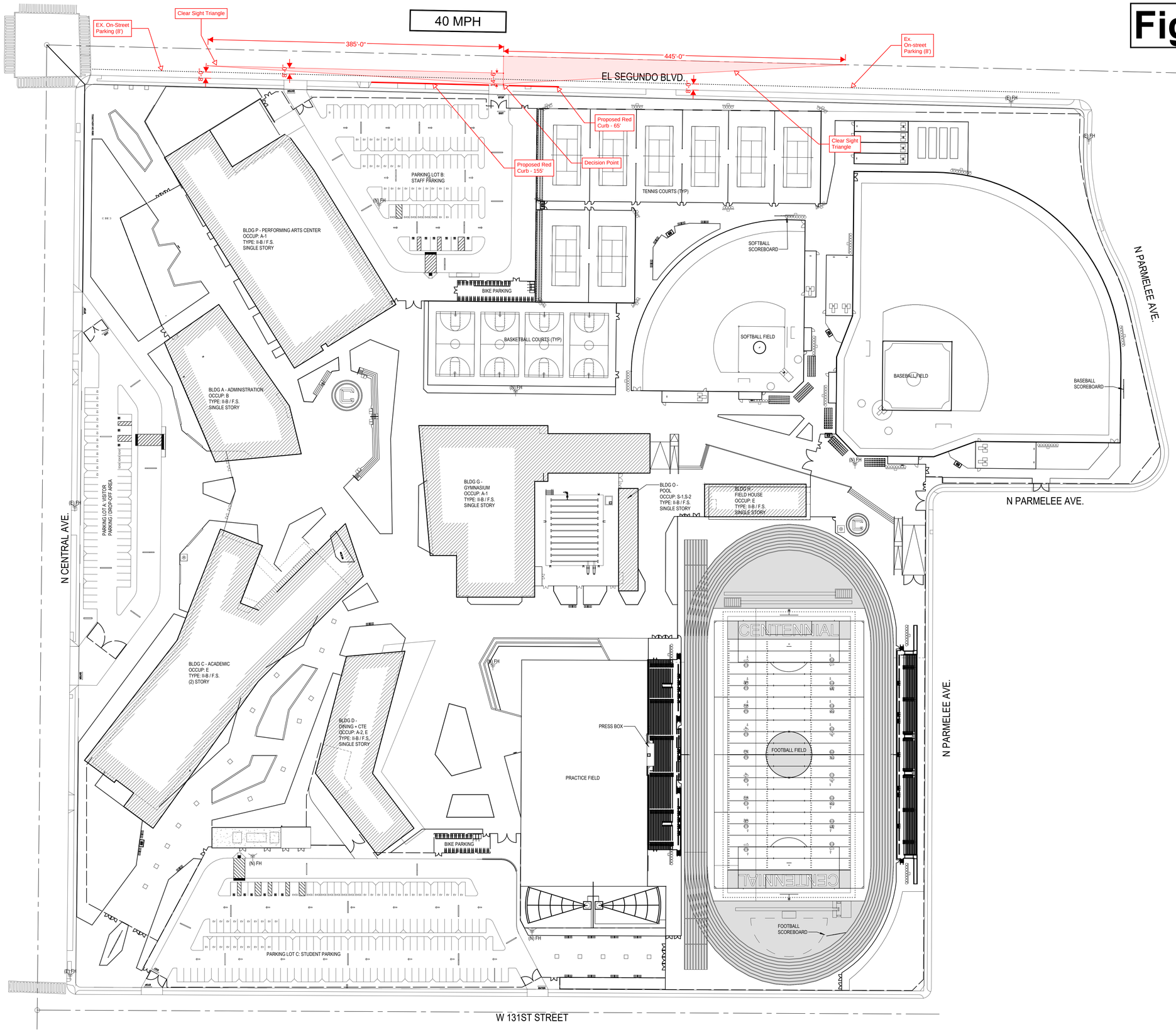


Figure 21



NEW SITE PLAN
SCALE: 1" = 50'-0"

