Step by Step

LOS ANGELES COUNTY

Pedestrian Plans for Unincorporated Communities

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PREPARED FOR
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BACKGROUND AND CONTEXT

INTRODUCTION

More than 65 percent of Los Angeles County is unincorporated—2,630 square miles across approximately 120 non-contiguous communities, home to one million people.

From Marina Del Rey on the edge of the Pacific Ocean, to Altadena at the base of the Angeles National Forest and San Gabriel Mountains, to Lake Los Angeles in the heart of the Antelope Valley, the unincorporated communities of Los Angeles County are unique and diverse in landscape, history, and people. They are a mix of rural, suburban, and urban communities – each with different opportunities for and challenges to walking.

While the many natural areas of Los Angeles County invite people from around the world to hike our mountain trails and stroll our beaches, it is in our unincorporated communities where people walk every day to get to school, enjoy neighborhood parks, visit friends and family, run errands, access transit, and get to work. Step by Step Los Angeles County (the Plan) is a plan to enhance walkability, a measure of how friendly an area is for walking, for the one million residents of communities in unincorporated Los Angeles County.

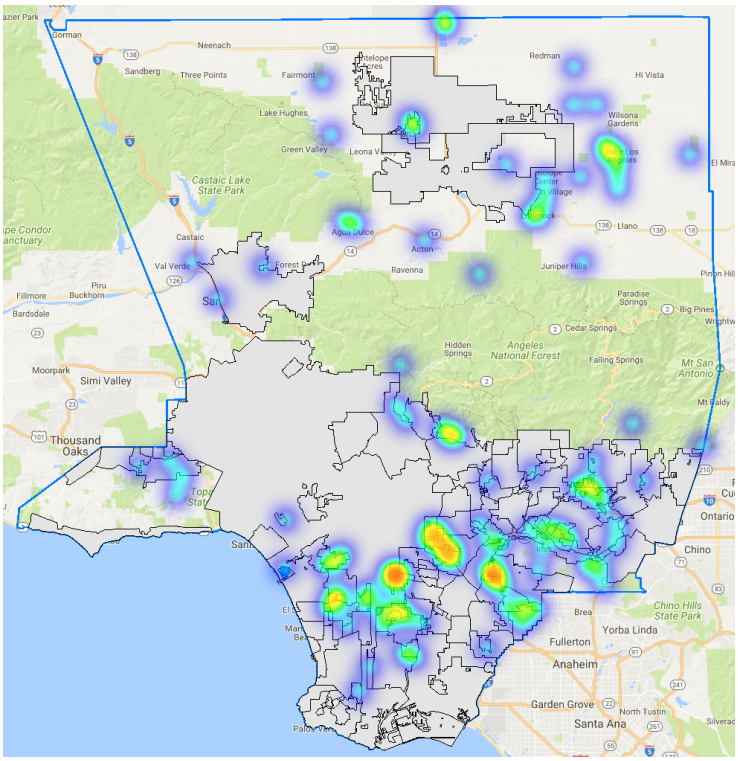
The Plan outlines actions, policies, procedures, and programs that the County of Los Angeles (the County) will consider to enhance walk-ability across unincorpo¬rated communities. It also includes Community Pedestrian Plans that identify potential pedestrian infrastructure proj-ects for specific unincorpo¬rated communities. This tailored approach to pedestrian planning enables the County to work closely with resi-dents, businesses, and other stakeholders to meet the unique needs of each unincorporated community.

THE NEED FOR A PEDESTRIAN PLAN

In 2015, the County completed a major overhaul of its General Plan, which emphasized the importance of providing healthy, livable, and equitable communities as a guiding principle.

One of the ways identified by the General Plan to accomplish this principle is to create safe, pedestrian-friendly streets that are accessible to all users. To achieve this, existing challenges to walking should be identified and addressed, such as wide roadways with fast-moving vehicle traffic, or gaps in the sidewalk network.

There is an urgency to enhancing pedestrian safety. Between January 1, 2013 and December 31, 2017, the most recent period for which com¬plete data was available, 219 people were severely injured and 86 were killed while walking in unincorporated communities. Among people killed or severely injured while walking, 20 percent were youth (under 20 years old) and 26.2 percent were seniors (60 years or older).[1] Pedestrian-involved fatal and severe injury collisions were concentrated in the southern parts of the unincorporated county, largely in the denser urban and suburban communities. However, there was also a concentration of collisions in the Antelope Valley, where high-speed roads are often the primary streets in communities.[2]



Pedestrian-related collisions involving severe injuries or fatalities in the unincorporated county areas (January 2013 - December 2017)

1 Data provided by Los Angeles County Public Works, 2018.
2 *County Vision Zero Opportunities*; Report to the Board of Supervisors. Los Angeles County Department of Public Health. February 10, 2017

On February 14, 2017, the Los Angeles County Board of Supervisors directed County departments to implement, in collaboration with the California Highway Patrol, a Vision Zero Initiative for unincorporated Los Angeles County. Vision Zero is a strategy that aims to eliminate traffic fatalities and severe injuries through engineering, enforcement, education, engagement, and evaluation approaches. Success requires collaboration between various sectors including public health, public works, law enforcement, and community stakeholders. Step by Step Los Angeles County helps move us toward our Vison Zero goal by identifying specific actions, programs, and projects that prioritize pedestrian safety in the design and operations of the County's transportation system. These suggested steps will reduce fatalities and severe injuries and promote healthier living for Los Angeles County residents.

Creating walkable communities also helps the County address poor health outcomes and health inequities. Almost 24 percent of adults in Los Angeles County are obese and an additional 36 percent are overweight. In some unincorporated communities, such as Westmont/West Athens, adult obesity rates are higher than the county average.

Children in Los Angeles County also face health challenges related to obesity and being overweight. Only 29 percent of Los Angeles County children ages 6 to 17 obtain the recommended amount of physical exercise each week (30 minutes or more daily for youth). In Los Angeles County, 23 percent of youth are considered obese, though in some unincorporated communities the rate is significantly higher, such as in Walnut Park and West Whittier-Los Nietos (39 percent and 31 percent, respectively).[1]

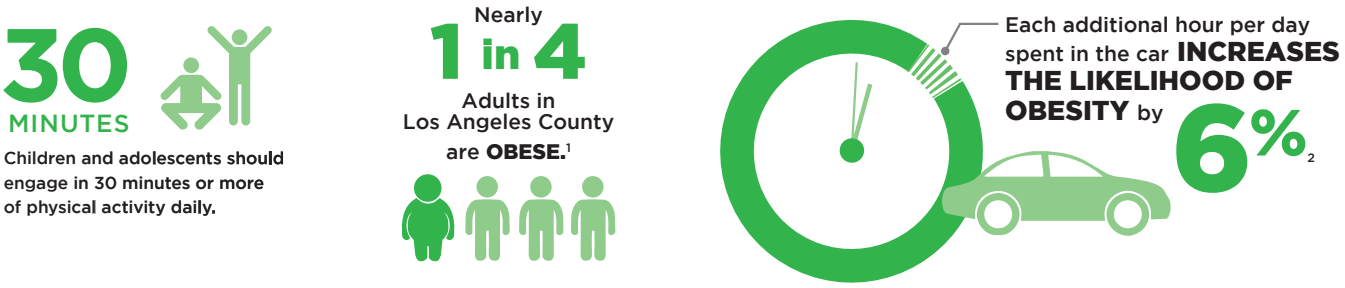
Step by Step Los Angeles County will help address health inequities, obesity and inactivity, and chronic diseases such as diabetes and heart disease by creating physical environments that provide everyone with the opportunity to lead active lifestyles. One critical strategy for establishing environments that encourage walking is through projects that enhance the built environment; for example, projects that involve closing gaps in the sidewalk network or adding curb extensions. Ensuring walkable communities also offers an opportunity to work with schools, law enforcement, and community members to address violence concerns, which may limit

1 California Health Interview Survey, Neighborhood Edition, 2014; American Community Survey, 5-year estimate 2010-2014

physical activity, and update critical County policies, procedures, and programs that support safe walking for people of all races, income levels, ages, and abilities.

The proposed projects in this Plan build on conversations with County departments, public safety and transit agencies, and community residents, as well as careful observations of the existing transportation network, to identify actions that can support efforts for people to walk, wheel, live and thrive in unincorporated communities.

Implementation of proposed projects is contingent upon environmental analysis and future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Vehicle Code, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this Plan are contingent upon available resources; right-of-way; sufficient funding to finance installation, operation, and on-going maintenance; and obtaining community and political support.



BENEFITS OF WALKING

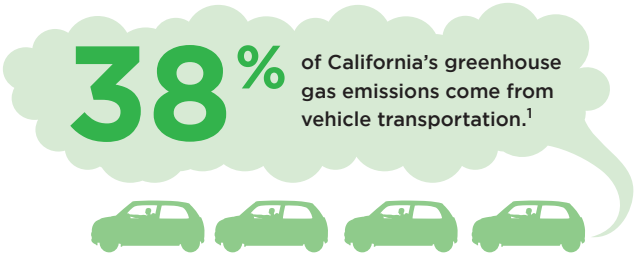
Walking is not only a way to improve individual health, but can contribute to enhancing the health and vibrancy of our communities. The walkability of a community has economic, environmental, and social equity implications.

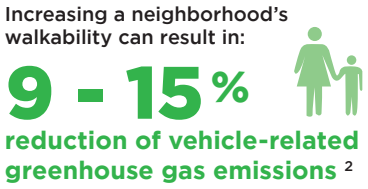
Health

Walking is an easy way to start or maintain a physically active lifestyle. The Centers for Disease Control and Prevention (CDC) advises 30 minutes of walking five days a week to significantly reduce health risks for adults while contributing to healthy bones, muscles, and joints. Walking can help prevent weight gain and lower the risks of obesity, diabetes, and heart disease. Daily physical activity is associated with mental health and cognitive benefits such as reducing stress and symptoms of depression and anxiety. The CDC notes that walkable communities increase social interaction, contributing to overall health and wellness. How the County shapes the built environment and transportation systems influences our mobility choices, such as whether people can walk to destinations or must drive to get around.

1 American Community Survey, 5-year estimate 2010-2014

2 Frank, L. et al. Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars, 2004. American Journal of Preventive Medicine, 27(2), 87-96.





Environment

Creating walkable communities reduces greenhouse gas (GHG) emissions by encouraging people to walk rather than drive for short trips. According to the California Air Resources Board, transportation accounts for 38 to 42 percent of GHG emissions, with cars and light trucks accounting for almost three-quarters of those emissions. By promoting walkability in Los Angeles County neighborhoods, we could reduce transportation GHG emissions by 9 to 15 percent.[1]

Air pollution is another critical health and environmental issue that can be affected by transportation choices. In 2017, Los Angeles County received failing grades from the American Lung Association for ozone, 24-hour particle pollution, and annual particle pollution. The Los Angeles-Long Beach area was ranked as the most ozone-polluted place in the country. Replacing automobile trips with walking trips can help reduce automobile emissions and improve air quality for everyone.

Economic

Walking is economically advantageous to individuals and communities. Replacing automobile trips with walking can reduce vehicle maintenance and fuel costs. These savings are accompanied by potential reductions in health care costs, as regularly walking can minimize health complications associated with an inactive lifestyle. In 2009, the CDC estimated that the direct medical costs of physical inactivity to the country totaled more than $147 billion.[2]

According to the Bureau of Labor Statistics, in 2016, 12.1 percent of household expenditures were spent on transportation, the second highest household expenditure besides rent/mortgage.[3] Increasing opportunities for non-automobile travel can reduce spending on transportation, which may, in turn, allow for households to increase spending on health-promoting activities such as healthcare, education, and nutritious food.

1 United States Environmental Protection Agency. Smart Growth and Climate Change, 2017. http://www.epa.gov/smartgrowth/smart-growth-and-climate-change

2 California State Nutrition, Physical Activity, and Obesity Profile. Center for Disease Control, 2009. http://www.cdc.gov/nccdphp/dnpao/state-local-programs/profiles/california.html

3 Bureau of Labor Statistics. Consumer Expenditures-2016, 2017. https://www.bls.gov/news.release/cesan.nr0.htm

12%

of BUDGET SPENT on TRANSPORTATION

Families spend an average of 12% of their budget on transportation.[3]

Increasing the number of daily trips made by walking instead of by driving reduces the burden on the region's transportation system, thus reducing the need for enhancements and expansion projects that affect community space.

Social Equity

Step by Step Los Angeles County provides a framework for all of the county's unincorporated communities and provides detailed plans for an initial four communities that are disadvantaged economically and environmentally. The facility investments, programs, and procedures proposed in the Plan will enhance the accessibility of pedestrian networks in unincorporated areas, making daily transportation and physical activity more viable for youth, seniors, and those with disabilities. Enhanced access, together with additional lighting, greenery, and community programming will help to reinforce sidewalk vitality and eyes on the street,[1] deter crime, and enhance real and perceived safety.

1 "Eyes on the street" is a concept that was introduced by author Jane Jacobs, referring to the more people in the streets, the safer they become. People's "eyes on the street" provide informal surveillance of the urban environment. For residents to move safely through the streets, other people need to be present, contributing to an atmosphere of safety.

By enhancing pedestrian connections to transit, the Plan is also a key tool for the County to address the mobility needs of low-income households that are typically more transit-dependent or are otherwise relatively less able to afford a car. Strengthening the crucial connection between walking and transit, typically the first or last portion of a transit trip (the “first/last mile”), helps families minimize transportation cost-burdens by making it easier to choose transit over driving; these savings become available for expenditures on other essential household costs, such as housing, groceries, and health care.

Further, enhanced pedestrian networks are a way to address park disparities in disadvantaged communities in the county. In some cases, conventional park development is slowed by the lack of viable sites. The Plan helps to implement recreation paths and enhanced sidewalk corridors that utilize the existing public realm to create innovative recreation spaces.

Creating a better walking environment also supports social cohesion by offering opportunities for personal interaction and social involvement. People can walk with family, stop to talk to neighbors, walk to local destinations to meet friends, participate in group walks, and more. These situations strengthen the personal relationships that bring and keep communities together.

PLANNING PROCESS AND PLAN ORGANIZATION

Step by Step Los Angeles County was developed in response to community feedback received during outreach for previous County planning efforts in unincorporated communities. Community members identified the need to address roadway safety concerns, enhance walkability, and provide new opportunities for walking and physical activity in their communities.

The Department of Public Health (DPH) PLACE Program (Policies for Livable Active Communities and Environments) received an Active Transportation Program (ATP) grant from the California Department of Transportation (Caltrans) to develop Step by Step Los Angeles County in close collaboration with Los Angeles County Public Works. The purpose of the Active Transportation Program is to fund projects that will encourage active modes of transportation, such as walking and biking. The ATP specifically aims to increase the proportion of walking and biking trips; increase mobility and safety for people walking and biking; advance efforts to achieve greenhouse gas reduction goals; enhance public health; and ensure that disadvantaged communities fully share in program benefits.

The grant has enabled the County to develop a framework for enhancing walkability across unincorporated communities and includes four initial Community Pedestrian Plans, with specific infrastructure projects proposed in Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos. These four unincorporated areas are considered, by statewide indicators, "disadvantaged communities"; indicators include median household income, participation in the National School Lunch Program, environmental pollution burden, and various socioeconomic and health determinants. As additional funding is available, the County will add chapters for the remaining unincorporated areas, identifying the specific pedestrian projects and programs needed in each additional community.

To develop the Community Pedestrian Plans, DPH contracted with three community-based organizations to lead outreach efforts: Antelope Valley Partners for Health in Lake Los Angeles, the YWCA of Greater Los Angeles in Walnut Park, and the Los Angeles Neighborhood Initiative in Westmont/West Athens and West Whittier-Los Nietos. Each organization used a variety of strategies, from stakeholder interviews, surveying and

tabling at various school and community events, to community walk audits and Photovoice projects. In addition, community advisory committees (CACs) were established in each community with members representing youth, seniors, homeowners, non-profits, businesses, and other key stakeholders. The goal of the outreach was to facilitate a dialogue with community members about the physical and social challenges to walking, identify preferred routes and potential projects, and build broader understanding and support for roadway safety projects.

Community feedback was supplemented by a technical analysis of existing roadway and sidewalk conditions, collision and crime data, and County practices and procedures as they relate to encouraging or hindering walkability. County and partner agency staff participated in a technical advisory committee to share information and identify the ways their agencies can contribute to enhancing walkability in the unincorporated communities. These included the Los Angeles County Public Works, Regional Planning, Parks and Recreation, Public Health, Sheriff, Fire, and Consumer and Business Affairs; the Los Angeles County Arts Commission and Community Development Commission; and California Highway Patrol and Metro.

Purpose of the Plan

This planning document provides a framework for enhancing walkability across unincorporated communities in Los Angeles County. To accomplish this, the Plan:

- Formalizes a vision for walkability based on community, departmental, and Board input
- Provides specific actions the County can integrate into departmental work programs related to their policies, practices, and procedures that can enhance walkability and help eliminate fatalities and severe injuries to people walking
- Documents existing conditions and community input on pedestrian safety issues
- Suggests potential pedestrian safety enhancements
- Identifies possible new programs as well as proposed actions to enhance existing programs that support and encourage walking

POLICY CONTEXT

Step by Step Los Angeles County is consistent with and helps implement state, regional, and local plans, programs, and initiatives.

The Plan serves as a critical step in implementing the County's Vision Zero goal of eliminating fatal and severe injury traffic collisions. It also helps to implement many other County initiatives that promote healthy communities and a sustainable environment. For example, the County's General Plan, adopted in 2015, establishes goals, policies and programs that promote healthy, livable communities and includes a Community Climate Action Plan (CCAP) to mitigate greenhouse gas (GHG) emissions. The Pedestrian Plan helps to implement these goals by enhancing walkability, safety, and accessibility as well as helping increase sustainability and reduce transportation related emissions.

Step by Step helps implement the County's Purposeful Aging Initiative (adopted 2018), which emphasizes the need to prepare the Los Angeles region for a rapidly aging population and includes recommendations for supporting the ability of older adults to safely walk in their communities as a means of transportation. The Countywide Park and Recreation Needs Assessment examines park availability to residents, park accessibility, and new park needs; implementation of the projects proposed in the Pedestrian Plan will enhance the safety of walking routes to parks in unincorporated communities.

The Plan is also well aligned with regional and State policy goals. Metro's Active Transportation Strategic Plan (adopted 2016) and First and Last Mile Strategic Plan (adopted 2014) both provide policy and infrastructure recommendations that support walking, rolling, and biking to local destinations and promote facilities for making connections between transportation modes.

The Southern California Association of Governments (SCAG) adopted a Regional Transportation Plan/Sustainable Communities Strategy in 2016 that identifies how the region plans to use active transportation to help meet challenges related to population growth and demographic shifts over the next 25 years and includes strategies to increase the number of short trips taken by walking, especially to transit, and reduce collisions involving people walking.

On the State level, Step by Step helps implement a wide variety of plans and laws, including the California Bicycle and Pedestrian Plan (adopted 2017), the California Transportation Plan (adopted 2016), and Assembly Bill 32, also known as the California Global Warming Solutions Act, adopted in 2006 to reduce the state's emissions of greenhouse gases. For a full description of local, regional and state policy efforts Step by Step Los Angeles County helps to implement, please see Appendix A.

Ch.2

VISION, GOALS, AND ACTIONS

Step by Step Los Angeles County's vision, goals, and actions were informed by input from discussions with community stakeholders and residents at various events, meetings, workshops, and through the community advisory committees established for each community. Facilitated discussions with County departments, Metro, and neighboring jurisdictions also informed the vision, goals, and actions.

Discussions were focused on walkability, key pedestrian issues and opportunities, and appropriate strategies to enhance walking conditions throughout the county. Alongside the community, the County developed seven goals, which are shown on the following pages, to enhance the safety and convenience of walking and expand access to safe pedestrian facilities. To meet these goals, the document proposes new pedestrian policies and actions in light of existing policies and plans (Appendix A). Many of the new policies and actions will require coordination with additional local, regional, and state agencies, and some will require processes and systems changes within the County.

An anticipated time frame for implementation has been identified for each action. The time frames noted are contingent upon available resources, right-of-way, funding, and community and political support as described in Chapter 1. Short-term actions are those that have an anticipated time frame of five years. As additional resources are secured, the County can begin implementation of medium- and long-term implementation actions. The proposed policies will serve to guide planning processes for all County projects, and inform procedures and projects across all agencies.

VISION

Los Angeles County will be a place where walking is a safe, convenient, and enjoyable option for people of all ages and abilities to travel for work, school, shopping, recreation, and other daily activities. Streets and sidewalks will be transformed to promote healthy and active lifestyles and increase public safety.

GOALS, POLICIES, AND ACTIONS

Goal 1: Safe Streets

Eliminate all fatalities and severe injuries involving people walking.

POLICY SS-1: Coordinate across County departments, and with the California Highway Patrol, community members, and organizations to implement Vision Zero Los Angeles County to eliminate traffic-related pedestrian fatalities and severe injuries.

Action SS-1.1: Develop and implement a Vision Zero Action Plan. Analyze traffic collision data and identify priority corridors, intersections, and areas in need of intervention. Identify the engineering, education, enforcement, engagement, and evaluation strategies, as well as responsible parties, benchmarks, and timelines for achieving progress.

Lead Departments: Public Works, Public Health

Supporting Departments: Regional Planning, Sheriff, California Highway Patrol, Fire, Chief Executive Office, Internal Services, Health Services, Parks and Recreation, Arts Commission, Regional Planning

TIMEFRAME: ON-GOING

Action SS-1.2: Produce an annual public progress report on Vision Zero Los Angeles County. Analyze and report on the status and outcomes of implemented projects and programs. Identify specific projects and programs that aim to reduce traffic-related severe injuries and fatalities.

Lead Departments: Public Works, Public Health

Supporting Departments: Regional Planning, Sheriff, California Highway Patrol, Fire, Health Services, Chief Executive Office, Internal Services, Parks and Recreation, Arts Commission

TIMEFRAME: ON-GOING

Action SS-1.3: Expand data analysis for project and program prioritization to include additional sources beyond that of roadway collision data. Other sources could include, but are not limited to, pedestrian counts, emergency medical services and hospital data, and citation data.

Lead Departments: Public Works, Public Health

Supporting Departments: Regional Planning, Sheriff, California Highway Patrol, Fire, Health Services, Chief Executive Office, Internal Services, Parks and Recreation, Arts Commission

TIMEFRAME: SHORT-TERM

POLICY SS-2: Enhance the pedestrian walking experience by enhancing pedestrian crossings and implementing traffic calming measures where feasible and appropriate.

Action SS-2.1: Adopt updated engineering and planning design standards that consider the guidelines from the Los Angeles County Model Design Manual for Living Streets, NACTO Urban Streets Design Guide, and other best practices to ensure pedestrian-friendly designs.

Lead Departments: Public Works

TIMEFRAME: MEDIUM-TERM

Action SS-2.2: Develop guidelines for the implementation of high-visibility crosswalk markings.

Lead Departments: Public Works

TIMEFRAME: SHORT-TERM

Action SS-2.3: Develop guidelines for the implementation of pedestrian-activated warning systems to enhance crosswalk visibility at uncontrolled marked crossing locations.

Lead Departments: Public Works

TIMEFRAME: SHORT-TERM

Action SS-2.4: Develop guidelines for the implementation of stop/limit lines at signalized crossing locations.

Lead Departments: Public Works

TIMEFRAME: SHORT-TERM

Action SS-2.5: Develop guidelines for incorporating yield markings and related signage at uncontrolled marked crossing locations.

Lead Departments: Public Works

TIMEFRAME: SHORT-TERM

Action SS-2.6: Develop guidelines for evaluating locations with existing right-turn slip lanes, those that allow vehicles to turn at the intersection without actually entering it and interfering with through traffic, to identify pedestrian safety design projects, including, but not limited to, addition of no right-turn on red signage, advance stop or yield markings, stop controls, or right-turn slip lane removal; and for limiting construction of new right-turn slip lanes in areas of high pedestrian demand or with a history of pedestrian collisions.

Lead Departments: Public Works

TIMEFRAME: MEDIUM-TERM

Action SS-2.7: Develop guidelines for installing red curb and no parking zones adjacent to all marked crosswalks and intersections to enhance driver visibility of pedestrians.

Lead Department: Public Works

TIMEFRAME: MEDIUM-TERM

Action SS-2.8: Develop guidelines for installing curb extensions.

Lead Department: Public Works

Supporting Department: Regional Planning

TIMEFRAME: MEDIUM-TERM

Action SS-2.9: At intersections with a history of pedestrian-involved collisions resulting from right-turning vehicles, prohibit right-turns on red, where feasible and appropriate.

Lead Departments: Public Works

TIMEFRAME: LONG-TERM

Action SS-2.10: Evaluate creating a county-wide policy that establishes a 15 mph speed limit when children are present, and expand 25mph zones, in accordance with California AB 321.

Lead Departments: Public Works

TIMEFRAME: MEDIUM-TERM

Action SS-2.11: Evaluate installing protected left-turn signals near schools, high frequency bus stops, and rail stations, wherever feasible and appropriate.

Lead Departments: Public Works

TIMEFRAME: MEDIUM-TERM

Action SS-2.12: Evaluate installing Leading Pedestrian Intervals (LPI) at intersections with high rates of pedestrian activity, where feasible and appropriate.

Lead Departments: Public Works

TIMEFRAME: MEDIUM-TERM

Goal 2: Make Walking the Easy and Healthy Choice

Communities, streets, and sidewalks are designed to promote walking and healthy living.

POLICY EH-1: Make transportation, land use, and building design or site planning decisions that make walking a logical first choice transportation option for residents and visitors.

Action EH-1.1: Use current design guidelines, such as the Livable Community Design Guidelines once finalized, to encourage development patterns and site plans that promote walking, increase pedestrian connectivity between buildings and sidewalks, and allow for short trips between multiple locations.

Lead Departments: Regional Planning, Public Works

Supporting Departments: Member Departments of the Healthy Design Workgroup

TIMEFRAME: ON-GOING

Policy EH-2: Design pedestrian-friendly streets to make walking a convenient first choice for daily activities.

Action EH-2.1: Develop guidelines that establish a maximum distance between controlled intersections and marked crosswalks on major and secondary streets, where feasible and appropriate.

Lead Departments: Public Works

TIMEFRAME: SHORT-TERM

Action EH-2.2: Develop guidelines for implementing semi-exclusive/exclusive pedestrian movements (i.e., pedestrian scrambles) at intersections with high volumes of pedestrian traffic and/or vehicle-pedestrian conflicts, where feasible and appropriate.

Lead Departments: Public Works

TIMEFRAME: LONG-TERM

Action EH-2.3: Continue to work with communities to develop pedestrian wayfinding signage that incorporate local identity to direct pedestrians to important neighborhood destinations, including commercial areas, schools, and parks.

Lead Departments: Public Works

Supporting Department: Regional Planning

TIMEFRAME: ON-GOING

Action EH-2.4: Establish pedestrian wayfinding guidelines and procedures.

Lead Departments: Public Works

Supporting Departments: Parks and Recreation, Regional Planning, Community Development Commission, Arts Commission, Metro

TIMEFRAME: MEDIUM-TERM

Action EH-2.5: Evaluate the Los Angeles County Code (Title 21 - Subdivisions) and the County's design guidelines to assess if the typical roadway cross-sections should be revised to reclassify streets and provide new street classifications that are reflective of land uses and context-sensitive to rural/suburban/urban areas. Assess whether cross-sections can be updated to enhance the walkability of communities.

Lead Departments: Public Works, Regional Planning

TIMEFRAME: LONG-TERM

Action EH-2.6a: Develop bus stop design guidelines based on an increased sidewalk width to include elements that enhance the walking experience, such as signage, seating, and shelters; and ensure that transit signs, benches, and shelters do not impede the pedestrian walkway.

Lead Departments: Public Works

Supporting Departments: Regional Planning, Metro

TIMEFRAME: SHORT-TERM

Action EH-2.6b: Consolidate signage for multiple providers onto one pole as much as possible to reduce visual clutter and enhance accessibility.

Lead Departments: Public Works

Supporting Departments: Transit Providers

TIMEFRAME: ON-GOING

Action EH-2.7: When planning and designing corridor projects, incorporate supportive pedestrian amenities such as landscaping and street furniture, as funding is available.

Lead Departments: Public Works

Supporting Department: Regional Planning

TIMEFRAME: ON-GOING

Action EH-2.8: Develop and publicize a process through which communities can engage Public Works in developing ideas on litter prevention, and identifying locations for and implementing public waste containers for collecting trash and recyclables, making use of contract waste haulers where applicable for ongoing maintenance and community outreach.

Lead Departments: Public Works

TIMEFRAME: MEDIUM-TERM

Action EH-2.9: Convert alleyways to multi-use paths and community green spaces, where feasible and appropriate.

Lead Departments: Public Works

Supporting Department: Regional Planning

TIMEFRAME: ON-GOING

POLICY EH-3: Provide opportunities for community participation in creating safe and inviting pedestrian environments.

Action EH-3.1: Apply for grants to develop Community Pedestrian Plans for each unincorporated community.

Lead Departments: Public Works, Public Health

Supporting Departments: Regional Planning

TIMEFRAME: ON-GOING

Action EH-3.2: Review the public-facing tools related to requesting and reporting traffic-related concerns to Public Works, and update/expand as necessary to provide clear information to the public on the available types of traffic calming tools, as well as process to determine feasibility and applicability of traffic calming interventions.

Lead Departments: Public Works

TIMEFRAME: MEDIUM-TERM

Action EH-3.3: Finalize the Parklet Application Manual and develop an online application that allows community stakeholders to apply for approval to construct and operate a parklet in the road right-of-way.

Lead Departments: Public Works

Supporting Departments: Public Health, Regional Planning, Consumer and Business Affairs

TIMEFRAME: SHORT-TERM

Action EH-3.4: Develop guidelines to work with communities to implement artistic treatments within the public right-of-way.

Lead Departments: Public Works

Supporting Departments: Regional Planning, Arts Commission

TIMEFRAME: MEDIUM-TERM

Action EH-3.5: Identify opportunities to pilot pedestrian safety treatments using semi-permanent materials where feasible and appropriate.

Lead Departments: Public Works

Supporting Departments: Public Health

TIMEFRAME: MEDIUM-TERM

Goal 3: Connectivity

Develop and maintain a complete pedestrian network that links transit, schools, parks, and other key destinations in the community.

POLICY C-1: Support projects that increase pedestrian connectivity, reduce walking distances, and enhance safety.

Action C-1.1: Continue to support constituent requests, maintain, and seek new opportunities for public easements that shorten walking distances and encourage walking; where feasible and appropriate.