REFERENCE KEYNOTES

GENERAL ARCHITECTURAL NOTES

ACOUSTICAL & GYPSUM BOARD PERFORMANCE

1. ALL INTERIOR CMU WALLS SHALL BE 8 INCHES NOMINAL THICKNESS, UNLESS NOTED OTHERWISE.
2. PARTITION TYPES SHALL BE DESIGNATED ON FLOOR PLANS (XX.X.XX) THUS: SEE SHEETS A8.1 - A8.5 FOR TYPES. ALL INTERIOR PARTITIONS ARE TYPE XX.X.XX UNLESS NOTED OTHERWISE.
3. ALL MASONRY WALLS AND INTERIOR STUD WALLS SHALL EXTEND TO UNDERSIDE OF FLOOR OR ROOF DECK ABOVE UNLESS NOTED OTHERWISE, PER PARTITION TYPE.
4. SEE STRUCTURAL DRAWINGS FOR MASONRY WALLS.
5. FURNISH AND INSTALL METAL BACKING PLATE IN METAL STUD PARTITIONS FOR THE PROPER ANCHORAGE OF ALL WALL ATTACHED ITEMS; I.E. TOILET ACCESSORIES, CASEWORK, MILLWORK, WALL-MOUNTED FIXTURES, MARKER BOARDS, TACK BOARDS, DOOR STOPS, AUDIO VISUAL BRACKETS, AND OTHER WALL ATTACHED ITEMS.
6. MASONRY CONTROL JOINTS (CJ) AND CONTROL JOINTS ABOVE (CJA) SHALL BE LOCATED AS SHOWN ON THE FLOOR PLAN AND BUILDING ELEVATIONS, AND WHERE LARGE PLUMBING VENTS OR RISERS OCCUR IN SINGLE WYTHE MASONRY WALLS, AND WHERE MASONRY WALLS BEARING ON THE CONCRETE FLOOR SLAB ABUT MASONRY WALLS BEARING ON CONCRETE FOOTINGS OR AS INDICATED ON DRAWINGS.
7. "MBD" AND "TBD" INDICATE MARKER BOARDS AND TACK BOARDS ON PLANS. THE LENGTH PRECEDES THE DESIGNATION (EXAMPLE 16' MBD). ALL BOARDS ARE 4'-0" TALL. SEE WALL ELEVATIONS OR SPECIFICATIONS FOR MOUNTING HEIGHT.
8. EXTEND FURRING CHANNELS AND GYPSUM BOARD UP 4 INCHES ABOVE FINISHED CEILING ON CMU WALLS.
9. SCRIBE GYPSUM WALL BOARD OF WALLS AND PARTITIONS TO IRREGULARITIES OF DECK ABOVE. SEAL TIGHTLY AROUND ALL PENETRATIONS.
10. PROVIDE SEISMIC BRACING FOR SUSPENDED CEILINGS OR AS SHOWN ON THE DRAWINGS.
11. PROVIDE HIGH-IMPACT-RESISTANT GYPSUM BOARD FROM FLOOR TO 8'-0" HIGH AT THE FOLLOWING AREAS (U.N.O.):
    A. ALL CORRIDOR WALLS @ CORRIDOR SIDE (TYP.)
    B. GYM BUILDINGS (WEIGHT ROOM, WRESTLING ROOM)
12. PROVIDE FULL-HEIGHT HIGH-IMPACT-RESISTANT GYPSUM BOARD AT THE FOLLOWING AREAS (U.N.O.):
    A. GYM INDOOR BASKETBALL COURTS
13. ALL GYPSUM BOARD SHEETS TO RUN VERTICALLY
14. TAPE OUTER JOINTS OF GYPSUM BOARD ONLY, INCLUDING JOINTS ABOVE THE CEILING LINE
15. NO JOINTS EXCEPT AT STUDS
16. STUD GAUGE AND STUD SPACING TO BE PER STRUCTURAL DRAWINGS. (SEE 22/S9.20)
17. DRYWALL SCREW EDGE AND FIELD SPACING PER GYPSUM BOARD MFR.'S RECOMMENDATIONS. ALL SCREWS SHALL PENETRATE STUDS.
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20. DO NOT GLUE MULTIPLE LAYERS OF GYPSUM BOARD TOGETHER
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22. NO MECHANICAL TIES BETWEEN OPPOSITE SIDES OF PARTITION. 1" MIN. GAP SHOULD BE PROVIDED BETWEEN THE ROWS OF STUDS

SITE GENERAL NOTES

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SITE LEGEND

- PROPERTY LINE
- SCOPE OF NEW BUILDINGS AND NEW ROOF COVERED AREAS
- LANDSCAPE AREAS SEE SHEET LP0.2
- GATE PER GATE SCHEDULE SEE SHEET A8.19
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COMPTON USD CENTENNIAL HIGH SCHOOL MODERNIZATION INCREMENT #02

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Revisions

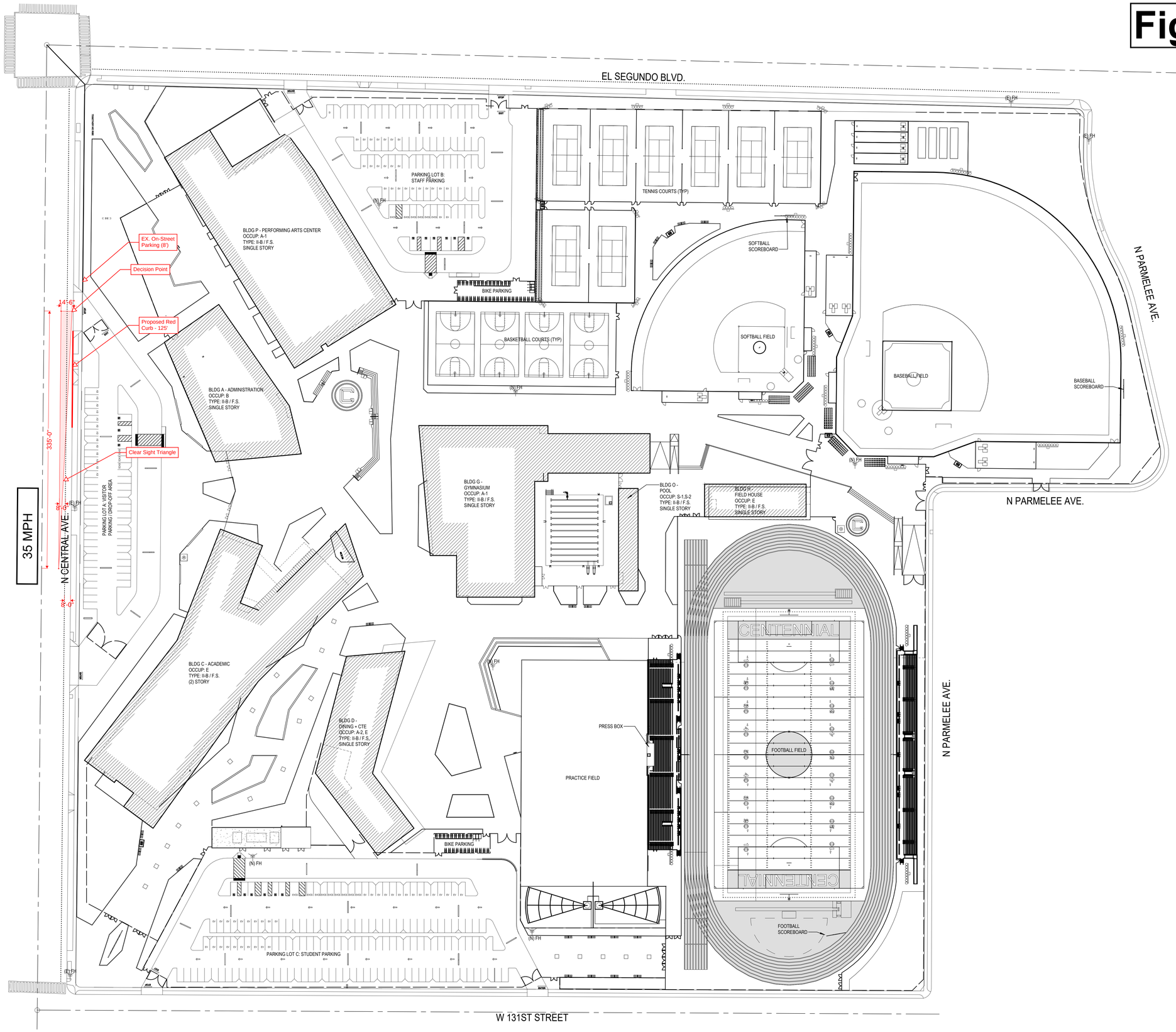
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Figure 22



NEW SITE PLAN
SCALE: 1" = 50'-0"