Lead Departments: Public Works, Parks and Recreation

Supporting Departments: Regional Planning, Sheriff, Fire

TIMEFRAME: ON-GOING

Action C-1.2: Utilize pedestrian recall signal timing methods or other available technology at locations that have high pedestrian activity, where feasible and appropriate.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

POLICY C-2: Create a barrier-free pedestrian network. Maintain pedestrian facilities to ensure they are free of hazards and obstructions.

Action C-2.1: Develop standards and a process for siting street furniture, including bicycle parking.

Lead Departments: Public Works

TIMEFRAME: MEDIUM-TERM

Action C-2.2: Increase outreach to and education for local businesses to prevent obstruction of pedestrian walkways by items such as advertisement signs and merchandise.

Lead Departments: Member Departments of the Healthy Design Workgroup

Supporting Departments: Community Development Commission, Business and Consumer Affairs

TIMEFRAME: ON-GOING

Action C-2.3: Work with utility companies to underground or relocate utilities as locations are identified where sidewalks do not meet or maintain ADA required widths due to the location of utility boxes or poles.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Action C-2.4: Prioritize requests related to illegal dumping when a report indicates the material is impeding safe pedestrian travel.

Lead Departments: Public Works, Sheriff, Agricultural Commissioner/Weights & Measures

TIMEFRAME: ON-GOING

Action C-2.5: Continue to promote the use of online applications such as "The Works" application and the "Report a Problem" page of the Public Works website to allow residents to report maintenance needs in their community.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Action C-2.6: Enforce compliance with existing ordinances related to sidewalk obstructions including, but not limited to, vegetation incursion and parking on or across sidewalks.

Lead Departments: Public Works, Sheriff, California Highway Patrol

Supporting Department: Regional Planning

TIMEFRAME: ON-GOING

Action C-2.7: Continue to repair potholes and pavement cracking, including those in crosswalks, during routine maintenance.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Action C-2.8: Implement a publicly-viewable ranking system similar to Public Work's Pavement Quality Index (PQI) to provide transparency around conditions of existing walkways and maintenance schedules.

Lead Departments: Public Works

TIMEFRAME: MEDIUM-TERM

Goal 4: Equity

Make unincorporated Los Angeles County more walkable for all through equity in public engagement, service delivery, accessibility, planning, and capital investments.

POLICY EQ-1: Prioritize the needs of low-income communities of color and the most vulnerable users.

Action EQ-1.1: In addition to Vision Zero indicators, use demographic and health outcomes to identify and prioritize communities for future Community Pedestrian Plans.

Lead Departments: Public Works, Public Health

Supporting Departments: Regional Planning

TIMEFRAME: ON-GOING

Action EQ-1.2 Continue to develop outreach materials in languages that are community-specific, and hold community meetings at times and in locations that are convenient to the community and accessible by multiple forms of transportation including walking, bicycling, and public transit.

Lead Departments: All County Departments

TIMEFRAME: ON-GOING

Action EQ-1.3: Create a process to enable County departments to more easily contract with local non-profits and Community Based Organizations to assist with community engagement for the planning, design and implementation of pedestrian projects.

Lead Departments: Member Departments of the Healthy Design Workgroup

TIMEFRAME: MEDIUM-TERM

Action EQ-1.4: Ensure information on how to request public services is available online and in multiple languages for access by non-English proficient residents.

Lead Departments: All County Departments

Supporting Department: Regional Planning

TIMEFRAME: ONGOING

POLICY EQ-2: Create a pedestrian network that supports people of all abilities – especially youth, seniors, and those with disabilities. This includes, but is not limited to, wide sidewalks, curb ramps, accessible pedestrian signals to aid the visually impaired, and adequate pedestrian crossing times.

Action EQ-2.1: Ensure that sidewalks are kept in good repair.

Lead Departments: Public Works

Supporting Departments: Regional Planning

TIMEFRAME: ON-GOING

Action EQ-2.2: Discourage, and when possible, prevent new developments from installing multiple vehicle driveways.

Lead Departments: Public Works

Supporting Departments: Regional Planning

TIMEFRAME: ON-GOING

Action EQ-2.3: Install or upgrade curb ramps to comply with current Americans with Disabilities Act standards when located within a street, road, or highway segment altered by maintenance, resurfacing, reconstruction, or new construction.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Action EQ-2.4: Continue to ensure all new construction projects meet or exceed standards set by the Americans with Disabilities Act.

Lead Departments: Public Works

Supporting Departments: Regional Planning

TIMEFRAME: ON-GOING

Action EQ-2.5: Design and construct accessible pedestrian medians or islands to create a pedestrian refuge area, where feasible and appropriate.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Action EQ-2.6: Provide ample crossing time at signalized crossings adjacent to destinations used by people with lower mobility speeds, including youth, seniors, and the disabled.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Action EQ-2.7: Evaluate implementing new technologies that allow those with the need for longer crossing time to request/receive additional green time.

Lead Departments: Public Works

TIMEFRAME: LONG-TERM

Goals 5: Safe Communities

Address real and perceived personal safety concerns to encourage walking.

POLICY SC-1: Implement community environmental design and community programs that enhance public safety.

Action SC-1.1: Continue to explore ways to purchase, operate, and maintain pedestrian-scale lighting.

Lead Departments: Public Works

Supporting Department: Regional Planning

TIMEFRAME: ON-GOING

Action SC-1.2: Support LED light installation on new and existing streetlight poles and, to reduce sidewalk clutter, consider combined street-scale and pedestrian-scale lighting on individual light poles, where feasible and appropriate.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Action SC-1.3: Work with local businesses to maintain active building frontages (including outdoor restaurant seating) to promote sidewalk vitality and "eyes on the street." Update the related zoning code, Community Standards Districts, and/or Community Plans as necessary.

Lead Departments: Member Departments of the Healthy Design Workgroup

Supporting Departments: Community Development Commission, Business and Consumer Affairs

TIMEFRAME: ON-GOING

Action SC-1.4: Identify areas where illicit activities, such as cruising and prostitution, occur and work with Public Works to strategically deploy traffic calming measures with the goal of reducing these activities, where feasible and appropriate.

Lead Departments: Sheriff

Supporting Departments: Public Works

TIMEFRAME: ON-GOING

Action SC-1.5: Educate residents on and promote the reporting of active feral dog populations near schools, transit stops, and other areas with high pedestrian activity.

Lead Departments: Animal Care and Control

TIMEFRAME: ON-GOING

Goal 6: Sustainability and Preservation

Pedestrian projects and programs enhance the natural environment including clean air and water.

POLICY SP-1: Improve air quality and reduce greenhouse gas emissions through reduced car dependency.

Action SP-1.1: In partnership with local organizations, promote and support programs that incentivize/encourage the public to track the amount of walking trips taken.

Lead Departments: Public Health

Supporting Departments: Community Development Commission, Business and Consumer Affairs

TIMEFRAME: ON-GOING

Action SP-1.2: Encourage large-scale trip generators, including County facilities, to create and implement Transportation Demand Management programs that emphasize the importance of walking to employees and visitors.

Lead Departments: Human Resources

Supporting Departments: Metro, Community Development Commission, Business and Consumer Affairs, Regional Planning

TIMEFRAME: ON-GOING

Action SP-1.3: California's parking cash-out law requires employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space. Ensure all facilities where County employees work enforce this law.

Lead Departments: Chief Executive Office

TIMEFRAME: MEDIUM-TERM

POLICY SP-2: Enhance the natural environment through the greening of pedestrian space by planting trees and vegetation, and the use of efficient materials and processes in sidewalk and street enhancement projects.

Action SP-2.1: Install trees as part of sidewalk, shared-use path, and trail projects, where feasible and appropriate.

Lead Departments: Parks and Recreation, Public Works

TIMEFRAME: ON-GOING

Action SP-2.2: Continue to utilize Low Impact Development standards, which may include permeable pavement, for construction of sidewalks, public stairs, and paths, where feasible and appropriate.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Action SP-2.3: Continue to update the Public Works-maintained parkway inventory during scheduled routine maintenance, and use this data to plan for tree plantings.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Goal 7: Coordinated County Implementation

County agencies and communities work together to implement pedestrian projects, policies, and programs.

POLICY CI-1: Develop shared communications, data collection protocols, and systems so that pedestrian projects are coordinated across departments, with partner agencies, and with the community.

Action CI-1.1: Use the Healthy Design Workgroup Grants Committee to work across County departments to submit competitive projects to regional and state funding sources to implement infrastructure projects and programs identified in this Plan.

Lead Departments: Public Works, Public Health

Supporting Departments: Member Departments of the Healthy Design Workgroup Grants Committee

TIMEFRAME: ON-GOING

Action CI-1.2: Incorporate pedestrian-related features identified in this Plan into ongoing and future highway improvement projects, as well as private project designs and approvals, where feasible and appropriate.

Lead Departments: Public Works, Regional Planning

TIMEFRAME: ON-GOING

Action CI-1.3: Seek opportunities to fund planning and implementation of proposed projects identified in Community Pedestrian Plans.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Action CI-1.4: Continue to work with school districts and individual school site coordinators to enhance safety for students and neighbors during pick-up and drop-off times.

Lead Departments: Public Works

Supporting Departments: Sheriff, California Highway Patrol, School Districts

TIMEFRAME: ON-GOING

Action CI-1.5: Continue to coordinate with Caltrans District 7 to implement projects proposed in Caltrans' right-of-way when feasible and appropriate.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Action CI-1.6: Continue to coordinate with neighboring jurisdictions in places where the County shares authority of traffic control and maintenance of roadways, to seek funding opportunities and implement proposed projects jointly.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

Action CI-1.7: Continue to coordinate with Metro through First and Last Mile Planning efforts.

Lead Departments: Public Works

TIMEFRAME: ON-GOING

POLICY CI-2: County agencies work together to gather and share useful and timely information related to existing and proposed pedestrian infrastructure. Better integrate participatory planning efforts facilitated by County agencies by sharing resources and contacts.

Action CI-2.1: Monitor status of all pedestrian projects proposed in the Step by Step Los Angeles County Pedestrian Plans.

Lead Departments: Public Works

Supporting Departments: Regional Planning

TIMEFRAME: ON-GOING

Action CI-2.2: Develop an interdepartmental master stakeholder list and collaborate with various departments to support community engagement efforts or develop joint outreach efforts when appropriate.

Lead Departments: Member Departments of the Healthy Design Workgroup

Supporting Departments: Community Development Commission, Business and Consumer Affairs

TIMEFRAME: ON-GOING

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FACILITIES TO ENHANCE WALKABILITY

Most trips begin and end as walking trips even when a car, bicycle, bus, or train is involved. An accessible and useful pedestrian network needs to accommodate a range of diverse needs and abilities.

Age, for example, is one major factor that affects a person's physical abilities, walking speed, and environmental perception. Children have lower eye height and walk at slower speeds than adults. Older adults also may walk more slowly and may require assistive devices for walking stability, sight, and hearing. This section presents an overview of some key pedestrian facilities that help form a safe, convenient environment for all people walking.

WALKWAYS AND PUBLIC SPACE

Walkways

Walkways (e.g. sidewalks, shared-use paths, and trails) are the most fundamental element of the pedestrian network, as they provide an area for pedestrian travel separated from vehicle traffic. A sidewalk is a paved space along the side of a road, dedicated for pedestrian use. A shared-use path is dedicated space that supports multiple types of non-motorized travel, such as walking, bicycling, skating, and more; they are typically paved and may include separate spaces for pedestrian and bicycle use. A trail is dedicated space outside of the road right-of-way that is operated and maintained by the County Department of Parks and Recreation; this Plan refers exclusively to unpaved trails. A variety of considerations are important in walkway design. Providing enhanced and accessible facilities can lead to increased numbers of people walking, enhanced safety, and the creation of social space.

Sidewalks, paths, and trails can be more than areas for travel; they can provide places for people to interact. There can be spaces for standing, visiting, and sitting. They can contribute to the character of neighborhoods and business districts, strengthen their identity, and be areas where adults and children can safely participate in public life. In downtown and commercial areas, they should provide for higher volumes and engagement at varying activity levels. In residential areas, sidewalks should be designed for comfort, recreation, and socialization.

A sidewalk in Westmont/West Athens

A path in Lake Los Angeles

Public Space

A public space is a place for people to gather, which promotes social interaction and sense of community. A good public space reflects a community's local character, feels safe and comfortable, is accessible and accommodating for diverse ages and abilities, is maintained, and encourages interaction between community members and visitors alike. Examples of public spaces include plazas, squares, parks, sidewalks, and more.

People gather in a parklet in East Los Angeles

The Martin Luther King Jr. Fitness Garden provides a walking path, exercise equipment, and a place to gather for the Willowbrook community

CROSSING FACILITIES

Every intersection in Los Angeles County should be designed for pedestrian safety and comfort, with pedestrian enhancements appropriate to motor vehicle speed, motor vehicle volume, pedestrian crossing distance, and other considerations.

Crosswalks

Crosswalks or pedestrian crossings are designated locations and areas for pedestrians to cross a street. Marked crosswalks provide a visual indication to motorists by defining the area in which pedestrians have the right-of-way. Crosswalks legally exist wherever sidewalks and streets intersect, and may be marked or unmarked. Marked crosswalks encourage pedestrians to cross at designated locations, and indicate to motorists that they must yield for pedestrians.

At mid-block locations, crosswalks may be marked where there is a demand for crossing, where there is significant distance from the nearest intersection, and where engineering judgment deems it appropriate. Standard crosswalk markings, called transverse markings, consist of two parallel lines. To increase visibility, crosswalks may be marked with additional paint. Typical patterns include ladder (transverse with perpendicular cross bars) or continental (perpendicular bars only). In California, marked crosswalks within a school zone are painted yellow; all other crosswalks are white.

A ladder crosswalk with accessible curb ramps and curb extensions in Walnut Park

Accessible Curb Ramps

Curb ramps are design elements that allow all users to make the transition from the street to the sidewalk. There are a number of factors to be considered in the design and placement of curb ramps at corners. Properly designed curb ramps ensure that the sidewalk is accessible from the roadway. A sidewalk without a curb ramp can be a barrier to someone in a wheelchair, leading them to travel in the street instead of on the sidewalk and to use driveways for access to and from the sidewalk.

Two-ramp corner installations, also known as paired curb ramps allow pedestrians to be aligned with the crossing direction while waiting to cross the street which is especially beneficial for those in wheelchairs, with vision impairment, or pushing strollers or carts. Single shared curb ramps are aligned diagonally with the intersection and provide access where factors such as available right-of-way, turn radius, drainage, and sight distance preclude the use of paired curb ramps.

Advance Stop and Yield Markings

Advance stop and yield markings enhance visibility of pedestrians for drivers, enhancing pedestrian safety. Markings are typically placed 20 to 50 feet ahead of a crosswalk, encouraging drivers to stop far enough back that a pedestrian can see if a driver is not stopping. Supplemental signage indicating for drivers to stop or yield for pedestrians can be useful to further alert drivers where to stop for a pedestrian to cross.

A continental crosswalk with advance yield markings

Median Refuge Islands

Median refuge islands provide a space within a median, mid-way through a crosswalk for people to wait while crossing a wide street. They enhance comfort for people crossing the street by enabling pedestrians to focus on one direction of vehicle traffic at a time and wait for an acceptable gap in traffic. Refuge islands are best used to enhance marked crosswalks on multi-lane roadways, particularly those with higher motor vehicle speeds and volumes.

A median refuge island at a marked crosswalk with pedestrian crossing signage

TRAFFIC CONTROL DEVICES

Traffic Signals

Traffic signals control the movement of vehicles, bicyclists, and pedestrians at an intersection to minimize conflicts between all modes when crossing. The installation of traffic signals is based on signal warrants established by the California Manual on Uniform Traffic Control Devices (CA MUTCD), current edition, which are conditions that an intersection must meet to justify the installation. The satisfaction of a traffic signal warrant or warrants shall not, in itself, require the installation of a traffic control signal. The final decision made is based on engineering judgment. The 2014 CA MUTCD Warrants 4[1] and 5,[2] which concern pedestrian movements, require a certain pedestrian and motor vehicle volume threshold to be met to justify a traffic signal for a location, among other considerations.

1 Per Warrant 4, traffic control signal installation at intersection and mid-block crossings is dependent on certain pedestrian-to-vehicle volume ratios. This warrant is not applicable to locations where an existing signal is less than 300 feet away, unless the proposed signal will not impact traffic flow. If the warrant is met, the traffic control signal must include a pedestrian signal head. Source: Caltrans, 2014. CA MUTCD Section 4C.05 Warrant 4. www.dot.ca.gov/trafficops/camutcd/

2 Per Warrant 5, traffic control signal installation at intersections and mid-block crossings near schools is dependent on the number of adequate gaps in traffic flow when schoolchildren are crossing, and the number of schoolchildren crossing during peak crossing times (a minimum of 20 schoolchildren). It also indicates that other remedial measures, such as beacons, school speed zones, crossing guards, and more should be considered before installation of a traffic control signal. Source: Caltrans, 2014. CA MUTCD Section 4C.06 Warrant 5. www.dot.ca.gov/trafficops/camutcd/

PEDESTRIAN SIGNAL HEADS

Pedestrian Signal Heads contain the symbols WALKING PERSON (symbolizing WALK) and UPRAISED HAND (symbolizing DON'T WALK) and demonstrate to pedestrians when to cross at a signalized crosswalk. Generally, Pedestrian Signal Heads allow a pedestrian crossing in the crosswalk to travel at a walking speed of 3 1/2 feet per second. All traffic signals should be equipped with pedestrian signal heads except where a pedestrian crossing is prohibited by signage.

Pedestrian signal heads that only display a flashing DON'T WALK indication can make it difficult for pedestrians to judge whether they have enough time to cross an intersection safely. Countdown displays on pedestrian signal heads inform pedestrians of the number of seconds remaining in the pedestrian change interval. The CA MUTCD requires the use of countdown displays for all new signalized crossings with a pedestrian change interval (flashing DON'T WALK or UPRAISED HAND) greater than seven seconds.

Countdown pedestrian signals provide timing information to people crossing the street

PEDESTRIAN DETECTORS

Manual activation of pedestrian signal heads is performed with a pedestrian push button. This requires the pedestrian to locate and press the push button to actuate the pedestrian signal phase. For this reason, push buttons should be easy to identify and access.

An alternative to manual actuation is passive detection. Installation of developing pedestrian detection technologies (i.e. video, microwave and/or infrared) may make it possible to automatically detect pedestrians. The automatic detection allows the pedestrian to activate the pedestrian signal head without having to locate the push button. Passive detection can also contribute to the efficiency of signal operations by allowing for walk time extensions, and/or not dedicating walk time in the absence of pedestrians.

PEDESTRIAN RECALLED SIGNALS

Pedestrian recall signals do not require pedestrians to press a push button to cross. Rather, when the signal turns green, the walk signal is automatically turned on. These are useful in areas with high levels of pedestrian activity and where vehicle speeds are intended to be low, such as downtowns and urban areas.

LEADING PEDESTRIAN INTERVALS

Leading Pedestrian Intervals (LPI) give pedestrians a WALK indication before vehicles are given a green light (typically three to seven seconds). This head start into the crosswalk for pedestrians makes them more visible to turning motorists. The LPI can be omitted if no pedestrians press the push button.

SEMI-EXCLUSIVE/EXCLUSIVE PEDESTRIAN MOVEMENTS

Semi-exclusive/exclusive pedestrian movements allow pedestrians to cross a street during non-conflicting vehicle movements or to cross in all directions at the same time while vehicle traffic is stopped (i.e., a pedestrian scramble).

ACCESSIBLE PEDESTRIAN SIGNALS

Accessible pedestrian signals are designed to be accessible by individuals with visual disabilities. They provide audible tones or verbal messages to convey when it is appropriate to walk, when they must wait, and feedback when the signal has been actuated via push button. This eliminates the need for pedestrians to rely entirely on the audible cues provided by moving cars, which may be deceiving depending on the complexity of traffic signal operations at the intersection.

Pedestrian-Activated Warning Systems

Pedestrian-activated warning systems describe the use of a flashing yellow warning beacon to supplement a pedestrian crossing sign. The beacon is pedestrian-activated to increase its effectiveness in making the crossing sign more conspicuous when a person desires to cross the roadway. On multi-lane streets, the beacons may be installed on an overhead mast arm.

At uncontrolled pedestrian crossings, engineers take into account the number of pedestrians at the crosswalk and average daily motor vehicle volume/ peak-hour volume, among other factors.

Stop Signs

Stop signs notify drivers that they must stop and check for oncoming traffic (including pedestrian, bicycle, and vehicle) before proceeding. Stop signs can be enhanced with embedded LEDs, to increase driver visibility and awareness. Where appropriate, all-way stops can reduce left- and right-turn collisions.

Stop signs are supplemented by stop lines that tell the driver where to stop. Per CA MUTCD guidelines, stop lines, if used, should be placed at least four feet in advance of a marked crosswalk. If marked crosswalks are not present, stop lines should be placed in advance of the pedestrian path.

An all-way stop in Los Angeles County

TRAFFIC CALMING

Traffic calming is the process of using physical design and other measures to enhance the safety of all roadway users. Some traffic calming devices include speed humps/speed cushions, curb extensions, and traffic circles. These devices tend to reduce vehicle speeds along a street, thus enhancing safety by allowing drivers and other parties more time to react and minimize damages and injury if a collision were to occur.

Speed Humps/Speed Cushions

Speed humps are vertical traffic calming measures intended to slow drivers on local streets with low motor vehicle volumes and speeds.

A typical speed hump, supplemented with speed hump signage and pavement markings

Speed humps can reduce speeds to 15 to 20 mph. They are typically three to four inches high and extend the full width of the street. A speed cushion is a variation of a standard speed hump. However, these devices do not span the entire width of the roadway but taper off at the edges. The width of the raised portion is sufficient to ensure that cars have to pass over some of the hump but may allow buses and emergency vehicles to pass over with less impact. Typically, they are supplemented by signage and/or pavement markings warning drivers of the upcoming speed hump or cushion.

Curb Radii Reduction

Larger curb radii typically result in high-speed turning movements by motorists, which may increase the risk of pedestrians being struck by right-turning vehicles. Smaller radii can enhance pedestrian safety by requiring motorists to reduce vehicle speed by making sharper turns, and shortening pedestrian crossing distances (which thereby enhances signal timing at signalized intersections).

Curb Extensions

Curb extensions narrow the roadway and are typically installed in parking lanes so they do not impede motor vehicle travel, bicycle lanes, or shoulders. Curb extensions shorten the crossing distance at intersections or mid-block crossings, helping to minimize pedestrian exposure and increasing visibility for pedestrians and motorists. They also prevent drivers from parking in or too close to a crosswalk and from blocking a curb ramp. Motor vehicles parked too close to crosswalks present a threat to pedestrian safety by decreasing visibility of pedestrians and other vehicles.

Bus bulbs are a form of curb extension that align the bus stop with parking lanes, allowing buses to stop and board passengers without ever leaving the travel lane. Bus bulbs help transit vehicles move faster and more reliably by decreasing the amount of time lost from merging in and out of traffic. Ideally, they are the length of two buses on routes with frequent service and one bus on less frequent routes.

All types of curb extensions can be enhanced with amenities such as seating, landscaping, and wayfinding. Evaluation should be conducted to ensure that the curb radius movement for vehicles, such as school buses, public buses, and fire trucks, are not impacted.

A curb extension with seating and landscaping in Walnut Park

Neighborhood Traffic Circles and Mini Roundabouts

Neighborhood traffic circles and mini roundabouts may be used to lower speeds at the intersection of two minor streets. Per the CA MUTCD, mini-roundabouts can be distinguished from traffic circles primarily by their yield control at all legs.

Neighborhood traffic circles, on the other hand, typically operate as two-way or all-way stop-controlled intersections.[1] Both treatments can feature plantings or other elements that help beautify the neighborhood and further calm traffic. High-visibility crosswalks may be marked to indicate where pedestrians should cross.

Top: a traffic circle
Bottom: a speed feedback sign

Speed Feedback Signs

Speed feedback signs provide drivers with information about their speed in relationship to the posted speed limit. Alongside enforcement, speed feedback signs can reduce speeds at select locations, such as school zones and busy local residential streets. Speed feedback signs can be used alone or in conjunction with other treatments such as speed humps/cushions or curb extensions.

1 FHWA, 2015. Intersection Safety Roundabouts. https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa10007/

LIGHTING

Pedestrian-scale lighting increases visibility for both pedestrians and drivers, and can be beneficial at intersections and in areas where personal safety is a concern. Pedestrian-scale lighting is characterized by shorter light poles (around 15 feet high), close spacing, low levels of illumination (except at crossings), and the use of LED lamps to produce good color rendition, long service life, and high energy efficiency. Lighting should be oriented downward to illuminate the pedestrian environment.

Both street and pedestrian lighting levels may be considered for the same street corridor, including areas with tree canopy. “Dark Sky” lighting should be pursued to reduce light pollution – this is usually desirable in residential and rural/mountainous areas. Pedestrian-scale lighting may be used in areas of high pedestrian activity and along pedestrian corridors connecting destinations, including transit hubs and access points, and multi-family neighborhoods.

Pedestrian-scale lighting fixtures may complement the look of existing streetlights or use the standard lamp fixtures of streetlights where appropriate. They are typically consistent with surrounding architectural and streetscape design elements and can be used to incorporate local art of cultural or historical relevance.

From left to right: path lighting; pedestrian-scale lighting in Walnut Park

TRANSIT STOPS AND STATIONS

At bus stops, a variety of streetscape elements can define the pedestrian realm, offer protection from moving vehicles, and enhance the walking experience for the first and last mile of a transit trip. These elements include public signage, lighting, seating, and shelters.

- Sidewalks provide comfortable pedestrian connections to transit stops and space for the streetscape elements listed below
- Signage at bus stops is an important element of good transit service. Signs serve as a source of information to patrons and operators regarding the location of the bus stop and are excellent marketing tools to promote transit use. Basic signs with route maps, fares, schedules, and applicable ADA information may be provided at all stops. On narrow sidewalks, transit signage may create obstructions for pedestrians. Thoughtful placement or relocation of these signs is important for ensuring easy mobility for people traveling on the sidewalk,
- Lighting is beneficial for safety and security. A brightly lit transit stop can make it easier for the transit vehicle operator to observe waiting passengers, and can allow motorists to see pedestrians in the vacinity of a transit stop,
- Seating provides comfort and convenience at bus stops and is usually installed on the basis of existing or projected ridership figures. Seats may be installed as freestanding units or as part of a shelter,
- Shelters protect pedestrians from the sun and rain, increase comfort for patrons waiting for rides, and may encourage more people to ride transit. The location of shelters, however, can create barriers for people walking down the street. To avoid this issue, sidewalks may be able to be widened near shelters, providing enough room for people to walk or roll.

A bus shelter in Westmont/West Athens provides shade and seating

STREETSCAPE

Landscaping, street trees, and street furniture such as benches, tables, and chairs can have a profound positive effect on the feel of a corridor. Landscaping and tree maintenance enhance the pedestrian environment by creating a visual buffer from the roadway. Trees also offer welcome shade on sunny days. Sidewalks can become inaccessible due to overgrown vegetation; landscaping should be designed and maintained to ensure compatibility with the use of pedestrian facilities. Curbs around landscaped areas should be flush with the adjacent sidewalk.

Benches and street trees provide a more comfortable walking experience along Florence Avenue

PEDESTRIAN WAYFINDING

Wayfinding can enhance the pedestrian experience – in some cases, it can encourage people to choose walking as their first choice of transportation. Street signs provide the most basic wayfinding information for transportation users; however, pedestrians often have the flexibility to use other areas for walking including shared-use paths, public staircases, and other locations that are impassable by motor vehicles. As pedestrians are traveling on foot, additional information on distance and time to significant landmarks can be helpful to inform route choice.

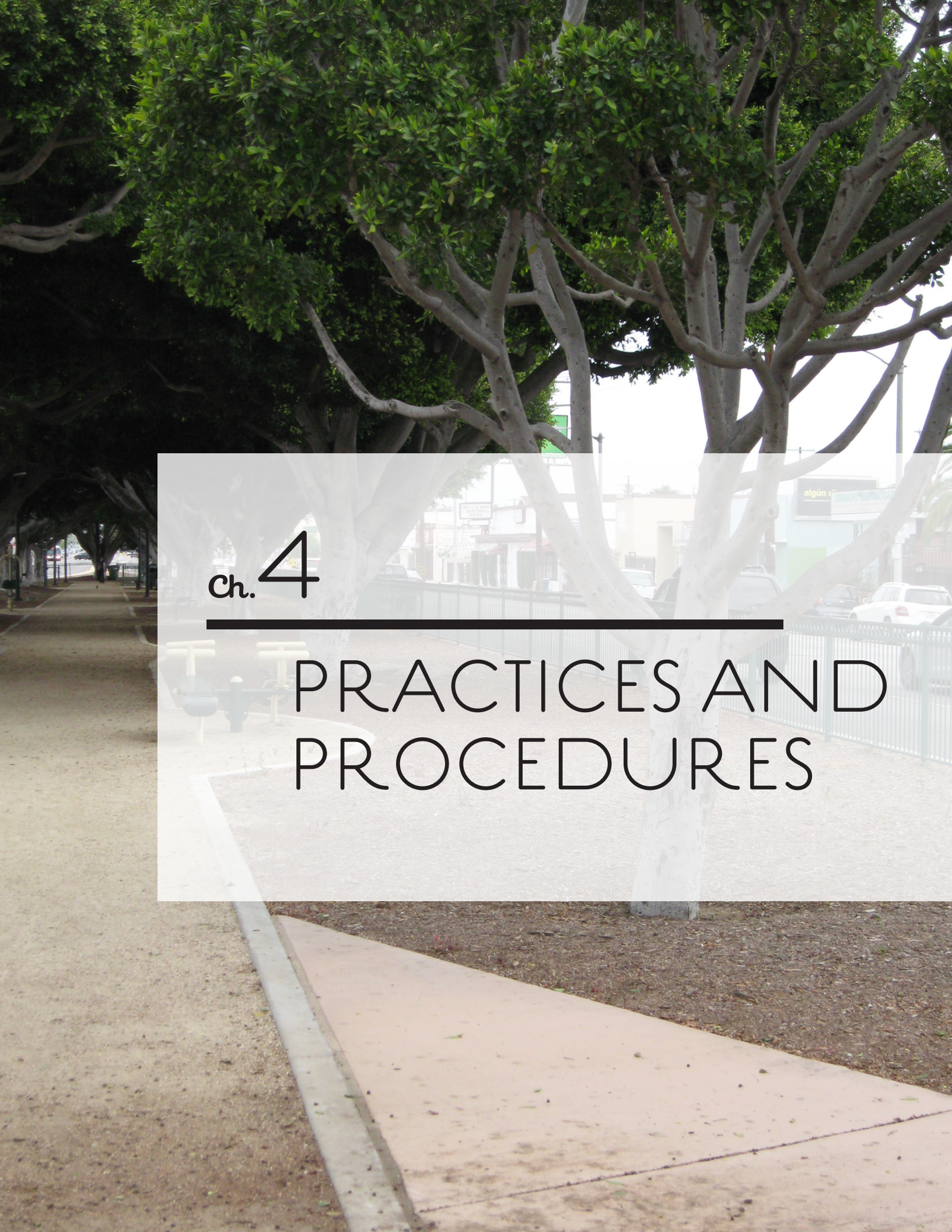
Pedestrian wayfinding signage can also be used to create a local identity and complement place-making efforts in downtowns or along paths. Further, wayfinding signs can provide important non-business contact information for local law enforcement in high-crime areas, if requested by a community.

A pedestrian wayfinding system consists of comprehensive signing and/or pavement markings to guide pedestrians to their destinations along preferred walking routes.

There are three general types of wayfinding signs:

1. **Gateway Signage and Kiosks** indicate that users have arrived at a key destination, such as a transit station, trail head, or parking area. This type of signage includes a map of the surrounding area with key routes and destinations. This signage can both be informational and encourage people to consider walking to their destinations by providing context on the distances and convenience to destinations.
2. **Confirmation Signs** indicate that users are on a designated path and headed toward a destination or multiple destinations. This signage includes destinations and distance and/or time, but does not include arrows. These signs can be combined with mile markers if desired.
3. **Decision Signage** indicates the junction of two or more paths or routes and informs users of the direction and, often, distances to key destinations. Directional arrows are included on these signs as well and can serve a dual purpose as a confirmation sign.

Wayfinding at the East Los Angeles Civic Center. Credit: SKA Design



Ch. 4

PRACTICES AND PROCEDURES

Updates to the County's existing pedestrian infrastructure procedures can enhance safety and create a more comfortable pedestrian network. As funding becomes available these procedures can be updated.

PAVEMENT AND SIDEWALKS

Los Angeles County Public Works is responsible for managing and maintaining over 3,400 centerline miles of paved roads and sidewalks. Public Works inspects sidewalk conditions annually to identify needed repairs.

Public Works performs a visual survey of each street every five years to collect information regarding the size and frequency of any observed cracks. The data is then inputted into the County's Pavement Management System (PMS) which interprets the data and generates a rating from zero (completely failed road) to 100 (road in excellent condition), which is known as Pavement Condition Index (PCI). The County determines a PCI for every street. Typically, streets with PCI ratings above 74 are considered to be in good to excellent condition. Streets in this category are generally treated with a minor surface treatment that focuses on rejuvenating and sealing the road.

Streets that have a PCI rating between 58 and 74 are in fair condition and are mostly treated with a thin paving layer. Streets that have PCI ratings below 58 are in poor or failed condition and require major pavement resurfacing or reconstruction.

PROPOSED ACTION STEPS

- Continue inspecting sidewalks annually.
- Continue routine maintenance of striping and pavement markings, including crosswalk markings, every 30 months for painted material, and every five years for thermoplastic material.

PARKWAYS, TREES, AND MEDIANS

Vegetation near sidewalks is typically in front of or on the side of a residential or business property. According to the California Streets and Highway Code, the property owner is responsible for maintaining the property's frontage. This includes but is not limited to grass, shrubs, and weeds within the public right-of-way. When there are concerns with vegetation in this area, the County reminds the adjacent property owner of their maintenance responsibilities.

The County is responsible for any trees located in parkways, including all routine trimming and removal of parkway trees. However, adjacent property owners are responsible for the regular watering of parkway trees. The County also maintains all medians, whether or not they are landscaped.

PROPOSED ACTION STEPS

- Continue routine maintenance of parkways and medians.
- Continue communicating with property owners about their responsibility to maintain vegetation in front of or on the side of residential or business properties.

SIGNALS AND BEACONS

Traffic Signals

If a traffic signal becomes non-operational, residents may report the incident to Public Works via online request or phone. Traffic signal incidents include, but are not limited to: signals flashing red, all signals are out, or traffic signal damage.

Signals are also modernized through Public Works' Traffic Signal Synchronization Program (TSSP), which implements low-cost operational enhancements to traffic signals on major streets throughout the county. Typical TSSP projects involve upgrading all the traffic signals along a corridor to keep the signals synchronized, placing vehicle detectors in the pavement to detect the presence of vehicles, coordinating the timing of signals between successive intersections, and automatically adjusting traffic signals to facilitate the movement of vehicles through the intersections.

PROPOSED ACTION STEPS

- Develop a replacement plan to upgrade pedestrian push buttons to meet current Americans with Disabilities Act standards.

Pedestrian-Activated Warning Systems

Like traffic signal incidents, residents may report any non-operational pedestrian-activated warning systems to Public Works via online request or phone. Currently, pedestrian-activated warning systems are inspected by Public Works on a quarterly basis.

PROPOSED ACTION STEPS

- Continue to check pedestrian-activated warning systems on a quarterly basis to ensure proper functionality.

CROSSINGS

Currently, County standards require minimum travel lane widths of 11 feet, right-turn lane widths of 11 feet, and left- or center-turn lane widths of 10 feet. Excessive lane widths can increase driver speeding, making pedestrian crossing uncomfortable and challenging.

The County typically installs marked crosswalks at uncontrolled locations based on projected pedestrian volumes and taking into account adjacent land uses. Some examples of land uses with marked crosswalks at uncontrolled locations are schools, parks, or community centers. The County is currently developing new crosswalk installation guidelines. Regarding maintenance, Public Works routinely restripes painted crosswalks every 2 1/2 years, and thermoplastic crosswalks every five years.

Caltrans Standard Plans and Standard Plans for Public Works Construction (SPPWC) indicate design standards for curb ramps, including width and slopes. The design standards include multiple design cases that include two-ramp corner installations, also known as paired curb ramps, and one-ramp corner installations, also known as single shared curb ramps. Paired curb ramps allow pedestrians to be aligned with the crossing direction while waiting to cross the street, particularly those in wheelchairs, with vision impairment, or pushing strollers or carts. Single shared curb ramps are aligned diagonally with the intersection and provide access where factors such as available right-of-way, turn radius, drainage, and sight distance preclude the use of paired curb ramps

PROPOSED ACTION STEPS

- Reduce travel lane widths to 10-foot standard for local residential streets and for inside lanes on other streets, to reduce pedestrian crossing distances, where feasible and appropriate. Consider 11-foot outside lanes for streets with designated truck and/or bus routes, where feasible and appropriate.
- Continue routine maintainenance of striping and pavement markings, including crosswalk markings, every 30 months for painted material, and every five years for thermoplastic material.
- Enhance guidelines for marked crosswalk installation, which may be based on factors that include, but are not limited to, existing pedestrian activity, adjacent land use, and proximity to other marked crosswalks. These guidelines could include:
    - Direction on marking crosswalks and applying the appropriate countermeasures at unsignalized locations based on the number of vehicle travel lanes, average daily traffic, posted speed limit, and other factors based on engineering judgment
    - Direction on the use of adult crossing guards, school signs and markings, and/or pedestrian-activated warning devices at unsignalized street crossing locations
- Install two curb ramps per corner at marked crosswalks, where feasible considering factors such as right-of-way, turn radius, drainage, and sight distance.

MULTI-WAY STOP CONTROL AND YIELD CONTROL

The installation of multi-way stop control at an intersection requires an engineering study. These studies look at vehicular and pedestrian volumes, collision rates, geometric roadway conditions, and vehicular speeds.

If a STOP or YIELD sign is damaged or missing, residents may report these incidents and their locations to Public Works via online request or phone.

PROPOSED ACTION STEPS

- Continue to respond to online and phone requests for repair of damaged or missing STOP or YIELD signs.
- Continue to inspect multi-way stop control signage every three years to ensure graffiti, vegetation overgrowth, or fading is addressed and signage remains legible.

NEIGHBORHOOD TRAFFIC MANAGEMENT

Currently, Los Angeles County provides a process to implement traffic management measures and treats each location on a case-by-case basis. Potential streets for implementation are primarily residential and carry between 500 to 5,000 vehicles per day. Depending on feasibility and approval by a Public Works Project Engineer, treatments that may result in a high level of traffic restrictions must obtain approval by two-thirds of the total number of community members affected by the proposed changes in traffic flows.[1]

1 Los Angeles County Public Works. Neighborhood Traffic Management Program. http://www.ladpw.org/traffic/ntmp/program.cfm

More information on types of treatments used in the Neighborhood Traffic Management Program can be found here: http://www.ladpw.org/traffic/ntmp/toolbox.cfm

PROPOSED ACTION STEPS

- Develop guidelines for installing traffic management measures such as, but not limited to, curb extensions, curb corner radii reduction, traffic circles, and roundabouts.
  - Guidelines should take into account street classification, considering exceptions based on, but not limited to adjacent land uses, pedestrian count data, pedestrian-related collision data, and designated bus/truck routes.
- Evaluate minimizing curb radii to lower turning vehicle speeds to enhance pedestrian safety. Evaluate setting a standard for minimum curb radii, where feasible and appropriate.

DRIVEWAYS

The County's existing driveway standards (outlined in Title 16) allow a minimum driveway width of 10 feet and a maximum width of:

- 20 feet if the driveway serves only residential buildings/apartments
- 20 feet for lots or parcels of land that are less than 100 feet wide
- 30 feet or 20 percent of the front frontage of the lot or parcel of land (whichever is greater), but not to exceed 60 feet, when the driveway serves uses other than residences or apartments on a lot or parcel of land greater than 100 feet wide

When driveways are required to be used as a Fire Apparatus Access Road, as defined in Chapter 5 of the County of Los Angeles Fire Code (Title 32), and is labeled as "No Parking – Fire Lane" for on-site Fire Department access, the minimum required width for detached single family dwellings is 20 feet.[1] The minimum width of the driveway is required to be increased to a minimum width of 26 feet[2] for a building(s) other than detached single family dwellings, which are 30 feet or less. The minimum width of the driveway is increased to 28 feet when the building(s) is greater than 30 feet in height.[3]

The number of, and width of driveways can make walking challenging. To enhance pedestrian safety and comfort, the County will consider limiting each of these, where feasible and appropriate.

PROPOSED ACTION STEPS

- Develop a process to consolidate, reduce widths of, or close excessive driveways at sites adjacent to intersections with a history of pedestrian-involved collisions, where feasible and appropriate, in accordance with Los Angeles County Code Title 16, and considering prior planning approval for the site.

1 2017 County of Los Angeles Fire Code (Los Angeles County Code Title 32), Chapter 5, Section 503.1; Appendix D, Section D103.1
2 2017 County of Los Angeles Fire Code (Los Angeles County Code Title 32), Appendix D, Section D103.2
3 2017 County of Los Angeles Fire Code (Los Angeles County Code Title 32), Appendix D, Section D104.2

PEDESTRIAN COUNTS

Currently, pedestrian counts may be conducted in conjunction with land development and pedestrian-related projects, such as this Plan. In 2013, the DPH PLACE Program acquired automated bicycle and pedestrian counters to support the development of active transportation plans by PLACE grantees and technical assistance recipients. The DPH PLACE Program deployed the automated counters and recruited community volunteers to assist with collecting manual count data for the Community Pedestrian Plans. To date, counts have been conducted in the cities of Carson, Cudahy, El Monte, Monterey Park, San Gabriel, and South El Monte using this program.

However, the County does not currently conduct pedestrian counts on a regular basis, nor have locations for regular pedestrian counts been identified.

PROPOSED ACTION STEPS

- Modify future revision of Traffic Impact Analysis guidelines due to SB743 adoption to include pedestrian facility analysis.
- Establish a process for collecting and analyzing pedestrian data and making recommendations for additional enhancements after projects are complete.
- Establish a process to conduct regular pedestrian counts and identify pedestrian count locations; selected based on criteria that consider land use, current pedestrian volumes, ADT, proximity to transit, collision history, community input, and other factors to evaluate the effectiveness of Step by Step Los Angeles County.
    - Refer to Appendix D for information regarding potential funding sources for counts; and refer to Community Pedestrian Plans for potential ongoing count locations at which baseline counts have already been established.

LIGHTING

Streetlights

Southern California Edison owns and maintains the majority of the streetlights within the County Lighting Maintenance Districts serving unincorporated areas and 18 incorporated cities.

Residents may petition Public Works for new or additional streetlights with signatures of property owners representing at least 60 percent of the benefited area, followed by a process that meets the requirements of Proposition 218 (the 1996 "Right to Vote on Taxes Act"), and approval from the Board of Supervisors. Property owners in a County Lighting Maintenance District pay an annual assessment through their property tax bill, which partially pays the operation and maintenance cost of street lighting. For rural communities in the County's Rural Outdoor Lighting District, installation of streetlights is restricted in accordance with the Rural Outdoor Lighting District Ordinance.

It typically takes up to 12 months to process a street lighting petition and install streetlights, if the area is within an existing lighting maintenance district. If the area is not within a lighting maintenance district, it typically takes 12-18 months to annex the area, plus an additional 8-12 months for Southern California Edison to install the streetlights after annexation.

If a streetlight is burned out or needs repair, residents may contact Southern California Edison Company at 1-(800)-611-1911 or online at www.sce.com/info/PowerOutages/default.htm. Public Works can also be reached at (626) 458-1700 or at dpw.lacounty.gov/contact/.

Pedestrian-Scale Lighting

Distinct from streetlights, which are meant to light the roadway for motorists, pedestrian-scale lighting is typically shorter, more frequent and closely spaced, focused on illuminating the sidewalk or walking path. Pedestrian-scale lights can work alongside streetlights to illuminate crosswalks and sidewalks to increase visibility of people walking and provide a sense of personal safety. Decorative pedestrian-scale lighting, while costlier to install, operate, and maintain, can enhance the look of the neighborhood or business district when properly implemented.

There are limited unincorporated county areas that have pedestrian-scale lighting in operation; however, currently there is no formal County or SCE process to request new pedestrian lighting because a secure source of funding for the installation, operation, and maintenance costs needs to be identified on a case-by-case basis.

Grants have been the main source of funding for the installation of pedestrian-scale lighting. These existing lights are generally operated and maintained through funds that also pay for other street and highway maintenance projects in the unincorporated areas of the county, including pavement enhancement; pavement widening; sidewalk work to prevent erosion; construction of concrete driveways, sidewalks, curbs and gutters to enhance drainage; traffic safety projects; and graffiti removal work.

The County is currently exploring ways to provide more sustainable operation and maintenance funding for pedestrian-scale lighting. Once a secure source of operation and maintenance funding is identified, additional pedestrian-scale lighting can be provided in unincorporated areas.

In the near term, the County is developing a financial and implementation plan to retrofit all streetlights with light-emitting diode (LED) lamp fixtures, which can provide greater illumination in and around the roadway, increasing visibility of people walking.

PROPOSED ACTION STEPS

- Finalize development of a financial and implementation plan to retrofit all streetlights with LED lamp fixtures.
- Continue to explore ways to purchase, operate, and maintain pedestrian-scale lighting.

Ch. 5

PROGRAMS

Programs can complement infrastructure investments by encouraging more people to walk and to walk more often, educating all roadway users to enhance pedestrian safety, and addressing both perceived and real personal safety issues.

Programs are also a way for the County to engage directly with community members to understand other issues that may hinder their ability to walk and to identify additional pedestrian projects needed in their community.

During the development of this Plan, stakeholders provided input on programs and activities to support walking in their communities. The programs described in this chapter reflect input received from stakeholders, and are a mix of existing and new County-led and community-run programs in various unincorporated areas. While the County is responsible for the implementation of this Plan, contingent upon sufficient funding and resources and engineering analysis, several of the programs identify opportunities to work with external stakeholders such as community members, community-based organizations, the California Highway Patrol (CHP), school districts, neighboring jurisdictions, and the Los Angeles County Metropolitan Transportation Authority (Metro) to develop and implement programs.

The programs initiated by community members and organizations in unincorporated communities have helped support increased walking by residents. By uplifting these existing community-led programs, the County hopes to highlight the important role individuals and organizations play in creating more walkable unincorporated communities. Their efforts lay the groundwork for culture change by encouraging more people to walk, reducing crime and fear of crime, and creating awareness and support for enhanced pedestrian infrastructure.

Currently, the County relies on a mix of grant funding to run the various programs identified in this chapter. In order to grow and sustain these programs, the County will need to pursue more grant opportunities and identify long-term, consistent revenue streams. For this reason, short-, medium-, and long-term steps have been identified for each program. Short-term steps are those that have an anticipated time frame of five years. As additional resources are secured, the County can support medium- and long-term implementation steps.

This chapter also outlines how the County can support existing programs led by community-based organizations and individuals. By supporting community-led programs and by implementing its own programs, Los Angeles County can further enhance the mobility, safety, and comfort for all people residing in and visiting unincorporated communities.

PROGRAM 1: SAFE ROUTES TO SCHOOL

Enhancing roadway safety for our children is paramount. Motor vehicle collisions are the leading cause of death for children 5 to 14 years old[1] across Los Angeles County unincorporated communities. Schools are the heart of our unincorporated communities. As one of the only regularly occurring points of contact between local government and residents, schools serve as a perfect venue for County departments to engage with residents - who are also parents, students, and school officials - to understand traffic safety concerns and work together to identify community-supported solutions.

Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2) encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up.

Metro provides regional SRTS resources including: a SRTS Resource Manual that guides schools on building successful SRTS programs; a SRTS Action Route Map that outlines methods for implementing a SRTS program; and educational, encouragement, trainer/teacher, and evaluation materials.[2]

1 Data from Los Angeles County Public Works' Collision Geo-database, based on California Highway Patrol records from 1/1/11 to 8/31/16 (analyzed 12/13/16)

Safe Routes to School assemblies teach children important lessons about being a safe pedestrian

2 These resources can be found on Metro's website at: www.metro.net/projects/srts-manual/

Los Angeles County's existing SRTS program is multifaceted and involves multiple County agencies to implement infrastructure projects around schools, in conjunction with school-based education and encouragement programs. As part of the County's program, Public Works developed "Suggested Routes to School" maps to provide proposed walking routes to a specific school. These maps identify the locations where crossing the street is suggested based on the presence of sidewalks. Other factors, such as whether intersections have marked crosswalks, traffic signals, or are served by crossing guards, are also taken into consideration when suggesting walking routes. These maps are available to the public through the Public Works website.

In 2011, Public Works developed a Suggested Routes to School map for multiple schools and contacted the schools to provide them with the maps. However, the County has not had the capacity to follow up with schools each year to ensure maps are shared with parents at the start of each school year. Public Works also translates SRTS information for non-English proficient individuals. As the funding and resources become available, the County will consider a more robust SRTS program.

In addition, Public Works helps coordinate the County's School Crossing Guard Program in partnership with the Los Angeles County Office of Education (LACOE). The program includes warrants and a policy for assigning adult crossing guards to elementary and middle schools. The general warrant for crossing guards considers intersection geometry, vehicular volumes and vehicle speeds, and sight distance at the crossing. California Vehicle Code (CVC) 42201 (e) authorizes the Board of Supervisors to provide school crossing guards. The Board adopted a policy in 1995 that provides criteria for assigning crossing guards throughout the county at school crossings servicing elementary school children. The Crossing Guard Program warrants were updated in 2014 to include crossings servicing middle schools.

The purpose of the Crossing Guard Program is to safely assist elementary and middle school-aged children with crossing the roadways on their walk to and from school. School crossing guards help draw driver attention to the presence of pedestrians and can help parents feel comfortable about their children walking or bicycling to school. While the primary role of a crossing guard is to

guide children safely across the street, children also remain responsible for their own safety. In this manner, a guard also serves as a role model helping children develop the skills necessary to cross streets safely at all times.

LACOE runs the County's Crossing Guard Program and is responsible for training and assigning crossing guards to intersections along walking routes for elementary and middle schools in unincorporated communities. Public Works' role in the Crossing Guard Program is to conduct traffic studies based on requests from residents received from local school districts and other stakeholders. Public Works determines whether the request meets the minimum criteria to have a crossing guard present, established by the Board of Supervisors and according to the current edition of the California Manual on Uniform Traffic Control Devices. As of October 2018, there are approximately 232 locations across the unincorporated areas that are serviced by crossing guards.

Currently, much of the County's SRTS in-school education and encouragement efforts are grant-funded and not offered on a regular basis. The County values the benefits of SRTS and as resources allow, is committed to seeking funding to expand on existing efforts, while supporting overall program growth. The County recognizes that in order to increase the number of students and parents walking to school, it needs to empower school champions; therefore, immediate steps focus on providing more resources to support community-led SRTS efforts. The County will work with its partners at Metro and LACOE to raise awareness of SRTS and deliver resources to parents and school officials.

Short-Term Steps

- Establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling.
- Seek funding to expand on existing Safe Routes to School Program efforts, while supporting overall program growth.
- Create a Safe Routes to School page on Public Works' website that could include, but is not limited to:
    - Information for parents and school officials about Safe Routes to School programs with links to resources developed by the County, Metro, state, and national partners. Examples include the Department of Public Health's "Let's Walk to School Together! A Walking School Bus Training Manual" in English and Spanish developed by the PLACE Program, guidance on how to implement events to celebrate International Walk to School Day, and general education materials on walking and bicycling to school safely

  - Suggested Routes to School Maps GIS page
  - "Request a Crossing Guard" information and information on what qualifies a site for a crossing guard
  - Descriptions and status of completed, in-progress, and forthcoming infrastructure projects around schools
  - Descriptions of past and forthcoming Safe Routes to School education programs, such as field-based pedestrian safety education (Walk/Bike Rodeo)
- Work with LACOE to expand the School Crossing Guard Program to serve additional school sites if criteria is met, as resources allow.
- Partner with LACOE to promote annual Walk to School Day event to school districts serving unincorporated areas using resources developed or provided by the County and Metro on how to organize Walk to School Day.
- DPH staff will continue to support community-led efforts to organize annual Walk to School Day events by providing walk leader trainings to school champions, and staffing events, providing incentives, connecting school officials to law enforcement partners for traffic control support, and/or other resources as available.
- Collect contact information for key school stakeholders and champions across unincorporated areas to coordinate future programs and project implementation.
- Seek funding to support the development of a County Safe Routes to School Action Plan.

Medium-Term Steps

- Develop a Safe Routes to School Action Plan.
- Work with schools to develop updated Suggested Routes to School maps and identify locations where pedestrian infrastructure projects are needed. Provide to all unincorporated community schools at least bi-annually.
- Work with Metro to enhance current County efforts for Walk to School Day, and to develop a mechanism for school stakeholders to register and order incentives, request training, and/or coordinate law enforcement support for annual Walk to School Day events.
- Evaluate participation in annual Walk to School day consistent with national best practices for SRTS program evaluation.
- Evaluate crossing guard placement on an annual basis to consider changing pedestrian conditions, and continue to follow the guidelines and criteria set forth by the Adult Crossing Guard Program and California Vehicle Code 42201 (e).

Long-Term Steps

- Evaluate establishing full-time coordinator position(s) at the County for on-going coordination with school districts and to expand delivery of SRTS programs.
- Implement the Safe Routes to School Action Plan, and update it regularly.

Community-led SRTS Efforts

The West Whittier School District serves residents of West Whittier-Los Nietos and is committed to implementing SRTS strategies at its schools. In 2017, West Whittier Elementary School participated in Walk to School Day, an international program that encourages students to walk to school on the same day.

In Walnut Park, parents, non-profit community partners like YWCA, and school staff from Academia Moderna Charter School, Walnut Park Elementary School, and Walnut Park Middle School have worked together to host Walk to School Day events for the last three years (2015-2017). Los Angeles County staff have supported these efforts by providing annual trainings on how to organize a walk to school day event, and programs such as a walking school bus. Walnut Park Middle School has also worked to educate parents and drivers by distributing SRTS pedestrian safety information.

PROGRAM 2: SAFE PASSAGES

Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors.

There are several models for how Safe Passages programs are organized. Some are operated by school districts or a community agency in partnership with County government or public agencies, using security professionals or peer specialists trained to intervene in violent incidents and negotiate and maintain peace along routes in rival gang neighborhoods. Some programs are a volunteer model operated by community-based organizations or schools working with parent, resident, and business owner volunteers who are stationed in predetermined areas along walking routes, forming a neighborhood watch that communicates with law enforcement to intervene when needed. The collaborative model brings together public agencies, service providers, community groups, parents, residents, and other stakeholders to implement a multifaceted program, which employs various tactics to ensure student safety, including both volunteers and/or professionally staffed route monitoring or patrols.

The County Department of Public Health (DPH) Injury and Violence Prevention Program is implementing a Trauma Prevention Initiative (TPI) in four unincorporated communities in South Los Angeles - Westmont/West Athens, Willowbrook, Florence-Firestone, and unincorporated Compton. The goal of TPI is to build a comprehensive approach to violence prevention and intervention by connecting the dots across different forms of violence, leveraging resources of existing programs, and developing innovative strategies, policies, and partnerships. DPH is investing in a peer violence intervention model, which stems the incidence of violence and retaliation, and links gang-impacted community members to needed services and positive opportunities. DPH funds community-based organizations to implement street outreach and

community violence intervention services in the four TPI communities. Their work will include crisis response, conflict mediation, peace negotiation and maintenance, community activities, youth development, and safe passages to and from schools and parks.

DPH is also working closely with the Sheriff's Department, Parks and Recreation, and local schools to develop protocols for implementing intervention and safe passages services in TPI communities. For example, these partners met to discuss expanding the impact of the Parks Are Safe Zones campaign that took place in South Los Angeles during summer 2017. The goal of this campaign included 1) encouraging community members to use the parks through signage, flyers, and social media; and 2) working with interventionists to communicate to local gangs that parks are off limits for violence. The long-term goal of TPI is to build a sustainable model for intervention and safe passages that can be scaled countywide, and enhance the safety and resilience of unincorporated communities. This will be achieved by evaluating the impact of the above strategies, determining how partners can work together to promote safety, and identifying other Safe Passages programs that can be leveraged.

Community-led Safe Passage Programs

In Westmont/West Athens there are at least two community based organizations operating Safe Passage programs, R.A.C.E. and A.P.U.U. These community based, non-profit organizations have staff who have been trained in gang intervention work. They operate a Safe Passage Program around Helen Keller Park on weekdays to support safe access to the park for recreation and structured exercise. The program is run by another non-profit, Community Coalition, and is funded by a federal grant. R.A.C.E and A.P.U.U. organizations also help provide Safe Passage around several schools in the same unincorporated communities.

Short-Term Steps

- Implement Safe Passage programs in TPI communities and evaluate impact.
- Identify where Safe Passage programs are being run by school districts and community partners and work with them to identify how the County can help support and sustain these efforts.
- Utilize information from Safe Passage program volunteers and staff to help understand what infrastructure projects may be needed to enhance personal safety around schools and parks.

Medium-Term Steps

- Develop a model for Safe Passage programs at schools and parks and a strategic plan for scaling up to more communities.

Long-Term Steps

- Identify funding and policy changes needed to sustain and expand Safe Passage programs.

"Parks are Safe Zones" flyers created by Westmont/ West Athens Community Action for Peace

PROGRAM 3: PEDESTRIAN WAYFINDING

Wayfinding systems help pedestrians navigate to major community-serving destinations such as transit stations, parks, libraries, schools, and business districts. They can also serve as an encouragement program by providing walking time to destination information, helping people orient themselves with less confusion or stress, and encouraging the discovery of new places or services. Wayfinding can also be used to highlight the local identity of a community. A wayfinding system can take many forms, but it typically includes a combination of physical signs, markers, and/or information kiosks.

There are several County departments responsible for providing pedestrian wayfinding including Public Works, Parks and Recreation, and Beaches and Harbor in the unincorporated community of Marina Del Rey and coastal areas managed by the County.

Public Works' Wayfinding Program is centered on enhancing access to Metro rail stations located in the unincorporated communities of Westmont/West Athens, Willowbrook, Florence-Firestone, Lennox, Del Aire, East Los Angeles, West Carson, and East Pasadena. As of 2017, Public Works had secured two grants from Metro to implement pedestrian wayfinding signage around the Vermont Green Line Station in Westmont/West Athens and around the Slauson and Firestone Blue Line Stations.

The Parks and Recreation Wayfinding Program is focused on enhancing access to County trails, typically within County parks. In some urban areas, pedestrian wayfinding is provided to expand recreation opportunities beyond the boundaries of County parks. For example, in the community of Willowbrook, a walking path at George Washington Carver Park was extended beyond the park boundary onto the Compton Creek flood control channel and along the sidewalks that frame the park. The wayfinding signage encourages physical activity by providing mileage information so residents are able to know how far they have walked or run.

In 2016, Beaches and Harbors completed the Marina Del Rey Design Guidelines which identify a number of actions to create a cohesive wayfinding program for pedestrians as well as for people bicycling, driving, and boating.

Short-Term Steps

- Implement existing Metro-funded projects.
- Collaborate with Metro on First Last Mile plans and new/future station plans to include wayfinding signage highlighting the local identity of the community.
- Continue coordination efforts between Parks and Recreation and Public Works to expand recreational opportunities beyond County park boundaries (especially in park-poor communities), with wayfinding along sidewalks, flood control channels, and utility corridors where the County has jurisdictional rights or can secure agreements or easements for recreational access.

Medium-Term Steps

- Continue to seek additional funding from Metro to expand the installation of transit-oriented pedestrian wayfinding around all existing Metro stations within a half-mile of unincorporated communities.
- Expand transit-oriented wayfinding to include locations up to two miles from stations.

Wayfinding in Willowbrook directs people to local destinations and the nearby Metro Green and Blue Lines

- Implement the wayfinding actions identified in the 2016 Marina Del Rey Design Guidelines (Actions DG.9 - DG.18).

Long-Term Steps

- Work with community members, organizations, and Supervisorial Offices to develop wayfinding signage that incorporates community identity and implement community-wide wayfinding programs across all of the urban unincorporated areas. Expand coordination of program with additional County departments, such as the Arts Commission and Community Development Commission.

PROGRAM 4: OPEN STREETS AND DEMONSTRATION PROJECTS

Open Streets Events

Open streets events temporarily close streets to vehicular traffic, allowing people to use the streets for people-powered activities like walking, jogging, bicycling, skating, dancing, and other social and physical activities. These events are great for bringing the community together and promoting transportation options, placemaking, and public health. Open streets events are also excellent at building community; they bring together neighborhoods, businesses, and visitors alike.

Open streets events can serve as a tool to engage with the public about how their roadways can better serve their needs. For example, the County can use open streets events as an opportunity to demonstrate new infrastructure ideas such as roundabouts, protected bike lanes, wider sidewalks, or enable residents to test out ideas like bike share. They provide an opportunity for the County to directly engage with residents and local businesses and receive feedback on new ideas at the moment people are experiencing their streets and community in a new way.