REFERENCE KEYNOTES

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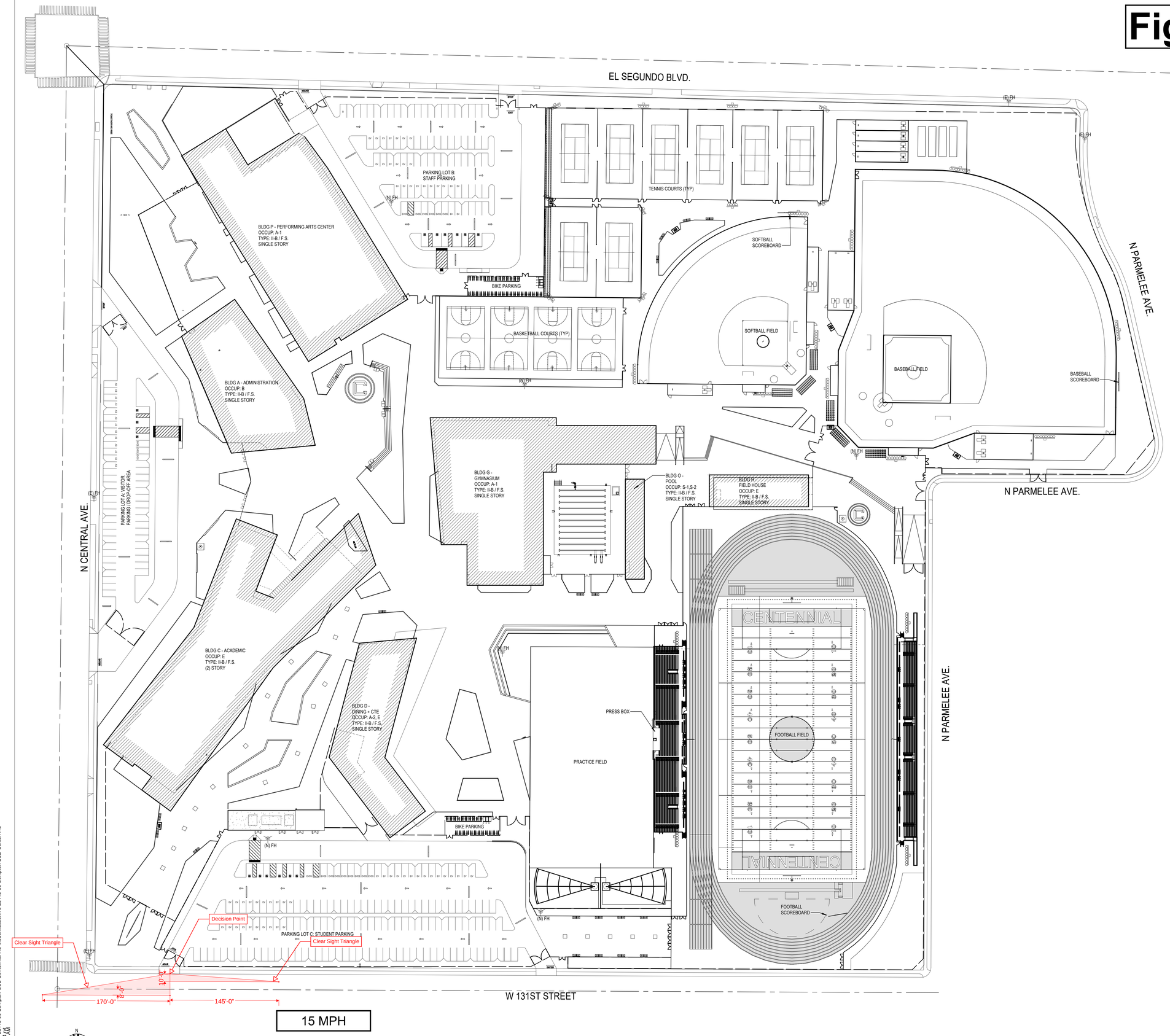
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Figure 23



NEW SITE PLAN
SCALE: 1" = 50'-0"

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VIII. Parking Data Collection and Occupancy

Parking occupancy data collection was conducted on Thursday, January 26, 2026 for all on-campus parking lots and adjacent on-street parking areas (e.g., along N Central Avenue and W El Segundo Boulevard) to evaluate existing demand, current usage patterns, and how the proposed parking lot designations (e.g., staff, student, and visitor) would accommodate future demand. **Figure 24** displays the areas where parking occupancy data was collected.