Demonstration Projects

Demonstration projects can also be done as standalone events. Unlike open streets events, demonstration projects typically maintain vehicle access so community members are able to experience how an existing roadway could function with projects such as wider sidewalks, new crossings, bike lanes, and more. Demonstration projects enable the County to work with community members and Board offices to test out infrastructure project ideas for a day or a few weeks to inform permanent enhancements.

In 2018, the County implemented its first-ever demonstration projects; the first was a small demonstration of curb extensions and a high-visibility crosswalk on Denker Avenue in Westmont/West Athens, followed by a considerably larger demonstration on Pacific Boulevard in Walnut Park.

For this more extensive project, the County partnered with the City of Huntington Park and the Southern California Association of Governments for Camina en Walnut Park, a four-hour event along Pacific Boulevard with entertainment, County resource booths, and feedback stations

along a mile-long route. Approximately 800 attendees experienced how a re-imagined Pacific Boulevard as proposed in Step by Step Los Angeles County could encourage physical activity and save lives, through temporary installations including a scramble crosswalk, a multi-use trail, curb extensions, and high-visibility crosswalks. The event also allowed the County to gather direct community feedback on its proposed safety projects, and to better understand the potential for this powerful outreach and engagement tool.

Short-Term Steps

- Use the 2018 Camina en Walnut Park planning and implementation process to guide future community engagement strategies.
- Evaluate partnering with experienced open streets events organizations (for example, CicLAvia) to seek funding for unincorporated communities in one or more of their events annually.

Medium-Term Steps

- Evaluate partnering with open streets event organizations, sponsors, and/or neighboring jurisdictions to seek funding to produce open streets events as resources allow.
- Document procedures and create a toolbox for open streets events so that lessons learned from past implementation are captured.

Long-Term Steps

- Work with neighboring jurisdictions, key stakeholders, champions, and Metro to fund, plan and implement a series of annual open streets events in unincorporated communities.

Past Open Streets Events in Unincorporated Communities

CicLAvia: Heart of Los Angeles - October 5, 2014

In 2014, with the support of Metro, the County worked with the CicLAvia organization to expand their Heart of Los Angeles route into the unincorporated community of East Los Angeles. The route extended along Cesar Chavez Boulevard and down Mednik Avenue to the East Los Angeles Civic Center and the adjacent Gold Line Station. Thousands of people participated in the event.

May 15, 2016 - CicLAvia: Southeast Cities

In 2016, the County worked with the CicLAvia organization, Metro, and the neighboring cities of South Gate, Huntington Park, Lynwood, and Los Angeles to host an open streets event that connected the unincorporated communities of Walnut Park and Florence-Firestone with the aforementioned cities. The route traversed Pacific Boulevard in Walnut Park and Firestone Boulevard in Florence-Firestone. Thousands of people participated in the event.

PROGRAM 5: BUSINESS AND COMMUNITY PARTNERSHIPS

The Business and Community Partnership Program pulls together two initiatives - a Parklets Program led by Public Works, and a business Facade Improvement Program led by the Los Angeles County Community Development Commission. The two programs require the County to partner with local businesses and/or community groups in order to be implemented.

One of the ways the County is interested in working with business and community organizations to increase pedestrian activity and expand public space is through developing a Parklet Program. Parklets extend the sidewalk to provide more space for people and feature amenities such as seating, outdoor dining space, plantings, bicycle parking, and/or elements of play.

Parklets encourage pedestrian activity by providing an expanded sidewalk for the community to gather, which is especially beneficial in areas that lack sufficient sidewalk width or access to parks and public space. Parklets require the partnership of a local business or community organization to accept responsibility for the operation, management, and maintenance of the parklet.

Three parklets were installed by Public Works in East Los Angeles in 2015 and a formal Parklet Program, as well as a Parklet Application Manual, is currently in development. The Parklet Application Manual will provide comprehensive guidance to community stakeholders interested in constructing and operating a parklet in unincorporated Los Angeles County.

The Community Development Commission's RENOVATE Program provides grants and technical services to assist with the improvement of building facades along designated commercial corridors in unincorporated communities. The program enhances the appearance of buildings and entire commercial centers, which enhances community identity and pride, and makes these areas more inviting places to walk and shop. Businesses can apply to the program by contacting the Commission, but the Commission also works with the Board of Supervisors to identify areas where business facade rehabilitation is needed in their districts. At the request of the Board, Commission staff may conduct door to door outreach to local businesses to inform them about the program and solicit participation.

To develop a formalized Parklet Program, Public Works is working with the Commission to market the initiative to businesses the Commission has previously worked with or is currently working with on facade enhancements. Information about parklets could also be included in Facade Improvement Program informational materials. Funding from the Community Development Block Grant Program could help support the design and installation of parklets.

Short-Term Steps

- Develop a standard maintenance agreement for parklets.
- Develop parklet program and design guidelines to allow for a range of parklet uses based on community stakeholders' input.
- Continue the Facade Improvement Program.

Medium-Term Steps

- Finalize the in-development Parklet Application Manual.
- Create an online application process for community groups and local businesses to host a parklet.
- Integrate information about the Parklet Program into all Community Development Commission Facade Improvement Program outreach materials and other relevant business outreach materials.

Long-Term Steps

- Expand the Parklet Program to include Public Plazas.

Lessons Learned from the East Los Angeles Parklets

In 2015, Public Works installed three parklets in East Los Angeles: SoCal Burger Parklet (Mednik Avenue/Civic Center Way), El Machin Parklet (Whittier Boulevard/Ford Street), and El Kiosko Parklet (1st Street East/Alma Drive). Their locations were determined based on guidance from then-Supervisor Gloria Molina. The SoCal Burger and El Machin Parklets are maintained by the adjacent businesses and are an ideal example of the type of partnership needed to sustain parklets in unincorporated communities.

Unfortunately, the El Kiosko Parklet was removed due to vandalism. Based on this experience, the County is updating siting guidelines to ensure future parklets are located where there is consistent pedestrian traffic and a number of local businesses nearby to keep an eye on them.

Top to bottom: SoCal Burger Parklet, El Machin Parklet

PROGRAM 6: ARTISTIC STREETS

The County is interested in highlighting local community identity through artistic expression. While the County has an existing Civic Art Program operated by the County Arts Commission, it is primarily focused on art at public buildings such as libraries, hospitals, parks, etc. The County is interested in developing new programs that would enable community members and local artists to bring art to the sidewalks and streets in their communities.

For centuries, murals have been an important public art form. Murals can serve as a focal point, increase community cultural assets, and foster an increased sense of neighborhood pride. In many parts of the county, murals are often the only form of public art that is shared by an entire community. Furthermore, murals have been shown to deter vandalism by increasing public ownership and pride through art creation. In 2017, the Board of Supervisors directed the Arts Commission to work with Regional Planning and Public Works to create a Mural Ordinance for Los Angeles County. The Mural Ordinance will establish a process for the permitting of murals on private property.

A painted traffic signal cabinet in Los Angeles

Traffic signal cabinets are often a predominant feature on sidewalks near intersections. They contain the computer systems that operate traffic signals and provide a unique canvas for art in the streetscape. There are several ways the County can support this program, either through partnerships or contests with local artists, schools, or community groups, and/or by having an application process. Working together, the Arts Commission, Regional Planning, and Public Works will identify how to structure a sustainable Traffic Signal Cabinet Art Program for unincorporated communities.

The County is also interested in exploring other placemaking programs, such as artistic intersections. Placemaking programs promote community building and can help encourage drivers to slow down and respect the neighborhood they are traveling through. A placemaking program would be driven entirely by a community working together to develop and maintain their project. The County will need to develop program guidelines, an application process, and identify how or if the County will financially support the implementation of placemaking programs.

Short-Term Steps

- Develop and adopt a Mural Ordinance.
- Establish a mural application web-page on the Regional Planning website with information and links cross listed on the Arts Commission and Public Works websites.
- Identify how to fund, structure, and administer a sustainable Traffic Signal Cabinet Art Program, including responsibility for developing program and technical guidelines and an online application process.

Medium-Term Steps

- Establish a Placemaking Ordinance, as well as program and technical guidelines and an online application process.
- Develop materials to promote Traffic Signal Cabinet Art and other future placemaking programs to community stakeholders.

PROGRAM 7: GREEN STREETS

The County is dedicated to making its unincorporated streets greener and more sustainable. One way to achieve this is through a Green Streets Program that expands the urban forest, a system of trees, other vegetation, and water within an urban area. Street trees make communities more livable in many ways, including removing air pollutants often associated with respiratory illnesses, reducing stormwater run-off, helping cool the region's hot summer temperatures, beautifying neighborhoods, and even helping calm traffic.[1]

The County's existing tree planting program encourages resident participation in the expansion and renewal of the urban forest. To ensure the proper species selection, planting, and sustainability of the new trees, the County requires that all tree planting be coordinated with Public Works' Urban Forestry Unit. In general, trees are planted in one of three ways – Public Works plants a tree, a property owner plants a tree, or trees are planted through partner organizations as part of a community tree planting campaign. Residents of unincorporated areas can request Public Works to plant trees through an online Parkway Tree Request Form on their website.

A property owner can also apply for a permit from Public Works to plant a tree in the parkway adjacent to their property. Specific instructions on how and where to plant the tree is available on the Public Works website. However a tree is planted, it should be the right species in the right place, and planted in the correct manner so that it can thrive.

Alternatively, the County has initiated several community tree-planting campaigns that involve non-profit community partners in planting the trees as well as in educating community members about the public health, social, economic, and environmental benefits of trees.

When trees are planted in the public right-of-way, residents are required to water the tree for the first three to five years to ensure their survival. However, some residents may not want trees planted due to fears that they will uproot their sidewalks, drop leaves, or create liability concerns. Continued efforts to educate the public on the benefits of trees are vital to show residents that the importance of trees outweigh the real and perceived costs.

1 Based on a study from Walkable Communities, Inc. (2016). Urban Street Trees: Specific Applications. http://www.michigan.gov/documents/dnr/22_benefits_208084_7.pdf

Short-Term Steps

- Increase efforts to implement robust public engagement and education that enhance communities' understanding of environmental stewardship and basic tree care, as well as the health, social, economic, and environmental benefits the urban forest provides. Community engagement and education efforts should focus on low-resourced, disadvantaged communities that experience the lowest tree canopy cover in unincorporated Los Angeles County.
- Continue Public Works- and community-led street tree planting in parkways in unincorporated communities.

Medium-Term Steps

- Identify best management practices and develop strategies for preservation, maintenance, diversification, and growth of the urban forest.
- Establish an urban tree canopy goal to achieve an optimum degree of canopy cover for unincorporated areas. The tree canopy goal can be refined by further analysis to establish specific community tree canopy goals dependent on considerations that are unique to an area's particular circumstances, including climate zones, geography, climate projections, specific environmental concerns, local preferences, desired ecosystem services, land cover, land use patterns, resources, public health impacts, equity, and other factors.
- Balance the need for water conservation with the goal of preserving, maintaining, diversifying, and growing the urban forest. Young trees must be adequately watered to ensure strength and survival, and should not be dependent on broader landscape irrigation systems. For young trees, application of semiweekly, deep watering is important for long term tree survival. Once trees are established, water demands decrease, however it is still necessary to water trees during periods of drought. County policies and ordinances calling for water conservation should account for tree watering needs, which vary over the lifespan of trees.

Long-Term Steps

- Develop an Urban Forest Management Plan (UFMP) to establish a clear set of priorities, strategies, and objectives related to maintaining a productive and beneficial urban forest throughout unincorporated Los Angeles County. The UFMP will be based on analysis of the County's tree canopy and existing tree inventories, and should be developed with input from community, relevant County departments, and arboricultural experts.

PROGRAM 8: WALKING CLUBS

During the summer, the Department of Public Health (DPH) leads walking clubs at a number of County parks that participate in the Parks After Dark (PAD) Program. During the summer, the Department of Parks and Recreation (DPR) extends park hours and programming at 33 parks across the county, primarily in communities with higher rates of crime or violence involving youth. This annual seasonal program creates a safe haven for residents at their local parks.

The DPH Walking Club program at PAD gets residents, primarily women, engaged in physical activity while their children or grandchildren take advantage of park activities. DPH nurses provide health information during and after the walks. These nurses play an important role in providing additional educational resources when conducting walking clubs. Walking clubs are an opportunity to provide valuable public health information and referrals in a more casual environment.

DPH has also developed toolkits to help individuals, organizations and community groups lead their own walking clubs. The *Community Walking Club Toolki*t, developed by DPH in 2012, is used to guide the PAD walking clubs and is a tool available for community members and organizations interested in organizing their own walking clubs. It provides nutrition and physical activity information to inform walking club participants. Walking clubs also build social cohesion as participants get to know their neighbors.

The DPH Veterinary Public Health Program developed a *Stride With Paws; Dog Friendly Community Walking Club Toolkit* as part of the 2020 Healthy Pets Healthy Families Initiative. The toolkit provides a walk leader with a week-by-week guide to conduct a 12-week walking program focused on reducing human and pet obesity through daily physical activity. Both toolkits are available online through the DPH website.

Short-Term Steps

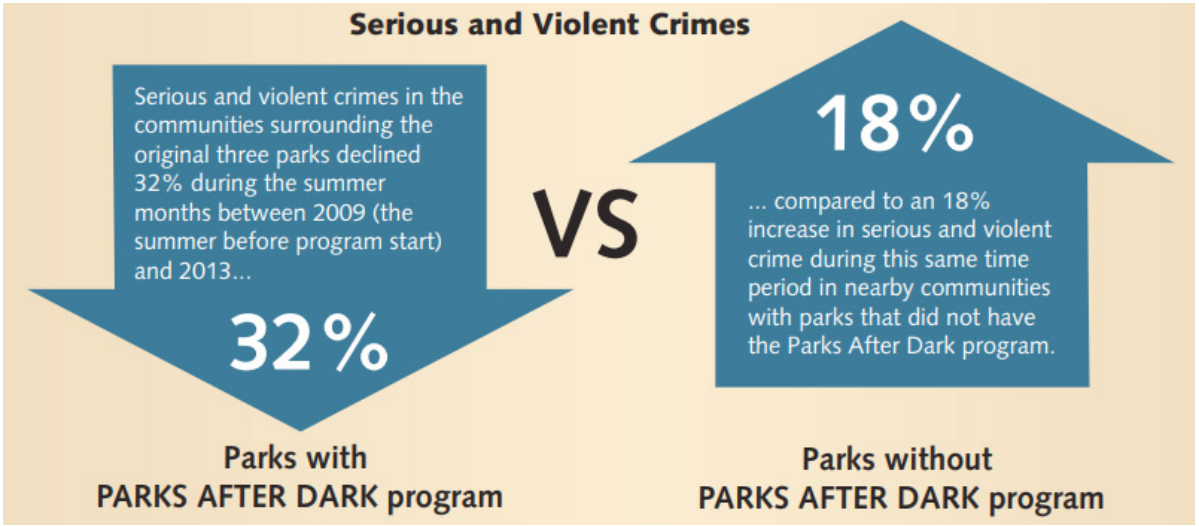
- Continue walking clubs during Parks After Dark.
- Include Public Health walking club toolkits on the Public Works and Parks and Recreation websites.
- Include walking club information on the Parks and Recreation web-pages for each Parks After Dark park.

Medium-Term Steps

- Update the community walk audit materials on the Public Works website and distribute to Public Health nurses that lead walking clubs.
- Provide a training to Public Health nurses on how to conduct walk audits and help identify walking routes around parks to evaluate.
- Utilize walking clubs to conduct walk audits around County parks to identify infrastructure projects that could enhance pedestrian access to County parks.

Long-Term Steps

- Lead year-round walking clubs at County parks.



The County's Parks After Dark Program has helped reduce violent crimes in recent years
Source: Department of Parks and Recreation, 2014. Parks After Dark: Preventing Violence while Promoting Healthy, Active Living

PROGRAM 9: ONLINE INFORMATION AND SERVICE REQUESTS

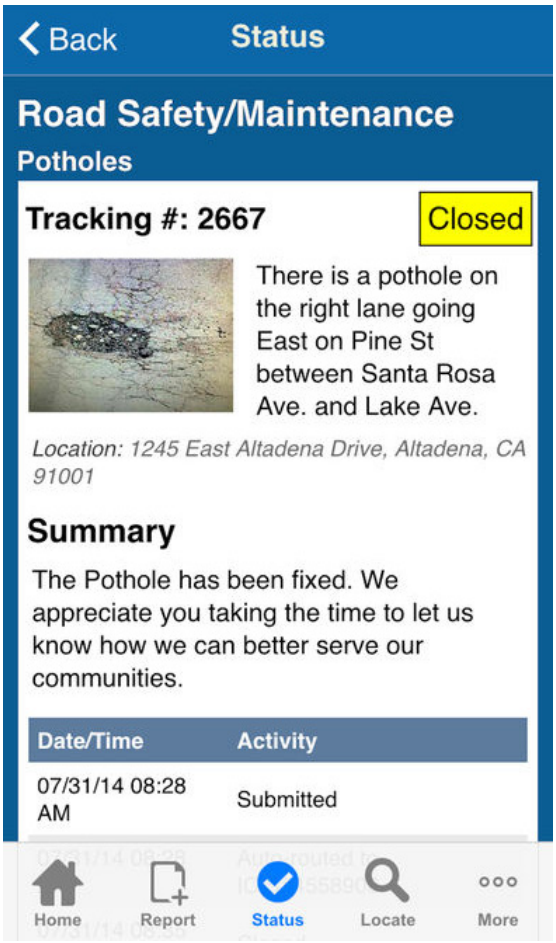
Los Angeles County Public Works has developed an online application, accessible through a smart-phone, called The Works that serves as a one-stop solution for County residents to report and track services. If the service is not handled by Los Angeles County, The Works will provide residents with the appropriate contact information.

Short-Term Steps

- Update the Public Works website to include information about pedestrian projects and programs.

Medium-Term Steps

- Add a sidewalk safety/maintenance option to app so people can report broken/cracked sidewalks, lack of curb ramps, ADA violations, etc.
- Provide a list and online map of pedestrian projects that are completed, in progress, and/or upcoming.



Example of a service requested, tracked, and completed through The Works

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Ch. 6

IMPLEMENTATION

The County commits to seeking funding to implement Step by Step Los Angeles County Pedestrian Plans through local, regional, state, and federal funding sources.

This chapter provides an overview of how the County funds pedestrian projects and programs. Enhancing walkability across the unincorporated communities helps the County achieve a number of safety, sustainability, health, and equity goals, and therefore monitoring progress on implementation is integral to the County's efforts.

This chapter also provides an explanation of the data-driven framework used to prioritize projects identified in each Community Pedestrian Plan chapter, and identifies the performance measures that will be used to monitor implementation.

Los Angeles County Public Works is responsible for the implementation of pedestrian infrastructure projects within the unincorporated communities. Programs to encourage walking or provide pedestrian safety education are the responsibility of several County departments including Public Health, Public Works, Parks and Recreation, Beaches and Harbors, the Arts Commission, and the Community Development Commission. They are also the responsibility of regional agencies like Metro, and the California Highway Patrol, the State agency responsible for traffic enforcement on unincorporated County roadways. The County will work closely with these agencies to identify opportunities to partner on programs to enhance walkability across the unincorporated communities.

A more walkable county is not possible without the involvement of community members. Residents of the unincorporated communities know the streets in their community best. As the County moves forward with the implementation of pedestrian projects, additional community engagement and outreach will be conducted. While the County is moving to a more need-based, data-driven decision-making process for infrastructure projects, the involvement of community members and community-based organizations remains integral to ground-truth the data and spotlight the most pressing barriers to walking. The County is committed to working with community members and organizations to help with the implementation of this Plan.

In addition, the County acknowledges the important role community members and organizations have in leading and running programs that encourage walking and educating fellow community members about pedestrian safety. As highlighted in Chapter 5: Programs, many programs are already being led by community-based organizations. The County will work to support initiatives run by these organizations, such as helping connect local organizations with philanthropic funding sources or through contracting with local organizations to help implement regional, state, or federal grants.

FUNDING RESOURCES

Funding for the implementation of pedestrian projects and programs comes from many sources. The County will allocate funding from local sources and seek additional local, regional, state, and federal grants to implement the projects and programs identified in this Plan.

Funding for pedestrian projects and programs comes from many sources, including gas taxes and vehicle registration fees, local sales taxes, and development-related requirements. The County relies on local funding for the maintenance and enhancement of existing facilities.

Each year, Public Works submits a budget for operations and maintenance and infrastructure projects to the County Board of Supervisors for approval. However, the budget for infrastructure projects is not set at the project-level. The infrastructure projects worked on in any given year are currently selected in collaboration with the Board offices, often in response to requests from community stakeholders and/or based on need in terms of known issues related to safety, roadway condition, flooding, and more.

As the County expands and enhances the pedestrian network with new sidewalks, trees, benches, and other facilities, the funding needed for on-going maintenance increases. This requires the County to allocate more local funding for ongoing maintenance and operations, limiting the amount of local funding available for new infrastructure projects and programs.

Local funding will never be enough to meet the needs and wishes of the unincorporated communities. Therefore, the County regularly uses local funding as leverage to secure additional regional, state, and federal funding. Competitive grant opportunities often require local governments, such as the County, to show that a portion of a project's costs will be covered by local funding. This typically increases the competitiveness of the County's grant applications.

County Pedestrian Programs

The County's pedestrian programs also rely on local funding. Typical budget set aside for these programs is shown in the table below.

Program	Average Annual Budget*
School Crossing Guard Program	$2.75 million

**Average annual budget based on 2017 dollars and does not factor in future inflation.*

The County relies heavily on regional, state, and federal funding sources to implement pedestrian infrastructure projects and programs. Typically, these dollars are distributed to jurisdictions throughout California through a competitive grant process. The County has a successful track record of securing funding from these sources for pedestrian infrastructure projects and programs.

Transportation funding changes regularly when there are modifications to policies and new taxes and fees are adopted. Regionally, transportation funding increased with the approval of Measure M in 2016 by Los Angeles County voters. A portion of Measure M dollars are returned to the County as local return funding, two percent of which will be set aside for active transportation projects in unincorporated communities, including those identified in this plan.

In 2017, state-level funding for transportation increased through rises in the gas tax and vehicle registration fee (SB 1). The California State Legislature passed these increases to address the growing backlog of roadway maintenance

Maintenance Costs

Maintenance costs rely on local funding. Typical costs for maintenance activities and budget set aside for maintenance programs are listed in the tables below.

Table 6-1: Average maintenance activity costs

Maintenance Activity	Average Replacement Value*
Sidewalk Repair	$25/square foot
Asphalt Patch	$22/square foot

**Actual project costs vary based on site conditions and other factors. Approximate costs based on 2017 dollars and do not factor in future inflation.*

Table 6-2: Average maintenance program budget

Maintenance Program	Average Annual Budget**
Sidewalk Repair	$7.2 million
Signs and Markings	$13 million
ADA Upgrade Projects	$50,000
Urban Forestry	$13 million
Street Furniture	$1 million

***Average annual budget based on 2017 dollars and does not factor in future inflation.*

issues statewide, coupled with the adoption of several climate initiatives, such as cap-and-trade, which brings new revenue to the state from the sale and transfer of emission credits.

Federal transportation funding is primarily secured through grant programs run by state and regional agencies such as Metro, SCAG (Southern California Association of Governments), and Caltrans (State of California Department of Transportation). Federal funding is perhaps the most uncertain, as the primary federal source of funding, the gas tax, has not been raised since 1993. Federal revenue for transportation is allocated through the federal surface transportation bill, which is developed and authorized by Congress every couple of years.

A full list of potential funding sources and the types of projects eligible for these sources is provided in Appendix D. As the funding climate is constantly changing, many of the sources identified in the appendix may not continue to be available and new funding opportunities may arise. The County will update this appendix periodically when adding new Community Pedestrian Plans to this Plan.

PRIORITIZATION FRAMEWORK

To guide implementation, the County developed a prioritization framework to evaluate and score each Community Pedestrian Plan's proposed projects list based on a set of objective, data-driven criteria.

Given funding constraints, this framework enables the County to identify priority projects in each community and phase the implementation of projects over the years. This will become more important as additional Community Pedestrian Plan chapters are developed and added to the Plan.

The framework also helps Public Works to inform future Community Pedestrian Plan chapters and may help prioritize the projects for funding that best implement County and community goals. Some projects can and will be made a part of routine roadway maintenance programs. Note while the County will take into account the prioritization score while programming projects, due to available funding, resources, and community and political support, the order in which projects may be implemented may not necessarily correspond with the score assigned.

Furthermore, this prioritization framework is aligned with the state Active Transportation Program grant criteria, which is the primary source of state funding the County pursues for pedestrian infrastructure.

Table 6-3 lists the prioritization criteria, provides a rationale for each criterion, and describes how scores are assigned.

Table 6-3: Infrastructure Prioritization Framework

Category	Rationale	Description	Maximum Possible Points
Equity	The community is a Focus Community (Disadvantaged Community). Disadvantaged communities are often disproportionately represented in severe and fatal injuries from traffic crashes. This criterion uses median household income and CalEnviroScreen data to prioritize disadvantaged areas.	Project is located in an area with a median income less than 80% of the statewide median (<$49,191)	5
		Project is located in an area that is among the most disadvantaged 25% in the state, according to CalEnviroScreen 3.0	5
	Disadvantaged communities often have less access to parks and open space. This criterion uses park deficiency to prioritize disadvantaged areas.	Community has less than the County's General Plan goal of four acres of local parkland per 1,000 residents	5
Public Health	Enhancing health is a core goal of the plan. Research has shown that there is a link between better health and moderate-intensity aerobic activity, like brisk walking. Enhancements to the pedestrian built environment can make walking more comfortable, convenient, and safe. This criterion uses Healthy Places Index data to prioritize areas with poor health.	Project is located in an area that is in the top 10%, according to the Healthy Places Index (10 points)	10
		Project is located in an area that is in the top 25%, according to the Healthy Places Index (5 points)	
Safety	Safety is a core goal of the Pedestrian Plan and aligns with the County's Vision Zero Program. This criterion prioritizes fatal/severe injury pedestrian-involved collision locations and corridors.	In the past 5 years, more than 5 pedestrian-involved collisions have occurred within 500 feet of the project (20 points)	20
		In the past 5 years, 4-5 pedestrian-involved collisions have occurred within 500 feet of the project (15 points)	
		In the past 5 years, 2-3 pedestrian-involved collisions have occurred within 500 feet of the project (10 points)	
		In the past 5 years, 1 pedestrian-involved collision has occurred within 500 feet of the project (5 points)	
		In the past 5 years, at least 1 collision within 500 feet of the project resulted in a pedestrian fatality	5

Infrastructure Prioritization Framework, continued

Category	Rationale	Description	Maximum Possible Points
Roadway Classification	Major roadways generally have more lanes of traffic and higher speeds, increasing exposure to vehicles for crossing pedestrians and contributing to greater severity when crashes occur. This criterion prioritizes projects located along major roads.	Project is located on a Major Highway	5
Demand	Projects in areas of high demand provide benefit to a greater number of people. This criterion uses data about pedestrian activity generators to prioritize areas of higher demand.	Project is located within ¼-mile of a transit stop or station	5
		Project is located within ¼-mile of a school	5
		Project is located within ¼-mile of a senior center, park, and/or library	5
		Project is located within ¼-mile of an area zoned for commercial use	5
Community Outreach	Community support is a critical element to getting projects implemented. This criterion prioritizes projects that were identified during community outreach or identified in prior County planning.	Project adds an enhancement or addresses a concern identified during community outreach	5
		Project is listed in an existing County planning document	5
Implementation	Lower cost projects can generally be implemented more rapidly, and allow limited resources to be distributed more widely. Implementation is a strong focus of this plan, and this criterion prioritizes lower-cost and less complex projects.	Project is low-cost (<$100k) (10 points)	10
		Project is medium-cost ($100k-$200k) (5 points)	
		Project is high-cost (>$200k) (0 points)	
		Project will be easy to construct (does not require environmental studies, sewer realignment, etc.)	5
		Maximum Total Points	**100**

MONITORING AND EVALUATION

Evaluation is a key component of any engineering or programmatic investment.

The County is committed to enhancing the walkability of its unincorporated communities and has identified a set of performance measures to help track implementation and measure progress toward achieving the goals identified in this Plan. These measures will also help evaluate other County initiatives that this Plan supports, such as the County's General Plan, Community Climate Action Plan, and Vision Zero.

Measuring performance over time will enable the County to identify successful projects and programs, and where there may be room for enhancement. This will become increasingly important with the implementation of the County's Vision Zero Initiative and the development of more Community Pedestrian Plans.

We track progress by measuring various indicators across three broad focus areas: safety, infrastructure, and mode share.

Safety indicators help tell us whether people walking are measurably safer than before the Plan's adoption. By tracking the number of people severely injured or killed while walking, we can get a clear picture of whether the Plan's projects and other actions are having any effect on safety as we implement them. Looking at that same number, but per 10,000 residents in unincorporated areas, lets us understand the Plan's effect on safety regardless of population changes over time. Rates of severe injuries and deaths to people walking by population is also a standard measurement among other places and levels of government, allowing us to compare our progress with theirs.

Infrastructure indicators help the public and decision makers track how we're investing in walkable places. Looking at linear feet of new pedestrian improvements/amenities and the number of trees planted along public roads quantifies the County's commitment to enhancing the walking experience. As resources permit, the County will begin to track and report various other pedestrian enhancements over time.

Mode share indicators are about whether people are walking more over time. The most reliable ways to track rates of walking is through the U.S. Census Bureau's American Community Survey question on how people commute to work, and through regularly counting the number of people walking in a specific location or community. In

Los Angeles County, 84 percent of bus riders and 58 percent of train riders walk to transit[1], so accounting for everyone who walks to work includes looking at commuters who take public transit to work.

Table 6-4 identifies the performance measures the County will use to track progress. Table 6-5 provides indicators that will require additional information, resources, or program development before the County can start tracking them; they are included here for future reference.

Implementation of proposed projects is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support; these factors may affect the timing or degree to which identified trends/goals are achieved.

1 Los Angeles Metro Fall 2017 On-Board Survey Results and Trend Report. http://media.metro.net/projects_studies/research/images/infographics/2017_fall_onboard_survey_results.pdf

Table 6-4: Pedestrian Performance Metrics

Focus Area	Indicator	Trend/ Goal	Data Source	Lead/Support Departments	Reporting Frequency
Safety	Number of traffic-related pedestrian fatalities and severe injuries	Decrease	California Highway Patrol Crash Data (SWITRS)	California Highway Patrol/Public Works	Annual
	Rate of traffic-related pedestrian fatalities and severe injuries per 10,000 residents	Decrease	California Highway Patrol Crash Data and ACS population estimates	California Highway Patrol/Public Works	Annual
Infrastructure	Number of ADA compliant curb ramps constructed	Increase	Public Works Capital Improvement Tracking	Public Works	Annual
	Linear feet of new and reconstructed sidewalks completed	Increase	Public Works Capital Improvement Tracking	Public Works	Annual
	Number of trees planted within County road rights-of-way	Increase	-	Public Works	Annual
Mode Share	Percentage of commute trips made by walking	Increase	American Community Survey (ACS)	Public Health	Every 5 years with ACS 5-year estimates
	Percentage of commute trips made by transit	Increase	American Community Survey (ACS)	Public Health	Every 5 years with ACS 5-year estimates

Table 6-5: Pedestrian Performance Metrics for Future Tracking

Focus Area	Indicator	Trend/ Goal	Data Source	Lead/Support Departments	Frequency
Infrastructure	Number of completed projects incorporating pedestrian enhancements within half-mile of a school	Increase	Public Works Capital Improvement Tracking	Public Works	Annual
	Number of completed projects incorporating pedestrian enhancements within SB 535 Disadvantaged Communities	Increase	Public Works Capital Improvement Tracking	Public Works	Annual
Mode Share	Percentage of schools in unincorporated areas participating in Walk to School Day	Increase	Survey of school districts	Public Works	Annual
	Percentage of K-12 students in unincorporated areas participating in SRTS activities	Increase	School tallies, sign-in sheets from specialized classes and events	Public Works in coordination with school districts serving unincorporated areas, California Highway Patrol	Annual
	Number of pedestrians at selected count locations	Increase	Traffic counts conducted by Public Works	Public Works	Annual
	Number of pedestrians at selected count locations per 10,000 residents	Increase	Traffic counts conducted by Public Works	Public Works	Annual

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Ch. 7

LAKE LOS ANGELES

COMMUNITY PEDESTRIAN PLAN

COMMUNITY PROFILE

Lake Los Angeles is a rural unincorporated community in the Antelope Valley of Los Angeles County, located 17 miles east of Palmdale and 40 miles northeast of the City of Los Angeles.

The 9.7 square mile community has a population of 12,328, with relatively low population density compared to other Los Angeles County communities, but remains the densest community in the Antelope Valley. Once known as Los Angeles Buttes, the community took its name from a collection of desert peaks: Black Butte, Piute Butte, Lovejoy Butte, and Saddleback Butte. In 1967, land developers bought 4,000 acres in the region, sub-divided it into 4,465 lots, and built a man-made lake that has since dried up, renaming the community Lake Los Angeles. Saddleback Butte became a State Park in 1960.

Thank You

Pedestrian Plan Community Advisory Committee Members:

Shirley Harriman

Mary Hanna

Theresa Horvath

Pat McGuire

Yvonne Milikowski

Scarleth Hauffen-Pflieger

Deb Hill

Francisco Merlan

Special thanks to the residents of Lake Los Angeles, who took time to participate in outreach events, community data collection efforts, and share ideas on how to enhance walking in the community. This Plan is dedicated to your vision.

Demographics

Understanding the demographics of a population helps decision makers plan for and target appropriate pedestrian projects and programs. The median household income for Lake Los Angeles is $40,227, approximately 28 percent less than the county average. Lake Los Angeles also has a significantly higher poverty rate than the county average. Adults (age 25 and over) in Lake Los Angeles are more likely to have a high school diploma or equivalent, but less likely to have completed at least some college education when compared with other county residents.

Lake Los Angeles has primarily single-family households at a proportion similar to the rest of the county, but more households have children under 18, making Lake Los Angeles a relatively young community. A majority of the community's residents (54 percent) identify as Hispanic/Latino, and the community has relatively more White and more Black or African American residents than the rest of the county. Lake Los Angeles has a lower number of foreign-born community members compared to the overall percentage of foreign-born residents countywide. Demographic data for Lake Los Angeles is shown in Table 7-1.

Table 7-1: Lake Los Angeles Demographics

	Percent in Lake Los Angeles	Percent in Los Angeles County
Education		
Less than high school diploma	28.3	21.4
High school graduate, GED or alternative	34.9	20.5
Some college or Associate's degree	30.0	26.5
Bachelor's degree or higher	6.8	26.5
Persons in Poverty	32.4	18.7
Age		
Under 18 Years	33.2	23.2
18-64 Years	59.2	64.9
65 and Older	7.6	11.9
Race/Ethnicity		
Hispanic or Latino	53.6	48.4
White (Non-Hispanic)	31.9	26.6
American Indian and Alaska Native	1.4	0.7
Asian	0.9	15.0
Black or African American(Non-Hispanic)	11.3	8.7
Other	3.3	1.3
Immigration and Linguistic Isolation		
Foreign Born	14.4	35.7
Households that are Linguistically Isolated	31.0	14.4

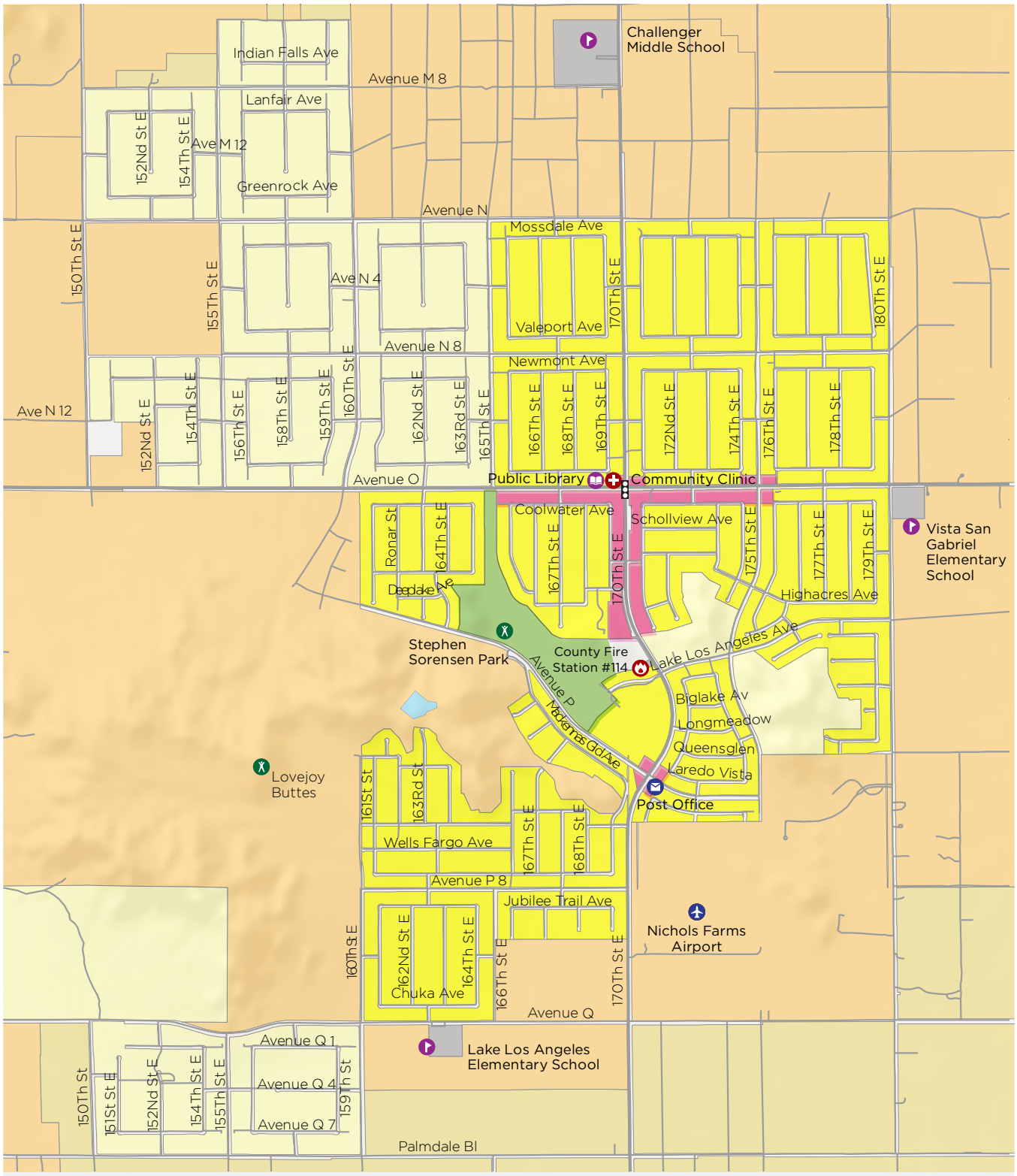
Source: American Community Survey, 5-year 2010-2014

Land Use

Land use and design policies impact residents' health and physical activity levels. The majority of land (52 percent) in Lake Los Angeles is designated as residential, while 7 percent is designated as rural commercial. Figure 7-1 shows land uses in Lake Los Angeles. The area has a low density (people/acre) compared with other county communities, but is the densest unincorporated community in the Antelope Valley.

Residential development surrounds the commercial corridor along 170th Street East between Avenue O and Avenue P. The Antelope Valley Area Plan designates this corridor as a Rural Town Center, prioritizing pedestrian-oriented design and connectivity with the goal of linking commercial development to the surrounding residential areas. Roughly 38 percent of the residential population lives within a quarter-mile walking distance to this commercial area. Other key destinations include three public schools, Stephen Sorenson Park, a public library, and a community clinic.

Figure 7-1: Lake Los Angeles Zoning Map



DATA SOURCE: LOS ANGELES COUNTY GENERAL PLAN, DEPARTMENT OF REGIONAL PLANNING, 2015

0 0.25 0.5 MILE

LAND USE

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- AIRPORT
- EMERGENCY SERVICES
- HEALTHCARE
- POST OFFICE

LAND USES

- CR - RURAL COMMERCIAL
- H2 - RESIDENTIAL 2
- OS-BLM - BUREAU OF LAND MANAGEMENT
- OS-C - CONSERVATION
- OS-PR - PARKS AND RECREATION
- P - PUBLIC AND SEMI-PUBLIC
- RL1 - RURAL LAND 1
- RL10 - RURAL LAND 10
- RL2 - RURAL LAND 2
- RL20 - RURAL LAND 20
- RL5 - RURAL LAND 5
- W - WATER

Park Access

Park access evaluates the distribution of park land within Lake Los Angeles and whether residents can easily access it. The closer a person lives to a park, the more likely it is that they will visit it regularly. Most pedestrians are willing to walk one half-mile (approximately ten minutes of walking), to access a destination.[1]

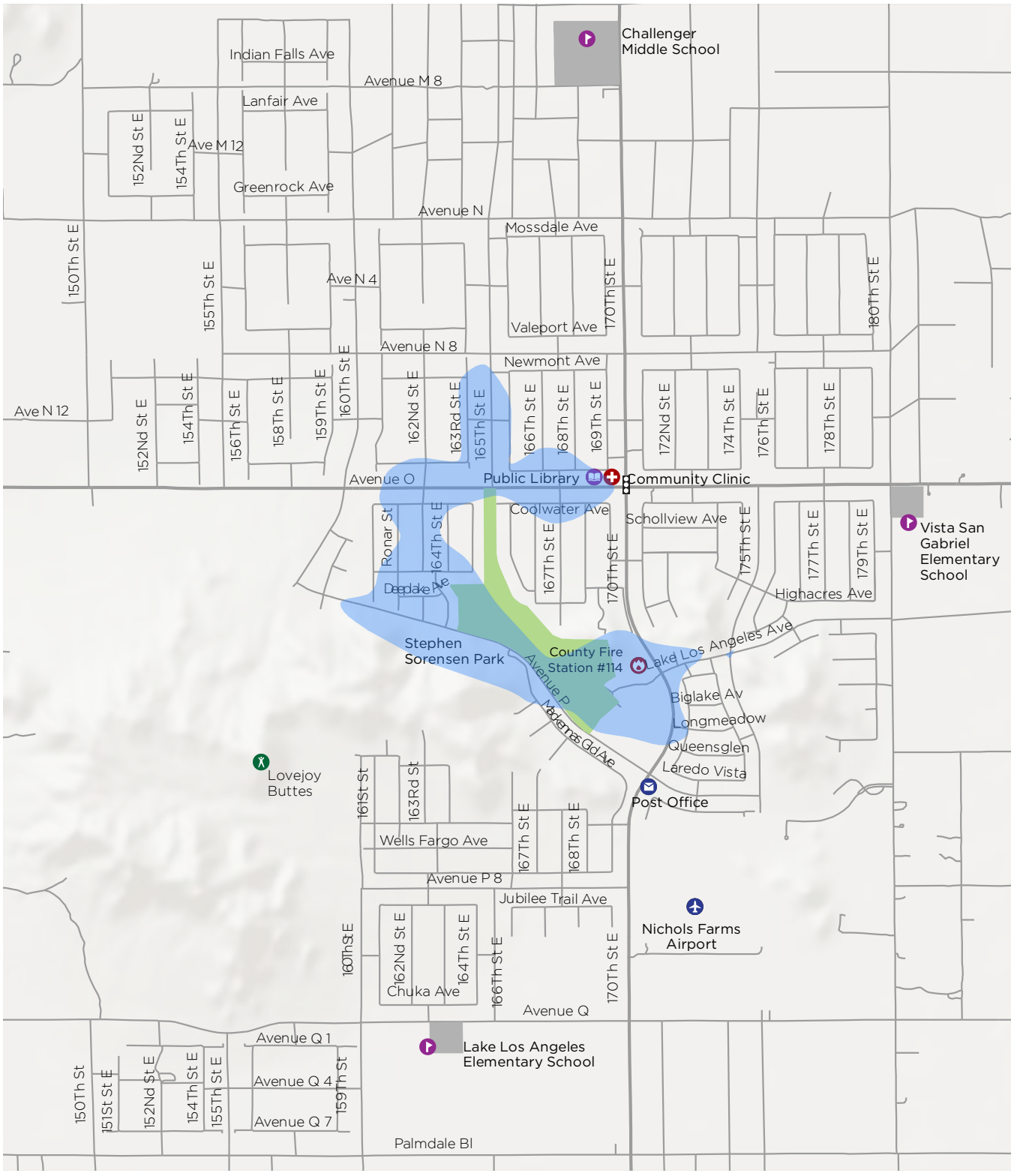
Lake Los Angeles currently has one park, Stephen Sorenson Park (108.04 acres), which provides the community an average of 9.51 acres of parkland per 1,000 residents.[2] Technically, this is more than twice the County's General Plan goal of four acres of local parkland per 1,000 residents. However, this land is largely undeveloped and without park amenities. Further, only about 20 percent of Lake Los Angeles residents live within a half-mile walking distance to the park (Figure 7-2).[3] Stephen Sorensen Park is accessible by one road, Avenue P, from the south and several informal paths from the north. The Los Angeles County Parks and Recreation Needs Assessment has proposed developing new shared-use paths to enhance access to the park.

1 Department of Parks and Recreation. Lake Los Angeles Park Needs Assessment. 2016.

2 Department of Parks and Recreation. Lake Los Angeles Park Needs Assessment. 2016.

3 The distance from each household in Lake Los Angeles to the access points of all adjacent parks was calculated along the walkable road/pedestrian network rather than "as the crow flies." Since pedestrians cannot safely or legally walk on highways or freeways, this method takes these barriers into consideration and results in a more accurate assessment of the distance a pedestrian would need to cover to reach a park. Source: Department of Parks and Recreation. Lake Los Angeles Park Needs Assessment. 2016.

Figure 7-2: Lake Los Angeles Park Access



PARK ACCESS

0 0.25 0.5 MILE

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- AIRPORT
- EMERGENCY SERVICES
- HEALTHCARE
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

PARK ACCESS

- WALKABLE AREA, ONE-HALF MILE FROM PARK

Health

Understanding which health issues and behaviors are prevalent in Lake Los Angeles can help decision makers target appropriate pedestrian interventions.[1] The overall population and mortality rates for zip codes 93595 and 93591, which include Lake Los Angeles, shed light on general health and mortality trends. For both zip codes and Los Angeles County, heart disease and cancer are the two leading causes of death. These diseases are highly correlated with diet, physical activity, exposure to toxins (tobacco and pollution), and stress.[2] The top three leading causes of premature death for Antelope Valley are coronary heart disease, motor vehicle crashes, and diabetes.[3]

Childhood and adult asthma rates in Lake Los Angeles are higher than the county average.[4] Obesity rates among adults and teens are higher than in the county as a whole, although proportionally fewer children are overweight for their age.[5] Only one in five youth in Lake Los Angeles engage in regular physical activity,[6] though youth in Lake Los Angeles have a slightly higher level of physical activity than countywide. However, only 22.9 percent of adults in the Lake Los Angeles area walk at least 150 minutes each week, compared with over one-third of adults countywide.[7] This fact may be contributed to the high rates of disability in the community zip code 93591 - more than 1 in 10 adults in Lake Los Angeles under the age of 65 have a disability, which is more than twice the county average.[8]

Overall, Lake Los Angeles qualifies as a disadvantaged community on three common statewide indicators, which consider median household income, participation in the National School Lunch Program, and the Healthy Places Index.[9] Based on these indicators, Lake Los Angeles may be eligible to receive funding prioritization from the Caltrans Active Transportation Program and potentially other funding sources.

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1 This plan uses health data at the zip code level when necessary. Lake Los Angeles is in Zip Code 93591 and 93595, which also includes neighboring Antelope Valley communities with similar socio-demographics and built environment.

2 HealthyCIty.org

3 Mortality in Los Angeles County 2012: Leading Causes of Death and Premature Death with Trends for 2003-2012. (2012). Los Angeles County Department of Public Health. http://publichealth.lacounty.gov/dca/data/documents/mortalityrpt12.pdf

4 California Health Interview Survey, Neighborhood Edition, 2014

5 Adults with a body mass index greater than or equal to 30.0 are considered obese. Children 2-11 whose combination of weight, sex, and age ranks higher than the CDC's 2001 95th percentile are considered obese, as are children 12-17 who ranked higher than the CDC's 2010 85th percentile for body mass index. Source: California Health Interview Survey, Neighborhood Edition, 2014.

6 Regular physical activity for children between 5 and 17 is defined as "at least 60 minutes of physical activity daily in the past week, excluding physical education." Source: California Health Interview Survey, Neighborhood Edition, 2014

7 California Health Interview Survey, Neighborhood Edition, 2014. The Centers for Disease Control and Prevention (CDC) recommends that adults do at least 150 minutes per week of moderate-intensity activity "for substantial health benefits." Source: CDC, 2008 Physical Activity Guidelines for Americans.

8 American Community Survey, 5-year estimate 2010-2014

9 These indicators include National School Lunch Program Free and Reduced Lunch Program participation, median household income, and the Healthy Places Index, produced by the Public Health Alliance of Southern California. Only one of two census tracts (6037900104) qualifies Lake Los Angeles as a health disadvantaged community.

Table 7-2: Lake Los Angeles Causes of Death

(Selected) Causes of Death Death rate (per 100,000 population)	Zip Code 93535	Zip Code 93591	Los Angeles County
Cancer	104	30.6	24.2
Heart Disease	109.4	19.4	26.9

Table 7-3: Lake Los Angeles Health Indicators

	Percent in Zip Code 93535	Percent in Zip Code 93591	Percent in Zip Codes 93535 and 93591	Percent in Los Angeles County
Obesity				
Children overweight for age (2-11)	5.1	4.9	5.1	12.4
Teens overweight or obese (12-17)	44.5	-	44.6	37.9
Adult obesity	32.6	25.6	31.9	25.9
Physical Activity				
Regular physical activity (ages 5-17)	18.8	21.5	19.1	18.9
Walked at least 150 minutes (age 18+)	23	21.8	22.9	34.1
Respiratory Illness				
Children ages 0-17 years ever diagnosed with asthma	15.0	14.3	15.0	13.1
Adults (Age 18 years plus) ever diagnosed with asthma	17.4	14.3	17.1	12.6
Disability				
With a Disability, under age 65	6.6	14.5	-	6.0

Sources: California Health Interview Survey, Neighborhood Edition, 2014; American Community Survey, 5-year estimate 2010-2014

PREVIOUS PLANS AND PROJECTS

This Plan builds on numerous Lake Los Angeles and broader Antelope Valley Area planning efforts.

An overview of existing countywide plans can be found in Chapter 1, and more details are listed in Appendix A.

Lake Los Angeles Community Standards District (2014)

The Lake Los Angeles Rural Town Council proposed this document to guide development in Lake Los Angeles. At the time of the Lake Los Angeles Community Pedestrian Plan's release, the CSD had not been finalized or adopted. If adopted, the CSD would require street enhancements to complement and maintain the rural character of Lake Los Angeles. It would also prohibit concrete sidewalks and curbs on residential streets, though shared-use paths would be allowed.

Antelope Valley Area Plan (2015)

The Antelope Valley Area Plan was developed as a component of the County's General Plan. It refines countywide goals and policies by addressing specific issues relevant to the Antelope Valley, such as community maintenance and appearance, and provides more specific guidance on elements already found in the General Plan.

High Desert Corridor Project (2016)

The High Desert Corridor (HDC) project will provide a new link between SR-14 in Los Angeles County and SR-18 in San Bernardino County, including a freeway with accommodations for high-speed rail, and a bikeway. Caltrans and Metro approved the Final Environmental Impact Report/Environmental Impact Statement for the HDC. The approved preferred alternative route runs along Palmdale Boulevard, the southern border of Lake Los Angeles, between 150th Street East and 160th Street East.

Los Angeles County, California Code of Ordinances, Chapter 22.44.360, Part 9, Rural Outdoor Lighting District (2016)

This County ordinance sets provisions for a rural outdoor lighting district. Street lights are prohibited except where necessary at urban cross sections with sidewalks, curbs, and gutters, or at intersections and driveways on county roads. An exception is locations where the Director of Public Works finds that street lights will alleviate traffic hazards, improve traffic flow, and/or promote safety and security of pedestrians and vehicles based on Public Works' highway safety lighting standards.

COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (DPH), Antelope Valley Partners for Health (AVPH) led outreach efforts to gather community input throughout the development of the Lake Los Angeles Community Pedestrian Plan. The community outreach strategy was developed based on the Plan's goals, as well as an understanding of existing community-identified issues.

Outreach was conducted in two phases. The first phase helped the project team understand barriers and opportunities for walking in Lake Los Angeles. The second phase of outreach gave community stakeholders a chance to respond to the draft Plan and provide additional input on needed pedestrian projects. These efforts took place throughout the development of the Plan, and included attending existing meetings held by community organizations, schools and neighborhood groups; tabling at community events; focus groups; stakeholder interviews; surveys; two community workshops; and community data collection activities and community walks.

A summary of these outreach activities, and key findings on barriers to walking in the community and desired pedestrian facilities, amenities, and programs are provided in this section.

Community Advisory Committee

A Community Advisory Committee (CAC) was formed at the start of the project to provide guidance to AVPH and DPH on community engagement efforts and inform the planning process. The CAC also provided advice on community priorities and preferences. Youth, senior, business, faith based, parent, homeowner, and other community representatives participated in the CAC. In addition, the CAC meetings provided members with opportunities to learn about community data collection methods, County processes, and the connection between walkability, public health, public safety, and advocacy. The CAC met a total of eight times throughout the Lake Los Angeles Community Pedestrian Plan process.

Community Collaboration

To maximize community participation, the project team reached out to existing community organizations and groups to identify meetings and events that community members already regularly attend or participate in. This enabled the project team to reach stakeholders where they already convene. This also helped the team identify specific populations in the community with which to host focus groups and stakeholder interviews to better understand concerns and opportunities for walking.

At each existing meeting, participants were asked to identify challenges to walking in Lake Los Angeles on a large-scale map. Participants identified a lack of safe places to walk on high-speed roadways, a need for pedestrian-scale lighting, fear of wild dogs, a need for better crossings near schools, and slower speeds when entering the community.

Community groups engaged during the development of the Pedestrian Plan include:

- Parent Navigators Wilsona School District
- Lake Los Angeles Rural Town Council
- Parents at Lake Los Angeles Elementary
- Lake Los Angeles Neighborhood Action Committee
- Lake Los Angeles Parks Association Meeting

Additionally, stakeholder interviews were conducted with the Wilsona School District Superintendent and the principal of Lake Los Angeles Elementary School.

Community Events

Project staff identified numerous existing community events that provided an opportunity to reach stakeholders who may not typically attend County workshops. At each event, stakeholders provided input on a map of the community, identifying barriers and challenges to walking in Lake Los Angeles. Education was also provided to community members on the types of pedestrian projects that could address the identified issues.

Community events that the project team attended include:

- Winter Wonderland
- Parks After Dark at Stephen Sorensen Park
- Movie Night at the Park
- Career Fair at Challenger Middle School
- Resource Fair at Stephen Sorensen Park

Stakeholders were encouraged to complete a survey about their current walking habits, concerns, and desired projects. DPH and AVPH staff collected a total of 46 surveys at existing community events. The survey was also available online in both Spanish and English.

Survey respondents identified a lack of street lighting, non-existent sidewalks, and a fear of physical violence as their primary challenges faced while walking in Lake Los Angeles. Respondents indicated they would feel safer walking with additional street lighting and marked street crossings, and would walk more often with paved paths, intersection projects, and pedestrian lighting along paths.

Community Data Collection

To further integrate the community in the planning process, the project team trained residents in data collection methods such as pedestrian counts and a photovoice activity. With the activities, Lake Los Angeles community members further shaped the proposed projects in this Pedestrian Plan.

PEDESTRIAN COUNTS

Pedestrian counts provide the County with a snapshot of current pedestrian volumes on specific corridors in Lake Los Angeles. Manual pedestrian counts were conducted in 2016 on one weekday (Wednesday, October 12) and one weekend day (Saturday, October 15), with help from community volunteers. The counts took place during peak weekday travel times (7AM - 9AM and 3PM - 5PM) and peak weekend travel times (11AM - 1PM).

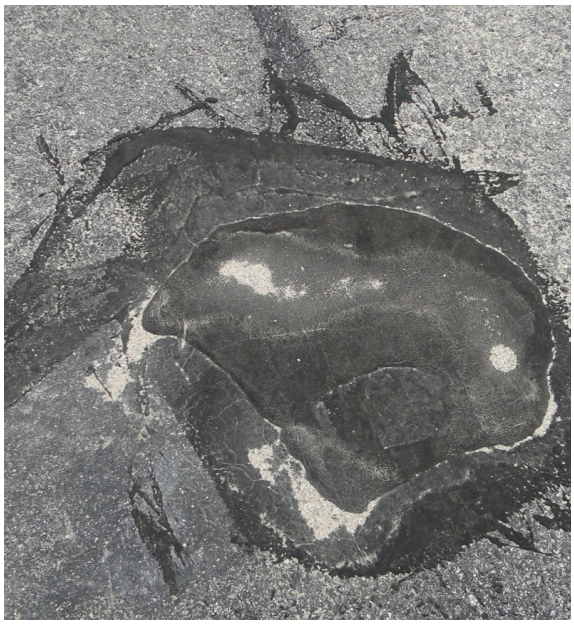
The project team recruited and trained eight community members to conduct manual counts. Community members were provided with materials needed to conduct counts including clipboards, count forms, safety vests, pens, and

assigned count locations. Participants used count forms to indicate how many people were walking in multiple directions, in which direction they were walking, and other characteristics like whether they were in a wheelchair or whether they were children.

As pedestrian infrastructure projects and programs are implemented, the County will use this data to evaluate changes in the rates of walking in Lake Los Angeles. The data collected through pedestrian count efforts is summarized in the Pedestrian Environment section of this chapter.

PHOTOVOICE

Photovoice combines photography with dialogue, and allowed community members to share their lived experience walking in Lake Los Angeles. Five community members participated in this activity. Participants submitted photos and discussed the need for additional pedestrian paths and maintenance of existing paths, and uncomfortable crossings near schools and in the community center.



A photo of roadway requiring maintenance in Lake Los Angeles, submitted as part of the photovoice activity

Feedback from the Lake Los Angeles community workshop

Community Workshop 1

The Department of Public Health (DPH) and Lake Los Angeles Park Association (LLAPA) co-hosted a community workshop during a family movie night on November 5, 2016. The workshop solicited input from stakeholders to inform the draft Lake Los Angeles Pedestrian Plan. Thirteen Lake Los Angeles residents attended the workshop, which was hosted at Stephen Sorensen Park. Since the workshop was held during family movie night it was set up so attendees could move through several stations to provide information on existing barriers to walking, learn about different types of infrastructure projects, and identify priority locations for enhancements.

ACTIVITY #1 BARRIERS TO WALKING

Using a large-scale map of Lake Los Angeles as a visual prompt, facilitators asked participants to provide input on barriers to walking and the specific locations when applicable. Input was recorded on the maps and on chart paper. Participants were also provided with post-it notes to record their own input and attach it to the map or chart paper.

Concerns and opportunities included:

- Install all all-way stop on 180th Street East and Avenue O
- Install a shared-use path on Avenue P
- Increase the path network in the community
- Safety enhancements are needed on Avenue Q
- Paved pathways are too narrow and not maintained

ACTIVITY #2 PRIORITY FACILITY TYPES

Participants were provided with five green dot stickers and asked to apply them to a board displaying various pedestrian infrastructure projects, to indicate their preferred pedestrian facilities. The top facilities that the community supported were:

- Traffic signals with accessible pedestrian push buttons
- Traffic calming like curb extensions
- High-visibility crosswalks
- Shared-use paths
- Pedestrian-scale lighting

ACTIVITY #3 PRIORITY LOCATIONS FOR PROJECTS

Participants were provided with three blue dot stickers and asked to identify their priority locations for pedestrian projects on a large-scale map of Lake Los Angeles. The top priority locations were:

- 170th Street East/Avenue O
- Avenue P from 160th Street East to 170th Street East
- 160th Street East/Avenue Q
- Avenue Q from 160th Street East to 170th Street East

Community members provide input on draft proposed infrastructure projects at Workshop 2 in Lake Los Angeles

Community Workshop 2

On October 2, 2017, Public Health hosted a second community workshop at Vista San Gabriel Elementary School to gather feedback on the preliminary draft Lake Los Angeles Community Pedestrian Plan. Thirty-one community members attended. Project staff provided a project overview and then asked participants to visit four stations to learn about and provide feedback on the proposed program, policy, and infrastructure projects presented in the Plan.

Each of the 31 attendees was provided with a 'passport' and feedback worksheet at the start of the meeting. At each station, participants received a stamp on the passport, and once the passport card and feedback worksheet were complete, participants were given a raffle ticket for a chance to win a refurbished bicycle.

Comments received at the stations and from the feedback worksheet identified the community's desire for:

- Additional shared-use paths to connect the community to schools and the park
- Pedestrian scale lighting
- Pedestrian-activated warning systems on 170th Street East
- Traffic calming on Avenue O and 170th Street East
- Crosswalks on Avenue N and 170th Street East
- Crosswalks on Avenue N8 and 170th Street East
- Traffic calming and better crossing conditions at 180th Street East and Avenue O
- Fencing or landscaping to provide a barrier for shared-use paths
- Pedestrian-activated warning system at Park Valley Avenue and 170th Street East
- Though outside the Plan area, community stakeholders identified a need for a physically buffered shared-use path along Palmdale Boulevard between 170th Street East and 110th Street East, which provides direct access for the Lake Los Angeles community to nearby Littlerock High School

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

One major objective of any pedestrian investment is to increase the attractiveness and convenience of walking. To understand current levels of walking in Lake Los Angeles, the County looked at statistics about commuting and car ownership, and conducted a walk audit.