Counts were collected after school arrival and before school dismissal to capture maximum capacity and occupancy of parking areas. Four (4) hours of parking data were collected between 8:00 AM and 10:00 AM and 1:00 PM and 3:00 PM. As shown in the parking occupancy data in **Appendix F**, the parking occupancy data provides a more conservative count as illegally parked vehicles are included. The data is summarized in **Table 15** and **Table 16** for off-street and on-street areas, respectively.

Table 15: Off-Street Parking Lot Occupancy

Street		Parking Spaces Occupied				Total Parking Spaces Available
		8:00 AM	9:00 AM	1:00 PM	2:00 PM	
W El Segundo Boulevard Lot (West)	Count	50	**87**	**95**	**93**	123
	Percent Occupancy	41%	71%	**77%**	76%	
W El Segundo Boulevard Lot (East)	Count	**4**	2	2	2	111
	Percent Occupancy	**4%**	2%	2%	2%	

BOLD = Hour of Peak Occupancy

As shown in **Table 15** above, off-street parking occupancy within each lot is generally consistent during the hours collected, with the maximum occupancy occurring at 1:00 PM with 77% of available spaces occupied for the west W El Segundo Boulevard lot and at 8:00 AM with 4% of available spaces occupied for the east W El Segundo Boulevard lot.

On-street parking occupancy, as summarized in **Table 16**, shows a lower occupancy percentage overall, with the maximum occupancy occurring at 9:00 AM with 50% of available spaces occupied on N Central Avenue (East side), at 9:00 AM with 47% of available spaces occupied on N Central Avenue (West side), and at 2:00 PM with 11% of available spaces occupied on W El Segundo Boulevard (South side).

Table 16: On-Street Parking Occupancy

Street		Parking Spaces Occupied				Total Parking Spaces Available
		8:00 AM	9:00 AM	1:00 PM	2:00 PM	
N Central Avenue (East Side)	Count	19	**20**	19	16	40
	Percent Occupancy	48%	**50%**	48%	40%	
N Central Avenue (West Side)	Count	17	**18**	18	17	38
	Percent Occupancy	45%	**47%**	47%	45%	
W El Segundo Boulevard (South Side)	Count	0	3	3	**5**	44
	Percent Occupancy	0%	7%	7%	**11%**	