Less than one percent of employed Lake Los Angeles residents commute to work primarily by walking or by bicycling. Only one percent of employed Lake Los Angeles residents primarily take transit to work. This may be due to the limited transit service available in the community, as only one bus line, provided by Antelope Valley Transit, runs through the community (see map in Appendix B). Household access to vehicles also has an influence on residents' reliance on transit or walking for commuting. Over 99 percent of Lake Los Angeles residents have access to at least one car, but fewer have access to two or more vehicles compared to the county as a whole.[1]

Pedestrian counts were conducted at eight locations in Lake Los Angeles in October and November of 2016 to help measure trends in facility use, put collision data in context, and observe pedestrian behaviors. The counts in Table 7-4 show us what pedestrian activity looks like in this community at these locations. Though count data is also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals, counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in Lake Los Angeles may seem low in another community.

Data was collected for each count location during up to three, two-hour periods (AM peak, PM peak, and weekend midday). Volumes were counted manually. Results show that peak pedestrian activity occurs on Avenue O near 180th Street East during morning hours, likely due to school trips to Vista San Gabriel Elementary School. A summary of the pedestrian count data can be found in Table 7-4 and more information is provided in Appendix C.

1 American Community Survey, 2010-2014 5-Year Estimates; County data: American Community Survey, 2015 1-Year Estimate

Motor vehicle volumes and speeds also have an influence on residents' decisions to walk, bicycle, or drive. The project team examined traffic conditions along 170th Street East and Avenue O to further inform this Plan.

MOTOR VEHICLE VOLUMES

170th Street East and Avenue O are the most trafficked roads in the Lake Los Angeles area. 170th Street East, a north-south corridor, carries between 5,100 to 5,800 vehicles daily and Avenue O, an east-west corridor, carries fewer vehicles (between 3,100 and 4,200 daily). [1]

MOTOR VEHICLE SPEEDS

Throughout Lake Los Angeles, the posted vehicle speed is 55mph on major streets, including Avenue O and 170th Street East. During field observations, the project team noted higher prevailing speeds in many locations along major streets.

Table 7-4: Lake Los Angeles Pedestrian Counts Summary

Location	Pedestrian Volume During Peak Hour	Peak Time
170th Street East, between Avenue N-4 and Avenue N-8	6	4:00 PM
Avenue N-8, between 162nd Street East and 165th Street East	2	7:00 AM
Avenue O, between 167th Street East and 170th Street East	8	7:45 AM
170th Street East, between Avenue O and Park Valley Avenue	6	7:00 AM
Avenue O, between 177th Street East and 180th Street East	42	7:30 AM
Informal path/wash area, between Avenue O and Coolwater Avenue	8	5:00 PM
Avenue P, est of 170th Street East	8	4:00 PM
Avenue Q, between 160th Street East and 163rd Street East	1	8:00 AM

Source: Los Angeles County, 10/2016 – 11/2016

1 This information was collected via machine counts in February 2016.

Challenges to Walking

This section examines past pedestrian collisions to better understand factors that lead to collisions, in addition to reported nuisances and crime that can act as additional challenges to walking in Lake Los Angeles.

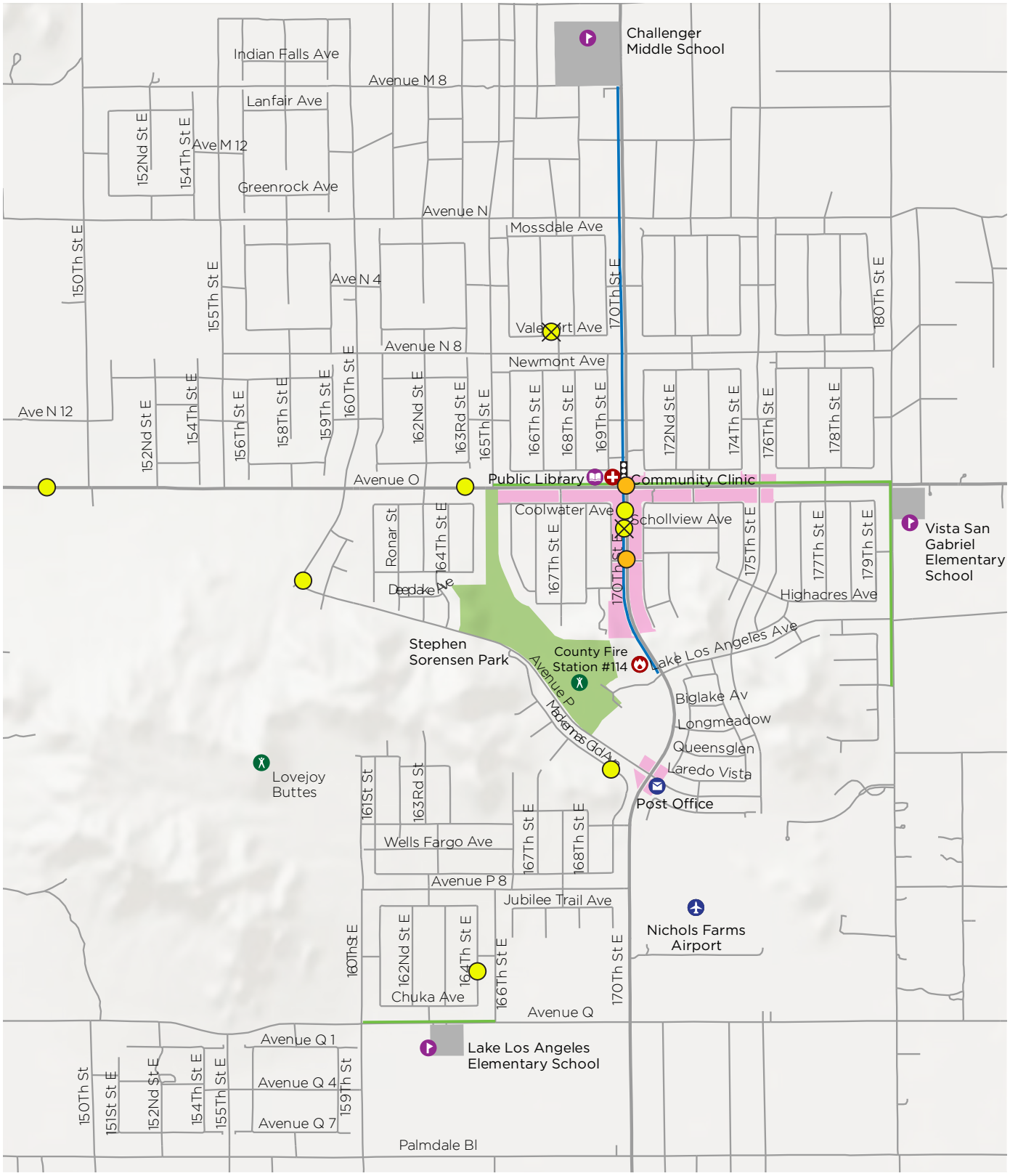
COLLISIONS

Between 2009 and 2016, there were a total of 13 pedestrian-involved collisions in the Lake Los Angeles area.[1] Nearly 77 percent of collisions occurred along 170th Street East and Avenue O, where most neighborhood attractions are located. Six of the collisions occurred during AM and PM peak hours (6 AM - 9 AM and 5 PM - 8 PM). Five of the collisions involved pedestrians under 18 years old (38.5 percent), and four were between 55 and 64 years old (31 percent). Two of the collisions involved a fatality, and nine involved a severe or visible injury.

Law enforcement attributed fault to the pedestrian in 54 percent of the pedestrian collisions. Half of the eight collisions were classified as 'Hit and Run.' All pedestrian-involved collisions (2009-2016) are shown in Figure 7-3.

1 SWITRS, 2016

Figure 7-3: Map of pedestrian-involved collisions in Lake Los Angeles (2009-2016)



DATA SOURCE: STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (SWITRS) 2009-2016 DATA

MILE
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PEDESTRIAN-INVOLVED COLLISIONS

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- HEALTHCARE
- POST OFFICE
- AIRPORT
- COMMERCIAL
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET PATH
- EXISTING OFF-STREET BIKE PATH
- TRAFFIC SIGNAL

COLLISIONS

- LOCATION WITH FATALITY
- 1
- 2

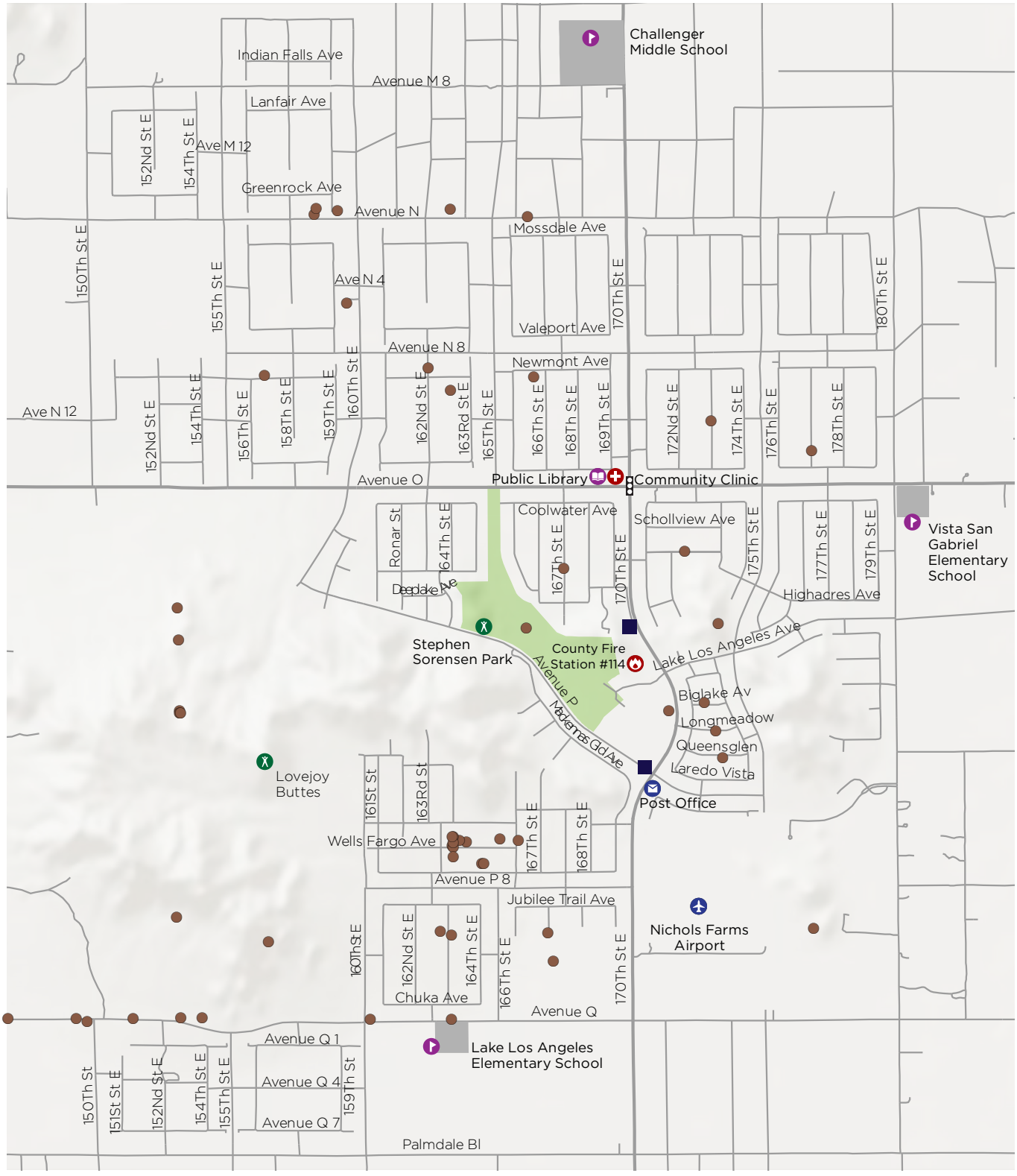
NUISANCE ACTIVITIES

Nuisance activities, unwanted, undesirable or illegal uses, can impact the real and perceived safety, comfort, and attractiveness of the pedestrian environment. A number of nuisance activities were identified in Lake Los Angeles by using data provided by The Works, the the County's mobile application that allows users to report nuisances, and community members at planning meetings (Figure 7-4) including:

- **Alcohol retail outlets.** Lake Los Angeles has about two alcohol outlets per 10,000 people. Living within close proximity to a liquor store is associated with negative health outcomes, increased crime, and nuisance activities.
- **Illegal dumping.** From January 2014 to May 2016, there were 51 reports of illegal dumping in Lake Los Angeles. While illegal dumping occurs throughout Lake Los Angeles, most occurs in undeveloped open space in the southwest area of the community. Illegal dumping is especially problematic in the Antelope Valley as people from urbanized areas in Southern California seek to avoid dumping fees by disposing trash and bulky items in the desert. For this reason, an Antelope Valley Illegal Dumping Task Force (AVIDTF) was formed. The AVIDTF meets quarterly to discuss and coordinate illegal dumping prevention programs in the Antelope Valley, including development and distribution of educational materials, hazardous waste collection events, and an Illegal Dumping Hotline.[1]

1 To report dumping in Lake Los Angeles, contact the AVIDTF Illegal Dumping Hotline at (888) 8DUMPING or report at http://dpw.lacounty.gov/epd/illdump/. More information about the AVIDTF can be found at http://dpw.lacounty.gov/epd/illdump/tf.cfm.

Figure 7-4: Map showing reported nuisances in Lake Los Angeles, 2016



DATA SOURCE: THE WORKS SERVICE REQUESTS, LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

PUBLIC NUISANCES

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- AIRPORT
- EMERGENCY SERVICES
- HEALTHCARE
- POST OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

NUISANCES

- ILLEGAL DUMPING
- LIQUOR STORE

CRIME

Crime and safety are connected with health in several ways. Fear of crime in a community contributes to limited access to public spaces, and reduced participation in healthy activities like walking and utilizing public parks. Community efforts to work with local law enforcement to address and reduce crime may promote long-term health benefits.

Between January and July 2016, the community experienced 34 crimes per 10,000 people. Property crimes, which include burglary, theft,[1] grand theft auto, and theft from vehicles, account for the majority of crimes in Lake Los Angeles.

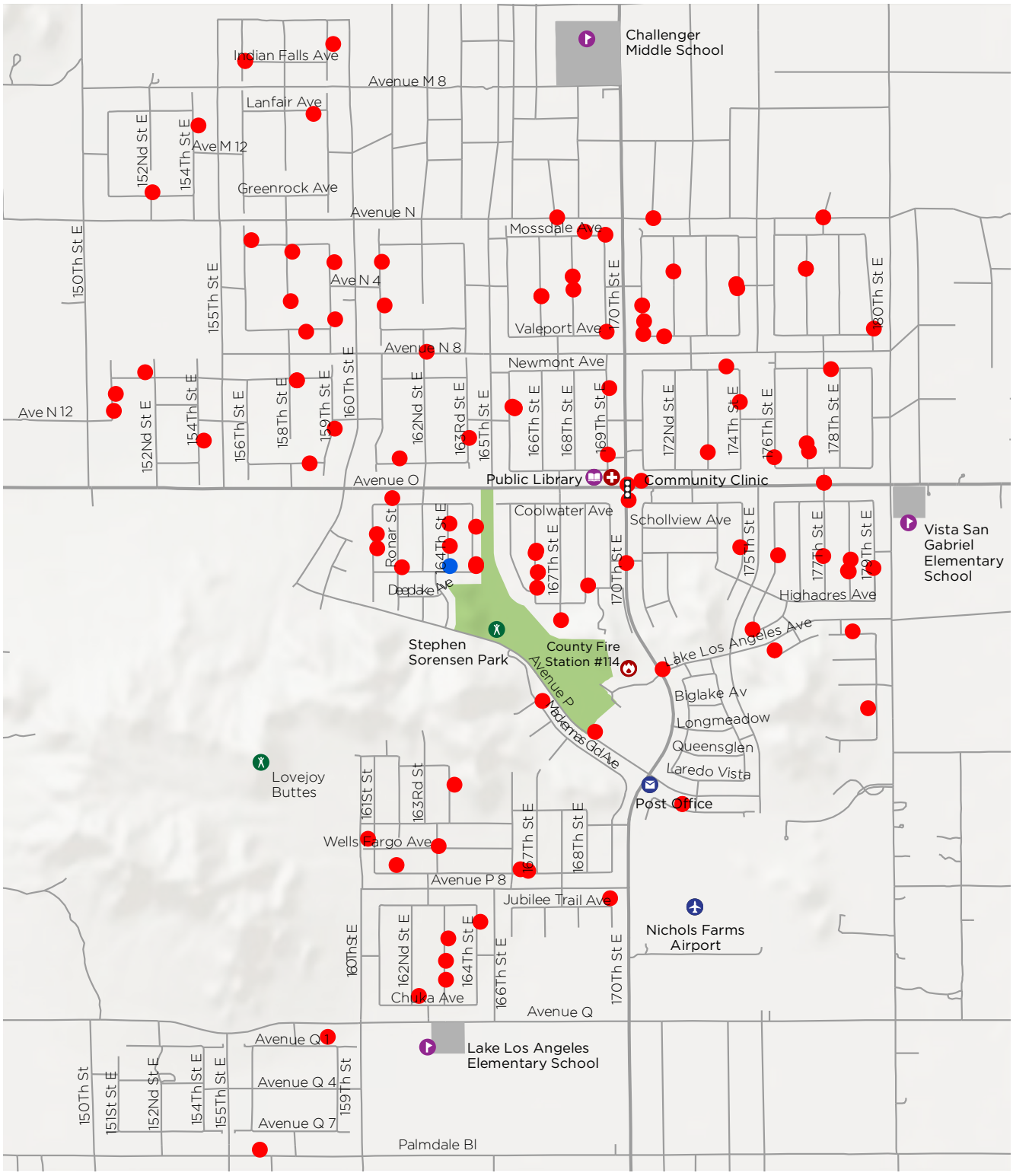
Violent crimes, which include homicide, rape, aggravated assault, and robbery, account for approximately one-third of the crimes committed in Lake Los Angeles.[2,3] Of these violent crimes, one was reported as a homicide. Violent crime reports between January and July 2016 were distributed evenly across the community, with some clustering around the commercial core at Avenue O and 170th Street East. Violent crimes are shown in Figure 7-5, with homicide locations specifically identified.

1 Theft is the taking of property that does not involve person-to-person contact. Burglary is the entering of a building or residence with the intention to commit theft, but property is not necessarily stolen. Nancy King Law, 2018.

2 Robbery, in contrast to theft, is a taking of property that involves person-to-person interaction with force, intimidation, and/or coercion. Nancy King Law, 2018.

3 County Sheriff's Department cited by LA Times Mapping, 2016. Crime data was collected for January to July 2016 because that was the most recent available data at the time this Plan was developed.

Figure 7-5: Map showing violent crime in Lake Los Angeles (January to July 2016)



DATA SOURCE: COUNTY SHERIFF'S DEPARTMENT, CITED BY LA TIMES MAPPING LA (JANUARY - JULY 2016)

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CRIME

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- AIRPORT
- EMERGENCY SERVICES
- HEALTHCARE
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

CRIME

- VIOLENT CRIME
- HOMICIDE

EXISTING PEDESTRIAN FACILITIES

This section examines current pedestrian facilities, identifying challenges and opportunities for enhancement in Lake Los Angeles. A variety of challenges and opportunities are recorded in the following maps (Figure 7-6 and Figure 7-7), including sidewalks, crosswalks, curb ramps, curb radii, signage, traffic signals, and lighting conditions.

Pedestrian Walkways

SIDEWALKS

Sidewalks in Lake Los Angeles are only located in core commercial areas, adjacent to schools and some bus shelters. Major streets such as Avenue O and 170th Street East are two of the few roadways with sidewalks. The width, location, and condition of sidewalks vary throughout the community. Continuous sidewalks range from less than 100 feet to at most 800 feet. Most sidewalks are the result of new development in the area, but since projects are not contiguous, this results in many sidewalk gaps.

Sidewalk outside Vista San Gabriel Elementary School on Avenue O east of 180th Street East

PATHS

Given Lake Los Angeles' rural nature, traditional concrete sidewalks with curb and gutter may not always be appropriate. Separated pedestrian space can be provided by paths. Lake Los Angeles has one dedicated bicycle path, which functions as a shared-use path, since it is informally used by pedestrians and other non-motorized modes of transportation. This 2.5-mile long path is located on the west side of

170th Street East, south of Avenue M and north of Avenue P, and includes intermittent lighting. The path is important to the Lake Los Angeles community because residents want to maintain the rural character of the area while also having the option to ride a bicycle safely.

There are existing asphalt paths along Avenue O and 180th Street East that are separate but parallel to the roadways. There are visible wear, cracks, and debris along these paths, similar to the adjacent roadway conditions. Some of these paths do not have lighting and usually do not have any traffic control at access driveways or intersections. Additionally, stakeholders report cars and trucks driving on these paths often, indicating a need to buffer them from vehicles.

DESIRE PATHS

At several locations throughout Lake Los Angeles, community members have created informal, foot-worn paths due to a lack of pedestrian infrastructure and direct connections to destinations. These paths are not installed or maintained by the County, and therefore do not meet County design standards. Some of these desire paths are found on private property.

Bike path along 170th Street East near Avenue P

Crossing Facilities

CROSSWALKS

Marked crosswalks exist at select locations in Lake Los Angeles, typically at intersections of major and minor streets. Most marked crosswalks are standard (also called transverse) crosswalks, consisting of two parallel white lines marked on the pavement. Existing marked crosswalks near schools are typically yellow in color and may be ladder or continental style.

CURB RAMPS

Where sidewalks do exist, curb ramps are typically single shared curb ramps. Single shared curb ramps are aligned diagonally with the intersection and provide access where factors such as available right-of-way, turn radius, drainage, and sight distance preclude the use of paired curb ramps.

School zone yellow ladder crosswalk in Lake Los Angeles

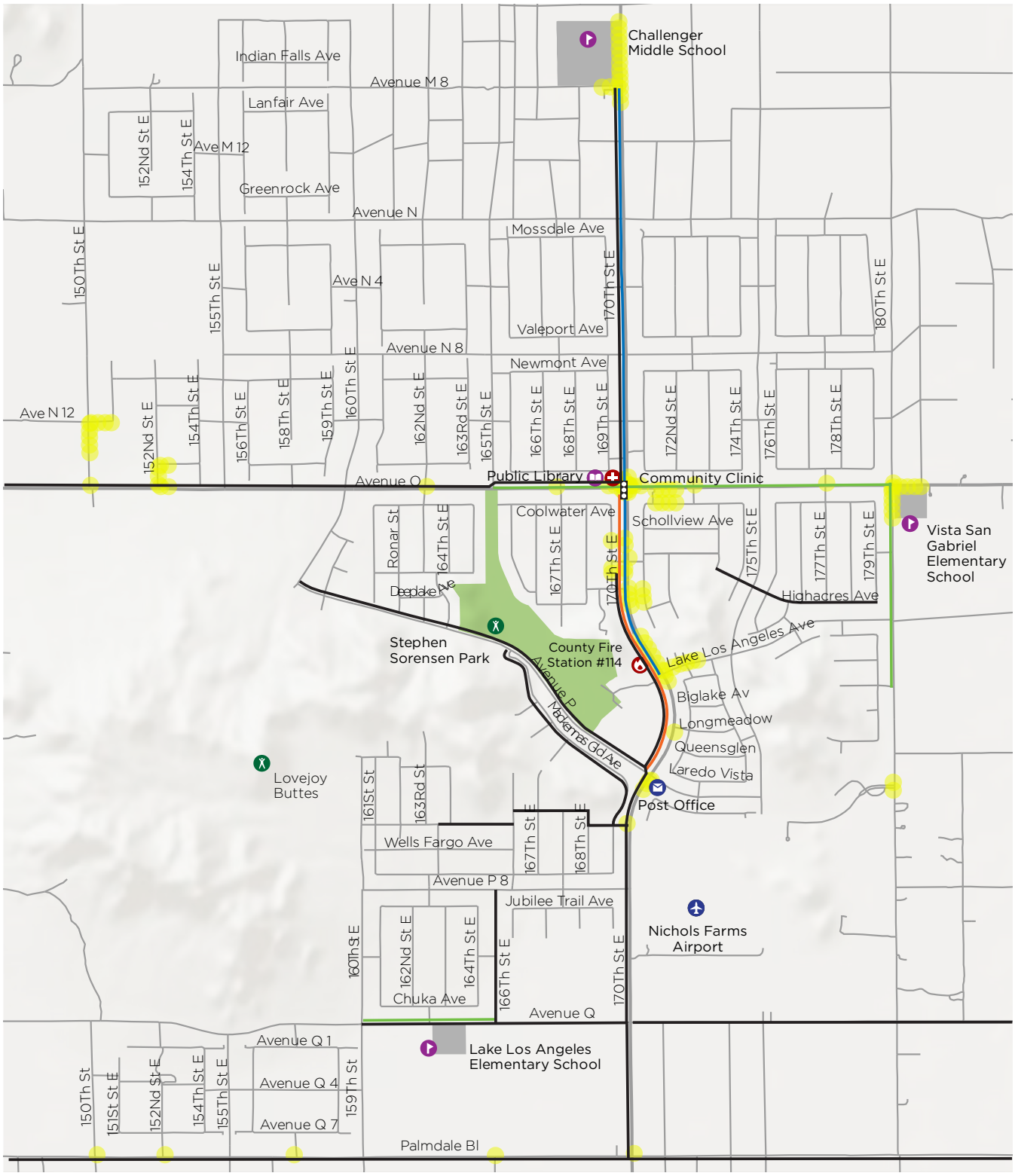
TRAFFIC SIGNALS

There is one intersection in Lake Los Angeles with a traffic signal installed: 170th Street East at Avenue O, which relies on inductive loops to detect motor vehicle traffic. Pedestrian movement at this intersection is controlled by pedestrian signal heads, which require accessible push button activation. This intersection includes a transverse crosswalk at all four legs, but sidewalks at only three of the four corners.

LIGHTING

Historically, Lake Los Angeles community members have expressed the desire to maintain the rural character of the area, in part by avoiding too much street lighting. The Antelope Valley Area Plan and Rural Outdoor Lighting District policies specifically call for projects to reduce or eliminate light pollution. However, limited lighting levels can increase fears about personal safety and discourage pedestrian activity. Quality lighting and appropriate placement can increase the comfort and safety of the pedestrian while enhancing visibility of the street. Major walking paths without pedestrian-scale lighting are found along 170th Street East, despite recent investments in lighting along the bike path. Most streets in the community have limited lighting in compliance with the Rural Outdoor Lighting District Ordinance.

Figure 7-6: Map of walk audit observations related to sidewalks and paths in Lake Los Angeles



WALK AUDIT OBSERVATIONS IN LAKE LOS ANGELES
SIDEWALKS AND PATHS

0 0.25 0.5 MILE

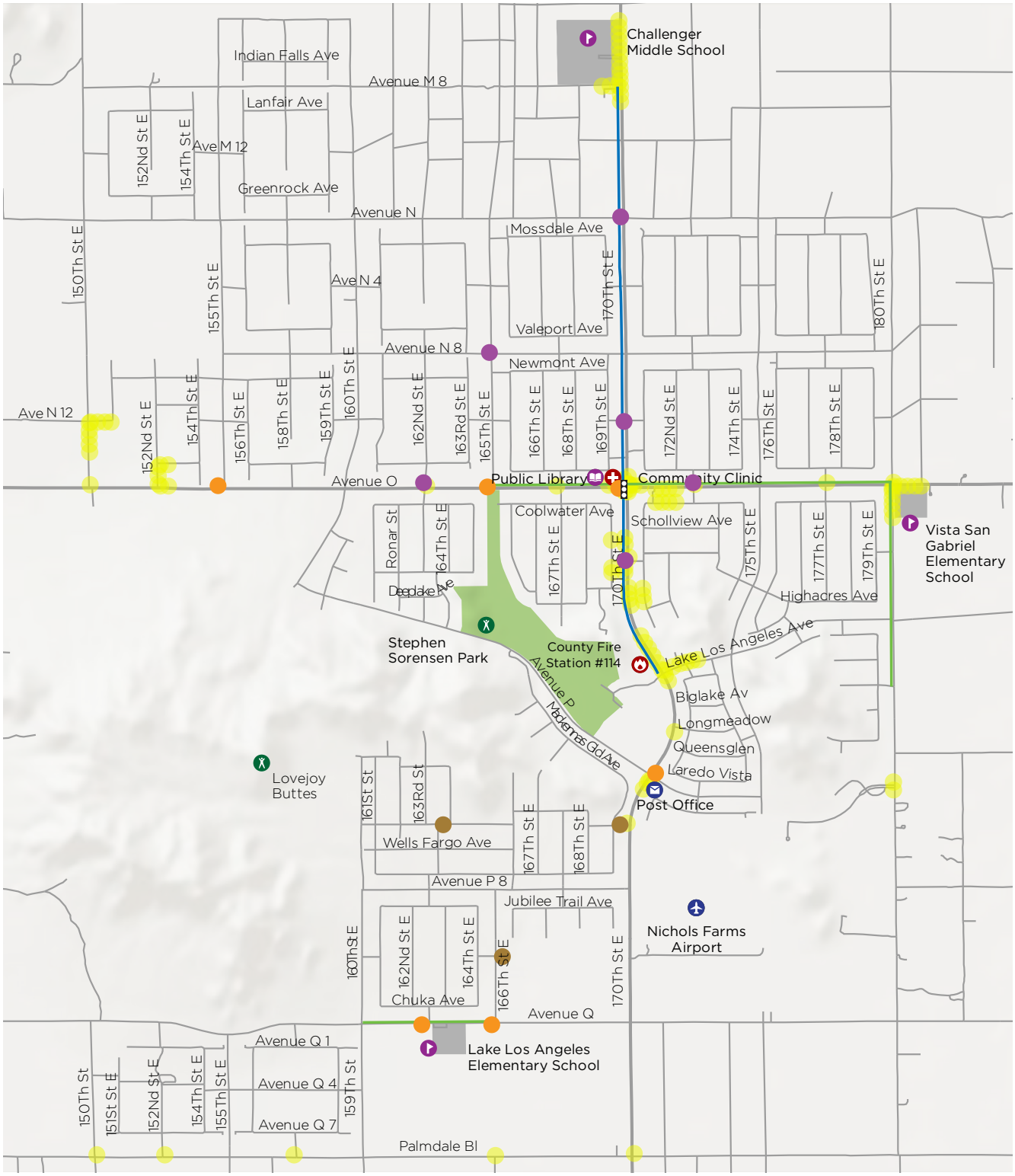
N

DESTINATIONS
- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- HEALTHCARE
- POST OFFICE
- AIRPORT
- PARK

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL
- STREET LIGHT
- EXISTING OFF-STREET PATH
- EXISTING OFF-STREET BIKE PATH

SIDEWALK OBSERVATIONS
- DISCONTINUOUS SIDEWALK
- NO LIGHTING

Figure 7-7: Map of walk audit observations related to intersections in Lake Los Angeles



WALK AUDIT OBSERVATIONS IN LAKE LOS ANGELES INTERSECTIONS

0 0.25 0.5 MILE

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- HEALTHCARE
- POST OFFICE
- AIRPORT
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL
- STREET LIGHT
- EXISTING OFF-STREET PATH
- EXISTING OFF-STREET BIKE PATH

INTERSECTION OBSERVATIONS

- UNMARKED CROSSWALK
- NO PEDESTRIAN-RELATED SIGNAGE
- NOT TO CURRENT ADA STANDARDS/ DAMAGED CURB RAMPS

PROPOSED PEDESTRIAN FACILITIES

This section discusses project proposals for Lake Los Angeles' pedestrian network. For an overview of pedestrian facility types, see Chapter 3. In general, the Plan's proposed facilities aim to enhance pedestrian safety in Lake Los Angeles. Proposed projects in Lake Los Angeles include:

- **Crossing Projects:** Facilities that make crossing the street at intersections and mid-block easier, including continental crosswalks, advance yield markings, pedestrian-activated warning systems, pedestrian signals, and new or updated curb ramps. Any recommendation to stripe a crosswalk (at controlled or uncontrolled locations) should be consistent with the County's Crosswalk Guidelines.
- **Sidewalk/Path Projects:** Facilities that make walking along the street safer and more comfortable, including shared-use paths with physical buffers to prevent vehicle incursion, and pedestrian-scale lighting. Given Lake Los Angeles' rural nature, sidewalks have not been proposed, though paved paths are proposed at Sorensen Park.
- **Traffic Calming:** Facilities that encourage drivers to slow down, such as speed feedback signs.
- **Pedestrian Lighting**: Human-scaled lights that provide lighting for people walking in Lake Los Angeles, as opposed to those at heights and directions intended to light the roadway for motorists. Types and styles of lighting can vary, but should follow the County's Rural Outdoor Lighting District Ordinance. See Chapter 4 for more information about requesting pedestrian-scale lighting in Lake Los Angeles.
- **Placemaking**: Vacant lots can be converted to public gathering spaces for people of all ages to interact, play, rest, and more. Gateway signage can alert drivers that they are entering the Lake Los Angeles community, encouraging them to slow down.

The majority of proposed projects are along Lake Los Angeles' major thoroughfares: Avenue O and 170th Street East. These corridors were identified as priority locations by community members, and 170th Street East has a history of pedestrian-related collisions. Avenue O has existing shared-use paths on both sides of the street, but the path on the south side could be extended between 150th Street East and 170th Street East

to create stronger connections to and from the western half of Lake Los Angeles. A buffering treatment, such as western-style fencing or drought-tolerant landscaping (xeriscaping), may be installed to prevent vehicle incursion on the path.

To encourage drivers to slow down, speed feedback signs and gateway signage to alert drivers they are entering Lake Los Angeles are proposed at the western and eastern entrances of the community via Avenue O: 145th Street East and 180th Street East, respectively. Additionally, pedestrian-scale lighting along Avenue O would enhance visibility along the shared-use path.

On 170th Street East, a physical buffer may be installed between the existing shared-use path and vehicle travel lanes. The path could be extended to Palmdale Boulevard for increased access to the southern part of Lake Los Angeles and adjacent communities. Along this path, pedestrian-scale lighting could enhance visibility for and of path users. Further, to encourage drivers to slow down, speed feedback signs are proposed at the northern and southern entrances to Lake Los Angeles via 170th Street East: Avenue M and Palmdale Boulevard, respectively.

The intersection of Avenue O and 180th Street East was identified by residents as a top priority for safety projects, due to the adjacent Vista San Gabriel Elementary School. At this location, traffic calming and speed feedback signs are proposed to help slow traffic. Additionally, high-visibility crosswalks, a pedestrian-activated warning system, and physical buffers at all corners of the intersection could also help increase pedestrian safety near the school.

Community stakeholders have also indicated the need for a shared-use path along Avenue P between 160th Street East and 170th Street East. This will create a pedestrian connection between Sorensen Park, a major destination in Lake Los Angeles, and the shared-use path along 170th Street East. Community stakeholders further indicated that they believe pedestrian-scale lighting is needed along this path, as well as other paths connecting to and running through the park. If feasible and appropriate, installing a new high-visibility crosswalk and either converting the intersection of 170th Street East and Avenue P to an all-way stop or adding a pedestrian-activated warning system, could create enhanced crossing opportunities for people accessing the park.

Lake Los Angeles residents have also expressed desire for a pedestrian plaza near 170th Street East and Avenue O, Lake Los Angeles' central commercial area, which can be created through re-purposing a vacant lot. This would provide the community with additional space for recreation and programming. Other major projects proposed in Lake Los Angeles include new shared-use paths along 165th Street East and Avenue N, and extending and physically buffering the existing path along Avenue Q.

Additionally, the community identified loose, wild dogs as a barrier to walking, as they cause them to fear for their personal safety. Animal Care and Control encourages residents in the community to report all interactions with loose dogs, as well as other animal-related concerns. Animal Care and Control promotes a partnership approach, in which their officers and Lake Los Angeles residents work together to identify and address the root causes of dangers from and to dogs in the area. Animal Care and Control also commits to conducting quarterly safety sweeps for loose dogs in Lake Los Angeles to pro-actively monitor and maintain public safety throughout the community.

These proposed projects are listed in Table 7-5, and are mapped in Figure 7-8. The project list includes estimated costs and prioritization scores for each project. Public Works often applies for grant funding at the corridor level, rather than individual intersections, so the average prioritization score for each corridor is included in the list as well. Chapter 6 provides an overview of how the County will implement these projects, Appendix D contains detailed information on potential funding sources and project prioritization scoring, and Appendix E provides more information about cost estimates.

Implementation of proposed projects in Lake Los Angeles - including but not limited to stop signs and pedestrian-activated warning systems - is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support.

Table 7-5: Proposed pedestrian projects and cost estimates in Lake Los Angeles

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
165th Street East				**Average Corridor Score: 45.0**	
County	165th Street East (Avenue N to Avenue O)	East side of street	Install two-way shared-use path to connect to path along wash	$900,000	45.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	
170th Street East				**Average Corridor Score: 57.5**	
County	170th Street East / Avenue M	Southbound on 170th East Street, south of Avenue M	Install speed feedback sign	$10,000	50.0
County	170th Street East / Avenue M8	West leg	Restripe as continental crosswalk	$2,500	50.0
		North leg	Stripe yellow continental crosswalk	$2,500	
			Install pedestrian-activated warning system	$80,000	
		East side of street at bus stop	Install sidewalk and curb ramp	$10,000	
County	170th Street East / Avenue N	South and west legs	Stripe continental crosswalk	$5,000	40.0
		South leg	Install pedestrian signal	$150,000	
		North-south direction	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	
County	170th Street East / Avenue N4	West leg	Restripe as continental crosswalk and align with shared-use path	$2,500	40.0
		North leg	Install pedestrian-activated warning system	$80,000	
County	170th Street East / Avenue N12	North and west legs	Stripe continental crosswalk	$5,000	40.0
		North leg	Install pedestrian-activated warning system	$80,000	
County	170th Street East / Avenue O	Northwest and northeast corners	Install new ADA-compliant curb ramp where nonexistent	$16,000	70.0
		All	Install wayfinding signage	Varies	
County	170th Street East / Town Center Plaza	Vacant Lot	Turn vacant lot into pedestrian plaza	Varies	75.0
County	170th Street East / Park Valley Avenue	South and west legs	Stripe continental crosswalk	$5,000	75.0
		South leg	Install pedestrian-activated warning system	$80,000	
		Northwest, southwest, and southeast corners	Install curb treatment with ADA-compliant ramp	$24,000	
County	170th Street East / Lake Los Angeles Avenue	All legs	Stripe continental crosswalk	$10,000	45.0
		All corners	Install curb treatment with ADA-compliant ramp	$32,000	
		North leg	Install pedestrian-activated warning system	$80,000	
		North-south direction	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	170th Street East (Avenue M to Avenue P)	West side of street	Convert existing bike easement to a Class I shared-use path and update markings/striping to include pedestrian access	Varies	80.0
County	170th Street East / Avenue P	All legs	Stripe continental crosswalk	$10,000	55.0
		Northeast and southwest corners	Install curb treatment with ADA-compliant ramp	$16,000	
		North leg	Install pedestrian-activated warning system	$80,000	
		North-south direction	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	
County	170th Street East (Avenue P to Palmdale Boulevard)		Extend shared-use path to Palmdale Boulevard	$1,350,000	55.0
County	170th Street East / Palmdale Boulevard	Northbound on 170th Street East, north of Palmdale Boulevard	Install speed feedback sign	$10,000	50.0
County	170th Street East (Avenue M to Palmdale Boulevard)	West side of street	Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	80.0
			Install pedestrian-scale lighting	Varies	
180th Street East				**Average Corridor Score: 45.0**	
County	180th Street East / Glenfall Avenue	West leg	Relocate stop bar behind pedestrian path	$500	50.0
County	180th Street East / Lake Los Angeles Avenue	West leg	Relocate stop bar behind pedestrian path	$500	45.0
County	180th Street East / Biglake Avenue	West leg	Relocate stop bar behind pedestrian path	$500	45.0
County	180th Street East (Avenue M to Palmdale Boulevard)	West and east sides of street	Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	40.0
Avenue N				**Average Corridor Score: 40.0**	
County	Avenue N / 165th Street East	East and south legs	Stripe continental crosswalk	$5,000	45.0
		East leg	Install pedestrian-activated warning system	$80,000	
County	Avenue N (155th Street East to 180th Street East)	North side of street	Install two-way shared-use path	$2,250,000	35.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	

Proposed pedestrian projects and cost estimates in Lake Los Angeles, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Avenue N8				**Average Corridor Score: 43.8**	
County	Avenue N8 / 165th Street East	West and north legs	Stripe continental crosswalk	$5,000	55.0
		North leg	Install pedestrian-activated warning system	$80,000	
County	Avenue N8 / 170th Street East	All legs	Stripe continental crosswalk	$10,000	40.0
		North leg	Install pedestrian-activated warning system	$80,000	
		North-south direction	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$300,000	
County	Avenue N8 (165th Street East to 180th Street East)	North side of street	Install two-way shared-use path	Varies	40.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions		
			Install pedestrian-scale lighting	Varies	
County	Avenue N8 / 180th Street East	West leg	Stripe continental crosswalk	$2,500	40.0
Avenue O				**Average Corridor Score: 53.2**	
County	Avenue O / 145th Street East	Eastbound on Avenue O, east of 145th Street East	Install speed feedback sign	$10,000	45.0
			Install gateway signage indicating entrance to Lake Los Angeles community	$25,000	
County	Avenue O / 162nd Street East)	North and east legs	Stripe continental crosswalk	$5,000	60.0
		East leg	Install pedestrian-activated warning system	$80,000	
County	Avenue O (150th Street East to 165th Street East)	North side of street	Extend shared-use path	$1,800,000	45.0
County	Avenue O / 165th Street East	North and west legs	Stripe continental crosswalk	$5,000	60.0
		West leg	Install pedestrian-activated warning system	$80,000	
County	Avenue O / 165th Street East	Bridge	Widen existing or construct new bridge over wash to accommodate extension of shared-use path west to 145th Street East	Varies	45.0
County	Avenue O / 172nd Street East	North and south legs	Stripe continental crosswalk	$5,000	55.0
County	Avenue O / 175th Street East	West leg	Stripe continental crosswalk	$2,500	50.0
			Install pedestrian-activated warning system	$80,000	
County	Avenue O (150th Street East to 180th Street East)	North side of street	Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	65.0
			Install pedestrian-scale lighting	Varies	

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Avenue O (170th Street East to 180th Street East)	North side of street	Match striping on shared-use path to that west of 170th Street East	$2,500	70.0
County	Avenue O / 180th Street East	North leg	Stripe yellow continental crosswalk	$2,500	45.0
		South leg	Restripe as yellow continental crosswalk	$2,500	
		East leg	Install pedestrian signal	$100,000	
		Westbound on Avenue O, west of 180th Street East	Install speed feedback sign	$10,000	
		All corners	Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	
		-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	
County	E Avenue O / 185th Street E	Westbound on Avenue O, west of 185th Street East	Install speed feedback sign	$10,000	45.0
			Install gateway signage indicating entrance to Lake Los Angeles community	$25,000	
Avenue P					**Average Corridor Score: 55.0**
County	Avenue P (160th Street East to 170th Street East)	North side of street	Install two-way shared-use path	$1,395,000	55.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	
			Install pedestrian-scale lighting	Varies	
Avenue P8					**Average Corridor Score: 48.8**
County	Avenue P8 (160th Street East to 170th Street East)	North side of street	Install two-way shared-use path	$900,000	40.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	
			Install pedestrian-scale lighting	Varies	
County	Avenue P8 / 163rd Street East	West and north legs	Stripe yellow continental crosswalk	$5,000	55.0
		West leg	Install pedestrian-activated warning system	$80,000	
County	Avenue P8 / 165th Street East	West and south legs	Stripe yellow continental crosswalk	$5,000	50.0
		West leg	Install pedestrian-activated warning system	$80,000	
County	Avenue P8 / 170th Street East	West leg	Stripe continental crosswalk	$2,500	50.0

Proposed pedestrian projects and cost estimates in Lake Los Angeles, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
E Avenue Q				**Average Corridor Score: 42.5**	
County	Avenue Q (150th Street East to 163rd Street East)	North side of street	Expand paved two-way shared-use path westward	$1,170,000	40.0
County	Avenue Q / 163rd Street East	-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	45.0
		East leg	Install pedestrian-activated warning system at existing crosswalk	$80,000	
County	Avenue Q (165th Street East to 170th Street East)	North side of street	Expand paved two-way shared-use path eastward	$450,000	40.0
County	Avenue Q (145th Street East to 170th Street East)	North side of street	Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	$50,000	45.0
			Install pedestrian-scale lighting	Varies	
Lake Los Angeles Avenue				**Average Corridor Score: 47.5**	
County	Lake Los Angeles Avenue / 180th Street	West leg	Stripe continental crosswalk	$2,500	55.0
			Relocate stop bar behind path	$500	
County	Lake Los Angeles Avenue (170th Street East to 180th Street East)	South side of the street	Install two-way shared-use path	$810,000	40.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	
Sorensen Park				**Average Corridor Score: 48.3**	
County	Sorensen Park entrances on Avenue P	Path, parking lot, and park entrances	Install signage to alert motorists of pedestrian crossing	$5,000	60.0
County	New path (Lake Los Angeles Avenue to Avenue P)	All	Install two-way shared-use path[2]	$270,000	45.0
			Install pedestrian-scale lighting	Varies	
County	New path (Avenue O to Sorensen Park)	All	Install two-way shared-use path[2]	$900,000	40.0
Total Unit Costs[3]					$18,205,000
Contingency (20% of total capital cost)					$3,641,000
Total P.E. (30% of total capital cost)					$5,461,500
Total Construction Engineering (50% of total capital cost)					$9,102,500
Project Total					**$36,410,000**

[1]All costs are based on 2018 estimates. Appropriate inflation and escalation increases may be applicable at time of implementation.

[2]Path locations through open space are shown on Figure 7-8 for illustrative purposes only. Feasibility, design, and final path alignments, locations, materials, and connections would be determined by the Los Angeles County Department of Parks and Recreation through additional public/stakeholder outreach and engineering analysis when funding is available.

[3]Cost does not include treatments for which unit prices are listed as "Varies," including pedestrian-scale lighting, and studies for roadway reconfiguration. Costs for these treatments can vary widely depending on design. Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation and maintenance costs.

Figure 7-8: Proposed pedestrian projects in Lake Los Angeles

PROPOSED PEDESTRIAN PROJECTS

0 0.25 0.5 MILE

DESTINATIONS

- SCHOOL
- AIRPORT
- HEALTHCARE
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

PROPOSED PROJECTS

- NEW OR ENHANCED CROSSING
- NEW OR ENHANCED CROSSING WITH BEACON/SIGNAL
- NEW PEDESTRIAN-RELATED SIGNAGE
- TRAFFIC CALMING
- POCKET PARK
- NEW OR ENHANCED SHARED-USE PATH
- PEDESTRIAN-SCALE LIGHTING

Path locations through open space are shown on Figure 7-8 for illustrative purposes only. Feasibility, design, and final path alignments, locations, materials, and connections would be determined by the Los Angeles County Department of Parks and Recreation through additional public/stakeholder outreach and engineering analysis when funding is available. Installation of pedestrian-scale lighting is contingent on available and secured funding to finance the installation, operation, and maintenance costs.

PROPOSED ACTIONS AND PROGRAMS

While proposed infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2, while Table 7-6 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Lake Los Angeles.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs can be found in Chapter 5, while programs that are most important for Lake Los Angeles are listed in Table 7-7.

Table 7-6: Actions for Lake Los Angeles

Action	Lead Departments	Timeframe
C-1.1: Continue to support constituent requests, maintain, and seek new opportunities for public easements that shorten walking distances and encourage walking; where feasible and appropriate.	Public Works, Parks and Recreation	On-going
EH-2.8: Develop and publicize a process through which communities can engage Public Works in developing ideas on litter prevention, and identifying locations for and implementing public waste containers for collecting trash and recyclables, making use of contract waste haulers where applicable for ongoing maintenance and community outreach.	Public Works	Medium-term

Table 7-7: Programs for Lake Los Angeles

Program	Description
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors. Lake Los Angeles does not currently have a Safe Passages Program in place, but the County will consider implementing one to complement the community's existing Parks After Dark Program at Sorensen Park. More information can be found in Chapter 5, Program 2: Safe Passages.
Walking Clubs	During the summer, Public Health leads walking clubs at a number of county parks that participate in the Parks After Dark (PAD) Program. During the summer, Parks and Recreation extends park hours and programming at over 20 parks across the county, primarily in communities with higher rates of crime or violence involving youth. Lake Los Angeles Park Association holds at least one walking event per month. The County will continue and expand walking clubs.
Open Street and Demonstration Projects	Open streets events temporarily close streets to vehicular traffic, allowing people to use the streets for people-powered activities like walking, jogging, bicycling, skating, dancing, and other social and physical activities. These events are great for bringing the community together and promoting transportation options, placemaking, and public health. Open streets events are also excellent at building community; they bring together neighborhoods, businesses, and visitors alike.

Ch. 8

WALNUT PARK
COMMUNITY PEDESTRIAN PLAN

COMMUNITY PROFILE

Walnut Park is an unincorporated Los Angeles County community with roughly 16,000 residents in approximately one square mile.

Walnut Park is bordered by the City of Huntington Park to the north and east, the City of South Gate to the south and the unincorporated community of Florence-Firestone to the west.

Residential neighborhoods characterize this small community, while Florence Avenue and Pacific Boulevard feature commercial hubs that supply much of the local retail, restaurants, and services to the residents who live nearby.

Thank You

Pedestrian Plan Community Advisory Committee Members:

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Salvador Diaz
Milton Hernandez-Nimatuj
Joseph Baltazar
Marisol Camelo
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Evelyn Olvera
Jose Luis Silva
Alicia Silva
Maria Briano
Ana Salcedo
Esther Perez
Norma Diaz

Special thanks to the residents of Walnut Park who took time to participate in outreach events, community data collection efforts, and share ideas on how to enhance walking in the community. This plan is dedicated to your vision.

Demographics

Understanding the demographics of a community helps decision makers plan for and target appropriate pedestrian projects and programs. The median household income in Walnut Park is $41,202, approximately 25 percent less than the county average of $55,870. Significantly fewer residents have at least some college education in Walnut Park than countywide. The community is relatively young, and a high percentage of households include children under 18. Almost 19 percent of these are single-parent households. Walnut Park is primarily Hispanic/Latino, and has a large foreign-born, immigrant population. Almost half of households are considered linguistically isolated, meaning that the members have at least some difficulty with English (see Table 8-1).[1]

1 American Community Survey, 5-year 2010-2014

Table 8-1: Walnut Park Demographics

	Percent in Walnut Park	Percent in Los Angeles County
Education		
Less than high school diploma	35.3	21.4
High school graduate, GED or alternative	22.4	20.5
Some college or Associate's degree	13.1	26.5
Bachelor's degree or higher	5.1	26.5
Persons in Poverty	15.8	18.7
Age		
Under 18 Years	29.7	23.2
18-64 Years	62.2	64.9
65 and Older	8.1	11.9
Race/Ethnicity		
Hispanic or Latino	97.3	48.4
White (Non-Hispanic)	1.4	26.6
American Indian and Alaska Native	0.3	0.7
Asian	0.5	15.0
Black or African American(Non-Hispanic)	0.0	8.7
Other	0.5	1.3
Immigration and Linguistic Isolation		
Foreign Born	49.1	35.7
Households that are Linguistically Isolated	47.3	14.4

Source: American Community Survey, 5-year 2010-2014

Land Use

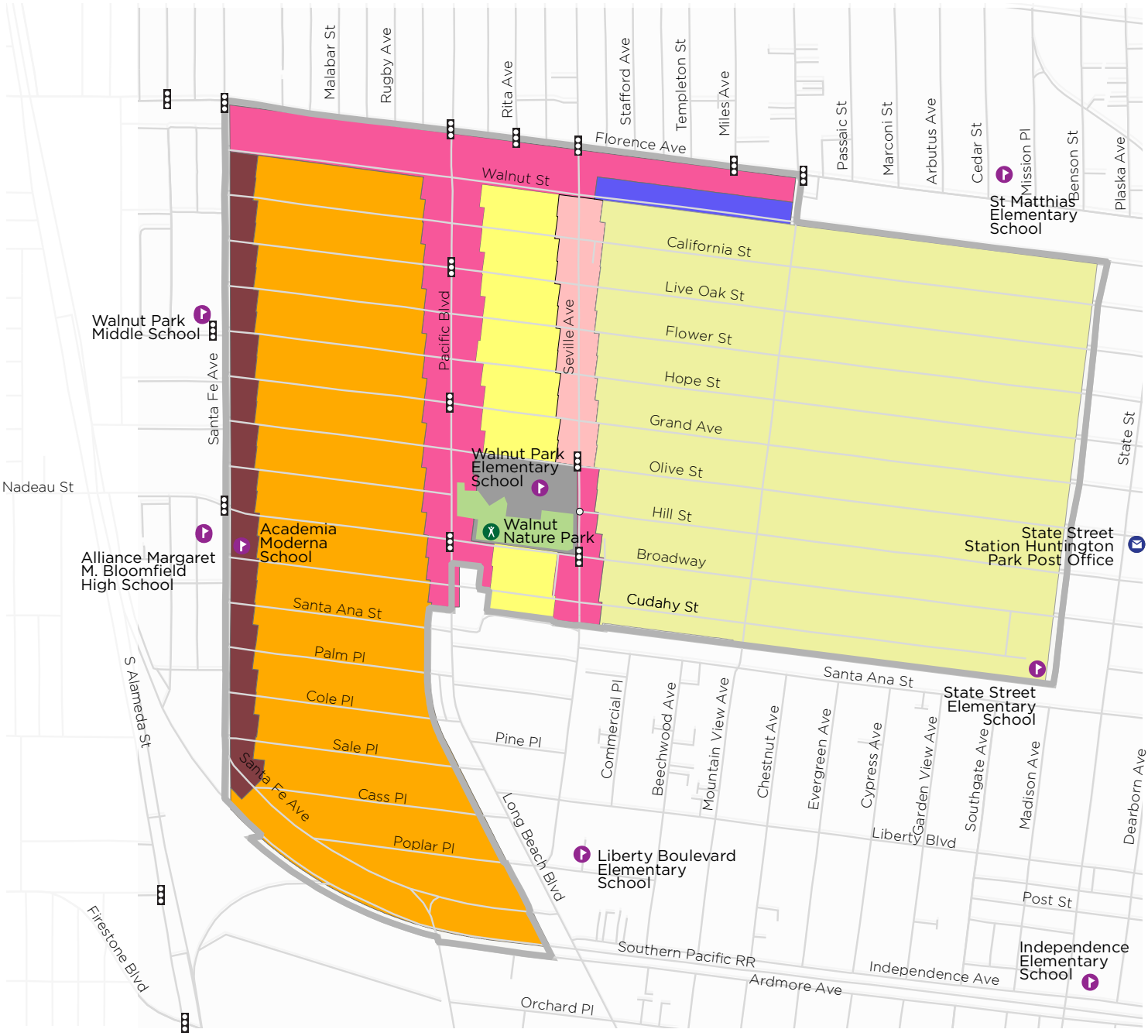
Land use policies impact residents' health and physical activity levels. The majority (80 percent) of land in Walnut Park is residential, and Walnut Park is one of the densest communities in Los Angeles County. Figure 8-1 shows land uses in Walnut Park. Residential density does vary across the community, with higher densities along Santa Fe Avenue, Pacific Boulevard, and Seville Avenue.

Walnut Park also has one of the highest rates of overcrowding in the nation; its rate is more than double that of Los Angeles County (31.7 percent compared to 12 percent), with renters experiencing more overcrowding than homeowners. Overcrowding can have negative impacts on health, such as asthma in children, and can contribute to depression, anxiety, and stress.[1]

Walnut Park has a variety of land uses such as convenience stores, retail shops, restaurants, schools, churches, and park space that are located within walking distance (one-quarter mile) of the residential areas.

1 Shelter. Full House? How overcrowded housing affects families. 2005. http://england.shelter.org.uk/__data/assets/pdf_file/0004/39532/Full_house_overcrowding_effects.pdf

Figure 8-1: Walnut Park Land Use Map



DATA SOURCE: WALNUT PARK NEIGHBORHOOD PLAN, LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING, 2014

LAND USE

MILES
0 0.1 0.2

DESTINATIONS
- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

LAND USES
- GENERAL COMMERCIAL
- MIXED COMMERCIAL
- NEIGHBORHOOD PRESERVATION I (1 TO 6 DU/AC)
- NEIGHBORHOOD PRESERVATION II (6 TO 12 DU/AC)
- NEIGHBORHOOD REVITALIZATION I (12 TO 30 DU/AC)
- OFFICE COMMERCIAL
- PUBLIC USE/INSTITUTIONAL
- RESIDENTIAL/PARKING

Park Access

Park access evaluates the distribution of park land within Walnut Park and whether residents can easily access it. The closer a person lives to a park, the more likely it is that they will visit it regularly. Most pedestrians are willing to walk one half-mile (approximately ten minutes of walking), to access a destination.[1]

Walnut Park lacks parks and open space. The County's General Plan includes a goal to provide four acres of local parkland per 1,000 residents. Currently Walnut Park only has 0.07 acres of park space per 1,000 people, and 60 percent of residents do not live within a half-mile walk of the park.[2] However, residents in the northeast and northwest corners of the community are within a half-mile walk to other parks in the neighboring areas of Florence-Firestone and Huntington Park (Figure 8-2).

Walnut Park has one active park, Walnut Nature Park, which is located on school property and has limited programming, a condition unique to this park. Park hours are regulated per the joint-use agreement between Parks and Recreation and the Los Angeles Unified School District, and are presented below for community reference, current as of this writing, but subject to change:

- April to September
  - Monday through Friday: 5:00AM - 7:30PM
  - Saturday: 8:00AM - 4:30PM
  - Sunday: 10:00AM - 4:00PM
  - Holidays: 12:00PM - 4:00PM
- October to March
  - Weekends: 10:00AM - 4:00PM
  - Holidays: 12:00PM - 4:00PM

1 Department of Parks and Recreation. Walnut Park Park Needs Assessment. 2016.

2 The distance from each household in Walnut Park to the access points of all adjacent parks was calculated along the walkable road/pedestrian network rather than "as the crow flies." Since pedestrians cannot safely or legally walk on highways or freeways, this method takes these barriers into consideration and results in a more accurate assessment of the distance a pedestrian would need to cover to reach a park. Source: Department of Parks and Recreation. Walnut Park Park Needs Assessment. 2016.

Figure 8-2: Walnut Park Park Access

DATA SOURCE: PARK NEEDS ASSESSMENT, DEPARTMENT OF PARKS AND RECREATION, 2016

0 0.1 0.2 MILES

PARK ACCESS

DESTINATIONS
- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

PARK ACCESS
- WALKABLE AREA, ONE-HALF MILE FROM PARK

Health

Understanding health issues and behaviors in Walnut Park can help decision makers target appropriate pedestrian interventions.[1] For both Walnut Park and Los Angeles County, heart disease and cancer are the two leading causes of death. Both of these diseases are highly correlated with diet, physical activity, exposure to toxins (tobacco and pollution), and stress. Walnut Park also has a significantly higher mortality rate attributed to diabetes compared to the overall county.[2] The top three leading causes of premature death for the eastern region of the county are coronary heart disease, motor vehicle crashes, and homicide.[3]

Child and teen obesity is slightly more prevalent in Walnut Park than the county,[4] and Walnut Park youth have lower levels of physical activity than those in the county as a whole.[5] Adult obesity is almost 40 percent higher than in the county,[6] although Walnut Park adults are more likely to walk at least 150 minutes per week compared to those countywide.[7]

Despite several poor health indicators, the life expectancy of 83.6 years in Walnut Park is among one of the highest in Los Angeles County.[8] One possible reason is the Latino Epidemiological Paradox, the phenomenon in which American Latinos typically have higher average life expectancies than their white counterparts, despite lower median income and education. The reasons for this phenomenon are unclear, but diet, strong social support, or smoking habits have been suggested as possible reasons.[9]

Overall, Walnut Park qualifies as a disadvantaged community on all common statewide indicators, which consider median household income, participation in the National School Lunch Program, pollution burden, and other health determinants.[10] Based on these indicators, Walnut Park may be eligible to receive funding prioritization from the Caltrans Active Transportation Program and potentially other funding sources noted in the Implementation chapter.