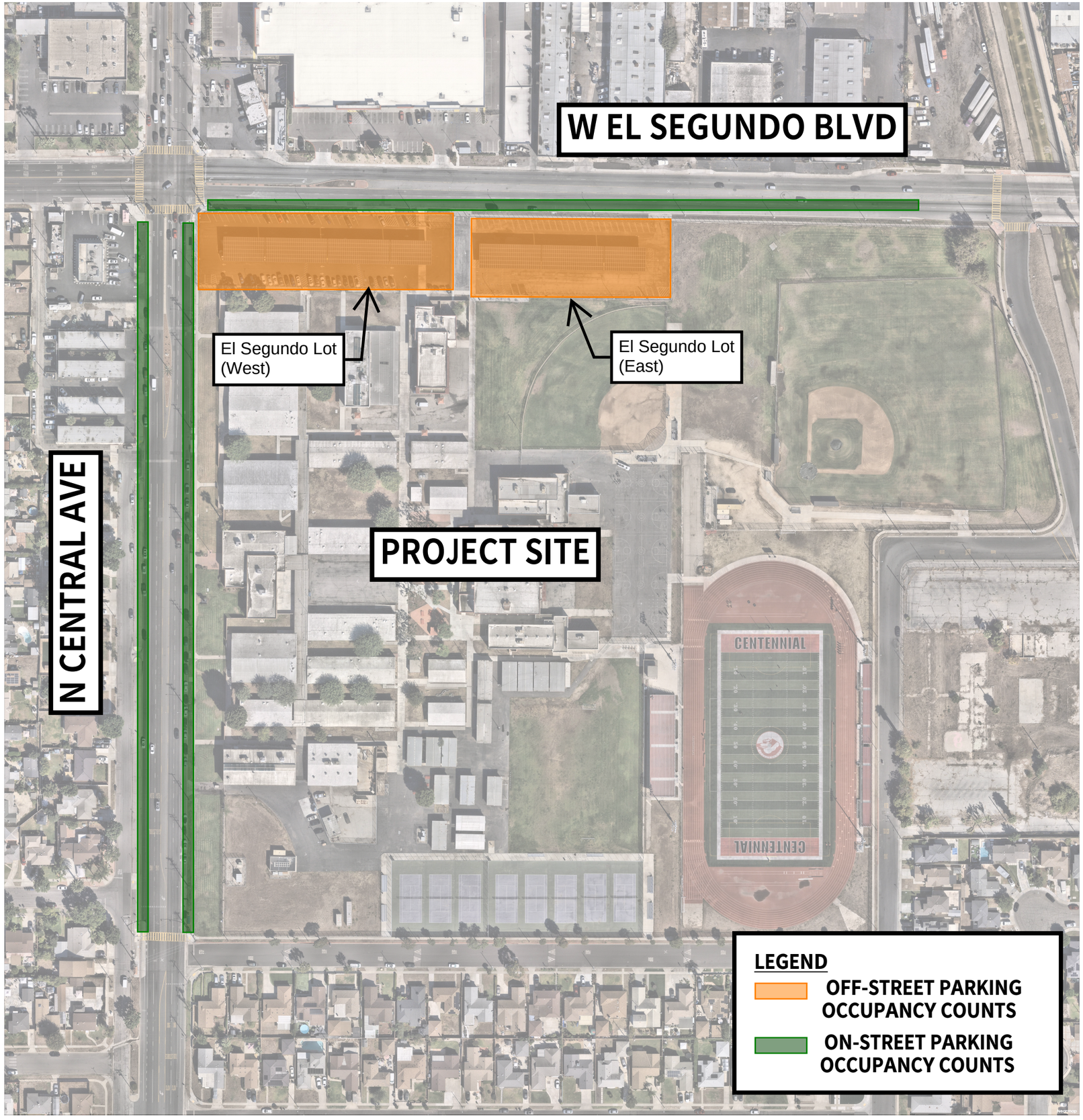
BOLD = Hour of Peak Occupancy

Table 17 shows the available parking spaces with and without the Project. Based on the parking occupancy data collected, the Project is expected to accommodate the demand from existing on-street parking areas and displaced off-street parking lots.

Table 17: Existing vs Proposed Project Parking

Scenario	Total Number of Available Parking Spaces	Peak Hour Parking Occupancy (AM)	Peak Hour Parking Occupancy (AM)
Existing	200	132	137
Project	306	-	-

FIGURE 24 - PARKING OCCUPANCY COUNT LOCATIONS



IX. Traffic Signal Warrant Analysis

A traffic signal warrant analysis for the intersection of N Central Avenue and W 131st Street for opening year with Project conditions was completed based upon the criteria established in the latest version of the California Manual for Uniform Traffic Control Devices (CA MUTCD), Chapter 4C. The analysis used the volume warrants (Warrants 1-3), the pedestrian volume warrant (Warrant 4), the school crossing warrant (Warrant 5), the crash experience (Warrant 7), and the roadway network warrant (Warrant 8) to determine the need for a signal at the intersection. The rest of the warrants were not applicable.

Kimley-Horn used the collected traffic volume data along N Central Avenue and W 131st St to forecast Opening Year (2030) conditions. The Opening Year (2030) traffic volumes were analyzed with the addition of the Project, and it was determined that only Warrant 3, the peak hour volume warrant, was met. However, the peak hour volume warrant is also met in the existing condition without Project scenario; therefore, additional traffic to the intersection due to the proposed Project does not justify the installation of a signal. Therefore, it is not recommended to install a traffic signal at the intersection of N Central Avenue and W 131st Street.

The following list summarizes the analyzed warrants for the intersection.

- Warrants 1 and 2 were not satisfied because the forecasted vehicular volumes on the minor street were not sufficient for the duration required to meet the minimum thresholds.
- The volumes during the peak hour were high enough to satisfy the criteria for Warrant 3; however, it should be noted that peak hour volumes satisfy warrant 3 in the existing condition as well.
- Warrant 4 was not satisfied because pedestrian volumes did not meet the minimum crossing requirements across the major roadway.
- Warrant 5 was not satisfied since no more than 20 schoolchildren were observed crossing the major street (N Central Avenue) during the peak hour.
- Warrant 7 was not satisfied because only three crashes were reported over a five-year period, and none involved the types of angle collisions specified by the warrant criteria.
- Warrant 8 was not satisfied because traffic volumes did not exceed 1,000 vehicles per hour for five consecutive hours on a weekend.

The complete worksheet analysis showing a summary of all warrants analyzed for the opening year with Project condition is provided in **Appendix G**. **Appendix G** also shows the peak hour warrant for the existing condition without the Project.