1 This plan uses health data at the zip code level when necessary. Walnut Park is in Zip Code 90255, which also includes Huntington Park, an adjacent community with similar socio-demographics and built environment.
2 Mortality in Los Angeles County 2012: Leading Causes of Death and Premature Death with Trends for 2003-2012. (2012). Los Angeles County Department of Public Health. http://publichealth.lacounty.gov/dca/data/documents/mortalityrpt12.pdf
3 California Health Interview Survey, 2014
4 Children 2-11 whose combination of weight, sex, and age ranks higher than the CDC's 2001 95th percentile are considered obese, as are children 12-17 who ranked higher than the CDC's 2010 85th percentile for body mass index. Source: California Health Interview Survey, Neighborhood Edition, 2014.
5 Regular physical activity for children between 5 and 17 is defined as "at least 60 minutes of physical activity daily in the past week, excluding physical education." Source: California Health Interview Survey, Neighborhood Edition, 2014
6 Adults with a body mass index greater than or equal to 30.0 are considered obese, according to the California Health Interview Survey, Neighborhood Edition, 2014.
7 California Health Interview Survey, Neighborhood Edition, 2014. The Centers for Disease Control and Prevention (CDC) recommends that adults do at least 150 minutes per week of moderate-intensity activity "for substantial health benefits." Source: CDC, 2008 Physical Activity Guidelines for Americans.
8 California Health Interview Survey, 2014
9 Population Reference Bureau. Exploring the Paradox of U.S. Hispanics' Longer Life Expectancy, 2013. http://www.prb.org/us-hispanics-life-expectancy/
10 These indicators include CalEnviroScreen 2.0, National School Lunch Program Free and Reduced Lunch Program participation, median household income, and the Healthy Places Index, produced by the Public Health Alliance of Southern California.

Table 8-2: Walnut Park Causes of Death

(Selected) Causes of Death Death rate (per 100,000 population)	Walnut Park	Los Angeles County
Heart Disease	25.0	26.9
Cancer	21.9	24.2
Diabetes	6.5	3.8

Table 8-3: Walnut Park Health Indicators

	Percent in Walnut Park	Percent in Los Angeles County
Obesity		
Children overweight for age (2-11)	15.4	12.4
Teens overweight or obese (12-17)	40.4	37.9
Adult obesity	36.2	25.9
Physical Activity		
Regular physical activity (ages 5-17)	15.9	18.9
Walked at least 150 minutes (age 18+)	36.6	34.1
Respiratory Illness		
Children ages 0-17 years ever diagnosed with asthma	9.4	13.1
Adults (18 years plus) ever diagnosed with asthma	12.6	12.6
Disability		
With a Disability, under age 65	6.7	6.0

Sources: California Health Interview Survey, Neighborhood Edition, 2014; American Community Survey, 5-year estimate 2010-2014

PREVIOUS PLANS AND PROJECTS

This Plan builds on numerous Walnut Park planning efforts.

An overview of existing countywide plans can be found in Chapter 1, and more details are listed in Appendix A.

Walnut Park Neighborhood Plan and Implementation Program (1987)

The Walnut Park Neighborhood Plan is a component of the Los Angeles County General Plan, and refines countywide goals and policies by addressing specific issues relevant to the Walnut Park community. The plan's Implementation Program suggests enhancing the pedestrian experience with street furniture, trees, and other amenities along Pacific Boulevard and Santa Fe Avenue. Though this plan has not been updated recently, the County General Plan was updated in 2015.

Walnut Park Community Standards District (2010)

The Walnut Park Community Standards District is a set of requirements intended to help implement the residential, commercial, and public improvement policies in the Walnut Park Neighborhood Plan and Implementation Program. The District includes sign, parking, building, and site design standards.

Walnut Park Community Parks and Recreation Plan (2016)

The Walnut Park Community Parks and Recreation Plan provides a vision and road-map for a greener Walnut Park, including a more extensive network of publicly-accessible green spaces and recreational facilities. Because there is limited available land for new park development in Walnut Park, the plan describes opportunities to enhance the area's streets and develop new paths for recreation. The plan suggests adding street trees, community paths, and traffic calming treatments to the community. It also proposes streetscape projects along Pacific Boulevard including lighting, street trees, crosswalks, and traffic calming measures.

COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (DPH), YWCA Greater Los Angeles (YWCA GLA) led outreach efforts to gather community input in the development of the Walnut Park Pedestrian Plan. The community outreach strategy was developed based on the Plan's goals, as well as an understanding of community-identified issues.

Outreach was conducted in two phases. The first phase helped the project team understand barriers and opportunities for walking in Walnut Park. The second phase of outreach gave community stakeholders a chance to respond to the draft Plan and provide additional input on needed pedestrian infrastructure projects. These efforts took place from August 2016 to December 2017, and included the project team attending existing meetings held by community organizations, schools, and neighborhood groups; tabling at community events; focus groups; conducting stakeholder interviews, surveys, and two community workshops; and community data collection activities and community walk audits. A summary of these outreach activities, key findings on barriers to walking in the community, and desired pedestrian facilities, amenities, and programs are provided below.

Community Advisory Committee

A Community Advisory Committee (CAC) was formed at the start of the project to provide guidance to YWCA GLA and DPH on community engagement efforts, and to inform the planning process. The CAC also provided advice to the project team regarding community priorities and preferences. Youth, senior, local business, faith-based, parent, homeowner, renter, and other community representatives participated in the CAC. Additionally, the CAC meetings provided members with opportunities to learn about community data collection methods, County processes, and the connection between walkability, public health, public safety, and advocacy. The CAC met a total of eight times throughout the Walnut Park Community Pedestrian Plan process.

Community Collaboration

To maximize community participation, YWCA GLA and DPH reached out to local community organizations and groups to identify meetings that community members already regularly attend or participate in. This enabled the project team to reach stakeholders where they already convene. This also helped the team identify specific populations in the community with which to host focus groups and stakeholder interviews in order to better understand concerns and opportunities for walking in Walnut Park.

At each community meeting, participants were asked to identify challenges to walking in the community on a large-scale map. Common issues identified at these events and meetings included locations where crossing the street was challenging, and where there was a need for wider sidewalks, traffic calming, pedestrian-scale lighting, and continental crosswalks near schools. Participants also requested support for Safe Routes to School activities.

Community groups engaged in the development of the Pedestrian Plan included:

- Florence-Firestone/Walnut Park Chamber of Commerce
- Parents of Walnut Park Elementary
- Communities for a Better Environment
- Florence-Firestone/ Walnut Park Community Collaborative
- Walnut Park Residents Association
- Best Start Southeast Cities

A stakeholder interview was conducted with the principal of Walnut Park Elementary.

Community Events

Project staff identified numerous existing community events that provided an opportunity to reach stakeholders who may not typically attend County workshops. At each event, stakeholders provided input on a map of Walnut Park, identifying barriers and challenges to walking. Education was also provided to stakeholders on the types of pedestrian infrastructure projects that could address the identified issues.

Community events the project team attended included:

- Southeast Cities CicLAvia
- Walk to School Day 2016
- Walk to School Day 2017
- Walnut Park Summer Fest
- Parks After Dark at Roosevelt Park
- Supervisor Hilda Solis Community Meetings

Stakeholders were encouraged to complete a survey on their current walking habits, concerns, and desired projects. DPH and YWCA GLA collected a total of 178 surveys, which were available in English and Spanish. Respondents identified fear of theft or robbery, fear of physical violence,

and a desire for more lighting and marked crosswalks as primary challenges faced while walking in Walnut Park. Respondents indicated that they would feel safer walking with more community policing, and would walk more often with better maintained sidewalks, more trees and shade along sidewalks, and intersection projects.

Community Data Collection

To further integrate the community in the planning process, project staff trained community residents in data collection methods such as pedestrian counts and walk audits. With these activities, Walnut Park community members further shaped the proposed projects in the Plan.

PEDESTRIAN COUNTS

Pedestrian counts provide the County with a snapshot of current pedestrian volumes on specific corridors and throughout Walnut Park. Manual pedestrian counts were conducted in 2016 on one weekday (Tuesday, August 30) and one weekend day (Saturday, August 27), with help from community volunteers. The counts took place during peak weekday travel times (7AM - 9AM and 3PM - 5PM) and peak weekend travel times (11AM - 1PM). This count data helped the project team validate automated count data collected during the same period, at different locations in Walnut Park.

The project team recruited 16 community members and hosted a volunteer training prior to the counts. Community members were provided with the materials needed to conduct counts including clipboards, count forms, safety vests, and pens, as well as the count locations assigned to volunteers. Participants used count forms to indicate how many people were walking in multiple directions, in which direction they were walking, and other characteristics like whether they were in a wheelchair or whether they were children.

As proposed projects and programs are implemented, the County will be able to use this data to evaluate changes in the rates of walking in Walnut Park. Data collected through pedestrian counts is summarized in the Pedestrian Environment section of this chapter.

WALK AUDITS

A walk audit is an unbiased evaluation of the walking environment, and the general purpose of an audit is to identify opportunities for enhancements related to the safety, access, comfort, and convenience of the walking environment. An audit can also be used to identify potential alternatives or solutions such as engineering treatments, policy changes, or education and enforcement measures.

The project team conducted a walk audit on November 19, 2017, alongside 17 community members. Training was provided to residents prior to the walk audit, and participants broke up into teams of 2-3 to conduct audits of assigned corridors. Then, participants regrouped to talk

Community members identify key issues and opportunities during a walk audit in Walnut Park

about issues that they noticed while on the walk audit. The corridors included in the walk audit were identified through community feedback received from surveys, community events, and CAC meetings. The information collected from this activity is included in the Existing Pedestrian Conditions section of this chapter.

Community Workshop 1

The Department of Public Health hosted a workshop at a Supervisor Hilda Solis Community Meeting on September 15, 2016. The workshop provided information and solicited input from stakeholders in Walnut Park. Seventy-eight Walnut Park residents attended the workshop, which was hosted at the YWCA Gloria Molina Empowerment Center. During the workshop, attendees were divided into groups for facilitated discussions on three topic areas: existing barriers to walkability, pedestrian projects, and priority intersections.

ACTIVITY #1 GROUP DISCUSSION ON BARRIERS TO WALKING

Using a large-scale map of Walnut Park, facilitators asked participants to provide input on barriers to walking and specific locations when applicable. Input was recorded on maps and chart paper. Participants were also provided with post-it notes to record their own input and attach to the map or chart paper.

Concerns and opportunities included:

- Speeding on Mountain View Avenue
- No buffer or physical barrier between the sidewalks and street
- Safe passages for students
- Narrow sidewalks
- Pedestrian-scale lighting on major streets
- Intersections that could be enhanced:
  - Santa Fe Avenue/Broadway
  - Pacific Boulevard/Olive Street
  - Santa Fe Avenue/Cass Place
  - Santa Fe Avenue/Florence Avenue

ACTIVITY #2 FACILITY TYPES SELECTION WITH STICKER DOTS

Participants were provided five green dot stickers and asked to apply them to a poster board displaying various pedestrian projects, to indicate preferences for their community. The top facilities that the community supported were:

- Traffic calming measures
- Pedestrian lighting
- Continental crosswalks
- Street trees
- Median refuge islands
- Pedestrian-activated warning systems
- Countdown pedestrian signals

Community members identify key issues and opportunities at a workshop in Walnut Park

ACTIVITY #3 PRIORITY LOCATIONS FOR PROJECTS

Participants were provided three blue dot stickers and asked to place them on maps of Walnut Park to identify their priority locations for pedestrian projects. The top priority locations identified were:

- Santa Fe Avenue/Southern Pacific Railroad
- Santa Fe Avenue, between Sale Place and the Southern Pacific Railroad
- Santa Fe Avenue/Broadway
- Pacific Boulevard/Olive Street
- Olive Street between Pacific Boulevard and Santa Fe Avenue
- Seville Avenue/Hope Street
- Pacific Boulevard/Live Oak Street
- Pacific Boulevard/Hill Street
- Broadway between Seville Avenue and Mountain View Avenue
- Live Oak Street between State Street and Mountain View Avenue
- Seville Avenue/Live Oak Street

Community Workshop 2

On September 18, 2017, DPH hosted a second community workshop at YWCA Gloria Molina Empowerment Center on Pacific Boulevard to gather feedback on the preliminary draft Walnut Park Community Pedestrian Plan. Twenty-one community members attended. Project staff provided a project overview and then asked participants to visit four stations to learn about and provide information on the program, policy and infrastructure projects proposed in the Plan.

Each attendee was provided with a 'passport' and feedback worksheet. At each station, participants received a stamp on the passport, and once the passport card and feedback worksheet were complete, participants were given a raffle ticket for a chance to win a refurbished bicycle.

Comments received at the stations and from the feedback worksheet identified the community's desire for:

- Traffic calming on major streets
- More pedestrian lighting
- Wider sidewalks on Pacific Boulevard and Broadway
- A traffic signal at Olive Street/Pacific Boulevard
- A traffic signal on Cass Place/Santa Fe Avenue
- A crosswalk at Cudahy Street at Santa Fe Avenue
- More walking clubs and programming at Walnut Nature Park

Community members point out locations for additional pedestrian projects at Workshop 2 in Walnut Park

Demonstration Event

On June 16, 2018, the County hosted *Camina en Walnut Park*, a four-hour demonstration event of pedestrian and roadway safety enhancements on Pacific Boulevard. Funded by a technical assistance grant from the Southern California Associations of Governments, *Camina en Walnut Park* enabled the County to further engage residents and stakeholders about how Pacific Boulevard could better serve their needs. The event brought together 800 community members to experience a temporarily reimagined Pacific Boulevard by foot and on wheels. The event featured entertainment and feedback stations at Walnut Nature Park and the Gloria Molina Community Empowerment Center.

A demonstration event is a temporary reconfiguration of the roadway that enables residents to experience, get informed, and provide input on potential roadway changes. The County demonstrated proposed projects from the draft Walnut Park Community Pedestrian Plan and the Walnut Park Community Parks and Recreation Plan completed in 2016 including a scramble crosswalk, a multi-use trail, a bus bulb, curb extensions, and high visibility crosswalks.

The project team surveyed 151 people on their support for the projects demonstrated that day:

- 93 percent support curb extensions throughout the corridor and a scramble crosswalk at Pacific Boulevard and Florence Avenue
- 97 percent thought the multi-use path made them feel safer while walking and biking
- 1 in 2 people feel that driver behavior keeps them from walking or biking in their community

The top three desired walking improvements identified by community members were:

- Trees/shade
- Wider sidewalks
- Sidewalk lighting

The top three desired bicycling improvements identified by community members were:

- More bike lanes
- Separated and protected bike lanes
- Lower vehicle speeds

Community members enjoy a demonstration event along Pacific Boulevard in Walnut Park

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

One major objective of any pedestrian investment is to increase the attractiveness and convenience of walking. To understand current levels of walking in Walnut Park, the County looked at statistics about commuting, car ownership, and results of pedestrian counts.

In Walnut Park, 2.6 percent of employed residents commute to work by walking, which is roughly the same as in Los Angeles County (2.9 percent). A greater percentage of Walnut Park residents commute to work primarily by transit (9.6 percent vs. 7.0 percent).[1] It is assumed a majority of these transit riders walk to the bus stations in the community, or rail stations in the adjacent unincorporated community of Florence-Firestone.[2] A map of transit access in Walnut Park can be found in Appendix B.

Automated pedestrian counts were conducted at eight locations in Walnut Park between August 18 and August 31, 2016 to measure trends in facility use, put collision data in context, and observe pedestrian behaviors. The counts in Table 8-4 show us what pedestrian activity looks like in this community at these locations. Though count data is also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals, counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in Walnut Park may seem low in another community.

Pedestrian volumes were counted using an automatic machine. Data shows that peak pedestrian activity occurs in the evening hours during weekdays, particularly on Fridays, and Saturdays saw the highest number of pedestrians on average. Locations along Florence Avenue tended to show greater pedestrian volumes.

Household access to vehicles also has an influence on residents' reliance on transit or walking for commuting. Compared to the county average, Walnut Park has more households with no vehicles available, but also more households with three or more vehicles available. One theory is that low incomes contribute to no-vehicle households, and overcrowding of households is contributing to reporting three or more vehicles.[3]

1 American Community Survey (ACS), 2010-2014 Five-Year Estimates

2 Based on Metro 2016 Quality of Life Report, 86 percent of bus riders and 68 percent of rail riders in Los Angeles County access transit by walking.

3 Walnut Park data: American Community Survey, 2010-2014 5-Year Estimates; County data: American Community Survey, 2015 1-Year Estimate

Table 8-4: Walnut Park Pedestrian Counts Summary

Location	Pedestrian Average Daily Traffic	Peak Day of Week
Florence Avenue, east of Santa Fe Avenue	640	Monday
Florence Avenue, west of Stafford Avenue	1,068	Friday
Florence Avenue, west of Miles Avenue	1,367	Saturday
Santa Fe Avenue, north of Walter Street	460	Monday
Santa Fe Avenue, south of Hill Street	345	Wednesday
Pacific Boulevard, south of Walnut Street	863	Friday
Seville Avenue, south of Broadway	462	Friday
Seville Avenue, north of Cudahy Street	802	Friday

Source: Los Angeles County, 10/2016 – 11/2016

MOTOR VEHICLE VOLUMES

Santa Fe Avenue and Pacific Boulevard are the most heavily trafficked roads in Walnut Park. Santa Fe Avenue, a north-south corridor, carries 22,000 vehicles daily; Pacific Boulevard, another north-south corridor, carries 15,000 vehicles daily.[1]

MOTOR VEHICLE SPEEDS

The posted vehicle speed is 35 mph on Santa Fe Avenue, Pacific Boulevard, and Florence Avenue, and 25 mph on Seville Avenue, Mountain View Avenue, and Broadway. During field observations, the project team noted higher prevailing speeds in many locations along major streets.

1 This information was collected via machine counts in February 2016.

Challenges to Walking

This section examines past pedestrian collisions to better understand factors that lead to collisions, in addition to reported nuisances and crime that can act as additional challenges to walking in Walnut Park.

COLLISIONS

Between 2009 and 2016, there were a total of 58 pedestrian-involved collisions in the Walnut Park area, with an average of seven pedestrian-involved collisions per year.[1] The highest concentration of these collisions occurred along Pacific Boulevard and Santa Fe Avenue, including fatalities at Pacific Boulevard/Florence Avenue, Pacific Boulevard/California Street, and Santa Fe Avenue/Poplar Place (Figure 8-3). Most collisions occurred during peak hours (6AM - 9AM and 5PM – 8PM) and daylight (9AM - 5PM) (43 percent each). The largest proportion of those involved in collisions were under 18 years old (19 percent), followed by ages 45 to 54 and over 65 (17 percent each). The majority of collisions (almost 60 percent) involved either a severe or visible injury, and four were fatalities.

Law enforcement reported 47 percent of pedestrian-involved collisions were caused by a motorist's failure to yield to a pedestrian who had the legal right-of-way. Another 31 percent of collisions were attributed to the pedestrians' failure to follow traffic rules (e.g., crossing mid-block outside of a crosswalk). A full collision analysis can be found in Appendix B.

1 Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016. It is important to note that reported collision data may not accurately reflect all collisions that occur in a community.

Figure 8-3: Map of pedestrian-involved collisions in Walnut Park (2009-2016)

DATA SOURCE: STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (SWITRS) 2009-2016 DATA

PEDESTRIAN-INVOLVED COLLISIONS

0 0.1 0.2 MILES

DESTINATIONS
- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

COLLISIONS
- LOCATION WITH FATALITY
- 1
- 2
- 3-4
- 5-7

NUISANCE ACTIVITIES

Nuisance activities are considered unwanted, undesirable, or illegal activities – these can impact the real and perceived safety, comfort, and attractiveness of the pedestrian environment. Using data provided by the County's mobile application, The Works[1], and community members at planning meetings, a number of nuisance activities were identified in Walnut Park (Figure 8-4), including:

- **Alcohol retail outlets.** Living within close proximity to a liquor store is associated with negative health outcomes, increased crime and other nuisance activities.
- **Illicit Activities.** Illicit activities can impact the perceived safety of an area. Illegal activities such as human trafficking, prostitution, and illegal drug uses have been reported throughout Walnut Park.[2] Illicit activities are also conducted from vehicles parked just off of Pacific Boulevard.
- **Illegal dumping.** These nuisance crimes create a negative visual impact that affects the perception of safety and can discourage walking. Illegal dumping has been reported throughout Walnut Park.

1 Note: Graffiti and illegal dumping are documented through community requests through the County's online and mobile 211 service. Mapping these requests provides general guidance on the location and prevalence of these issues; however, lower rates of English proficiency, and low civic participation may result in lower service requests from the Walnut Park community. Illegal dumping can be reported on the County's Clean LA website: http://dpw.lacounty.gov/epd/illdump/. Graffiti can be reported at http://dpw.lacounty.gov/itd/dispatch/publicgraffiti/index.cfm?action=report.

2 In Walnut Park, legacies of prostitution and misdemeanor crime tough to erase. (2012, July) KPCC. Retrieved on August 25, 2016 from http://www.scpr.org/news/2012/07/11/33191/many-years-difficult-eradicate-street-prostitution/

Figure 8-4: Map showing reported nuisances in Walnut Park, 2016

DATA SOURCE: THE WORKS SERVICE REQUESTS, LOS ANGELES COUNTY SHERIFF'S DEPARTMENT, 2016

NUISANCES

0 0.1 0.2 MILES

DESTINATIONS
- SCHOOL
- PARK/RECREATION
- POST OFFICE

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

NUISANCES
- DUMPING
- LIQUOR STORE

CRIME

Crime and safety are connected with health in several ways. The fear of crime limits access to public spaces, and can reduce participation in healthy activities like walking and utilizing public parks. Learning ways to address and reduce crime may promote greater health benefits.

Crime, and violent crime in particular, is an issue throughout Walnut Park. Between January and July 2016, the community experienced 104 crimes per 10,000 people. Property crimes, which include burglary, theft,[1] grand theft auto, and theft from vehicles, accounted for the majority of crimes in Walnut Park.

However, Walnut Park's violent crime rate is higher than that of the county, and likely is a factor in deterring people from walking in the community.[2] Violent crimes, which include homicide, rape, aggravated assault, and robbery, accounted for nearly 20 percent of crimes committed in Walnut Park.[3,4] Of these violent crimes, one was reported as a homicide. Most violent crimes reported in the community between January and July 2016 were clustered along major corridors including Santa Fe Avenue, Seville Avenue, and Pacific Boulevard, as well as near parks and schools. Violent crimes are shown in Figure 8-5, with homicide locations specifically identified.

1 Theft is the taking of property that does not involve person-to-person contact. Burglary is the entering of a building or residence with the intention to commit theft, but property is not necessarily stolen. Nancy King Law, 2018.

2 Sheriff's Department, cited in LA Times Mapping LA, August 2016

3 Robbery, in contrast to theft, is a taking of property that involves person-to-person interaction with force, intimidation, and/or coercion. Nancy King Law, 2018.

4 County Sheriff's Department cited by LA Times Mapping, 2016. Crime data was collected for January to July 2016 because that was the most recent available data at the time this Plan was developed.

Figure 8-5: Map showing violent crime in Walnut Park (January to July 2016)

DATA SOURCE: SHERIFF'S DEPARTMENT, CITED IN LA TIMES MAPPING LA, AUGUST 2016

CRIME

0 0.1 0.2 MILES

DESTINATIONS
- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

CRIME
- HOMICIDE
- ALL OTHER VIOLENT CRIMES

GANG ACTIVITY

Gang-related crimes have largely occurred along Florence Avenue, Pacific Boulevard and Seville Avenue (Figure 8-6). Fear of gangs and gang-violence has been shown to discourage people from walking or even leaving their homes. According to the Los Angeles County Sheriff's Department, gang activity is more common in northern Walnut Park.

Figure 8-6: Map showing crime related to gang activity in Walnut Park (January to June 2016)

DATA SOURCE: SHERIFF'S DEPARTMENT, CITED IN LA TIMES MAPPING LA, AUGUST 2016

GANG VIOLENCE

DESTINATIONS
- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL

GANG ACTIVITY
- GANG-RELATED CRIME

EXISTING PEDESTRIAN FACILITIES

This section examines current pedestrian facilities, identifying opportunities for enhancement in Walnut Park. These opportunities are recorded in Figure 8-7 and Figure 8-8, relating to sidewalks, crosswalks, curb radii, signage, traffic signals, and lighting conditions.

Sidewalks

Most commercial and residential streets within Walnut Park have four to five feet of sidewalk, and allow on-street parking. Florence Avenue, a major commercial corridor, has 15-foot-wide sidewalks, giving pedestrians more room to travel. Walnut Park also has several areas with sidewalks that could be enhanced. Sidewalk-related opportunities for enhancement include installing sidewalks, enhancing street lighting, widening sidewalks, and removing sidewalk clutter (Figure 8-7).

Sidewalks on Pacific Boulevard between Grand Avenue and Hill Street, for example, are generally less than five feet with utility poles constricting the walkway. Also, drivers entering or exiting commercial driveways were observed not yielding to pedestrians.

Crosswalks

Marked crosswalks exist at select locations in Walnut Park, typically at intersections along major and minor streets. Most marked crosswalks are transverse crosswalks, consisting of two parallel white lines marked on the pavement. There are also many locations in Walnut Park with crossing challenges (Figure 8-8) which means one or more of the following conditions exist: challenges with visibility of crosswalk striping, challenges with visibility of pedestrians in crosswalks, unmarked crosswalks, non-existent pedestrian-related signage, or curb ramps that are damaged or not up to current ADA standards.

A yellow ladder crosswalk near a school in Walnut Park

Opportunities for crosswalk enhancement are concentrated on major corridors such as Seville Avenue, Pacific Boulevard, and Florence Avenue. For example, along Seville Avenue there are uncontrolled crosswalks at Live Oak Street and Grand Avenue, meaning motorists do not have to stop for a stop sign or traffic signal. The striping at these two uncontrolled crosswalks is faded and motorists were frequently observed failing to yield to people walking in the crosswalk. Pedestrians were also observed crossing Seville Avenue and Florence Avenue at mid-block locations. Mid-block crosswalks are typically not implemented within residential areas since there are low motor vehicle speeds and volumes. Due to on-street parking and bus stops, people walking have visibility challenges at some crosswalks.

Motorists on some residential streets in Walnut Park were observed exceeding the posted speed limit, such as on Santa Ana Street, which has a posted speed limit of 30 mph. Speeding motorists can make walking or crossing the street uncomfortable for pedestrians.

Large curb radii at Santa Fe Avenue and Broadway

Curb Ramps

Most curb ramps in Walnut Park are single shared curb ramps. Single shared curb ramps are aligned diagonally with the intersection and provide access where factors such as available right-of-way, turn radius, drainage, and sight distance preclude the use of paired curb ramps.

Curb Radii

Like most urban environments, curb radii of 15 feet are typical in Walnut Park. The picture below shows the intersection of Broadway and Santa Fe Avenue, which is the location of two schools. The curb radii for the northwest and southeast corners are much larger due to Broadway's curved road alignment. Larger curb radii assist cars making right turns by allowing cars to have faster turning speeds. These higher speeds increase the severity of impact if there were to be

a collision. Large curb radii also set back the curb ramp, thus requiring greater right-of-way and increasing a pedestrian's crossing distance.

Traffic Signals

Major intersections in Walnut Park are controlled by traffic signals at select locations. Signals that are entirely within the County's control have countdown pedestrian signals, while others are shared with neighboring cities. Providing countdown pedestrian signals at all signalized intersections that serve Walnut Park, in coordination with neighboring cities, could enhance safety for people walking throughout the community.

Lighting

Lighting at crosswalks and intersections throughout Walnut Park meets state requirements, but many community members have expressed dissatisfaction with the lighting along sidewalks. Much of the lighting is designed to light the street and not the sidewalk, leading to dissatisfaction with the level of personal safety and discouraging pedestrian activity.

Walking in Walnut Park can be uncomfortable due to a lack of trees or other shade structures

A pedestrian push button in Walnut Park

Tree Canopy

Tree canopy can make walking feel safer and more pleasant, and can address heat islands, beautify the community, and improve overall quality of life. Walnut Park is ranked in the lowest fifth percentile (worst) for tree canopy coverage.[1] The western portion of Walnut Park has the least tree canopy coverage relative to population, with 69.6 percent in the southwestern portion and 65.2 percent of the population in the northwestern and central portions lacking canopy coverage.

1 Public Health Alliance, Healthy Places Index, 2016. More information can be found in the Walnut Park Community Parks and Recreation Plan Urban Forestry Inventory (2016).

Figure 8-7: Map of walk audit observations related to sidewalks and paths in Walnut Park

WALK AUDIT OBSERVATIONS IN WALNUT PARK
SIDEWALKS AND PATHS

MILES 0 0.1 0.2

DESTINATIONS
- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

SIDEWALK OBSERVATIONS
- NARROW SIDEWALK
- LIMITED LIGHTING
- DISCONTINUOUS SIDEWALK
- SIDEWALK CLUTTER

Figure 8-8: Map of walk audit observations related to intersections in Walnut Park

WALK AUDIT OBSERVATIONS IN WALNUT PARK
INTERSECTIONS

MILES 0 0.1 0.2

DESTINATIONS
- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

INTERSECTION OBSERVATIONS
- FADED CROSSWALK STRIPING
- VISIBILITY CHALLENGES
- UNMARKED CROSSWALK
- NO PEDESTRIAN-RELATED SIGNAGE
- NOT TO CURRENT ADA STANDARDS/DAMAGED CURB RAMPS

PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for Walnut Park's pedestrian network. In general, the proposed pedestrian facilities focus on enhancing safety, comfort, and accessibility for people walking or wheeling in Walnut Park. Proposed projects in Walnut Park (Figure 8-9) include:

- **Corridor Studies:** Potential roadway reconfigurations that would enhance walking conditions and potentially add more green space to the community, but require more extensive study to implement.
- **Crossing Projects:** Facilities that enhance crossing the street, including continental crosswalks, advance yield markings, pedestrian-activated warning systems, traffic signals with pedestrian signal heads, and ADA compliant curb ramps. Any recommendation to stripe a crosswalk (at controlled or uncontrolled locations) should be consistent with the County's Crosswalk Guidelines.
- **Sidewalk/Path Projects:** Facilities that enhance walking down the street, including adding new or widened sidewalks, and evaluating removal or relocation of driveways.
- **Pedestrian Lighting:** Human-scaled lights that provide lighting for people walking in Walnut Park, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 for more information about requesting pedestrian-scale lighting in Walnut Park.

Most proposed facilities are concentrated along Walnut Park's major north-west streets: Santa Fe Avenue, Pacific Boulevard, and Seville Avenue. These corridors have a history of pedestrian involved collisions and high motor vehicle volumes and speeds, and were identified as priorities by community members.

Pacific Boulevard, between Florence Avenue and Cudahy Street, will be evaluated for a roadway reconfiguration. A study will be conducted by Public Works when funding and resources become available to determine what is appropriate, but reconfiguring the road could make room for elements identified in Walnut Park's Community Parks and Recreation Plan (2016), including widened sidewalks, more street trees, a shared-use path/greenway, and/or bicycle lane. People walking on Pacific Boulevard would also

benefit from enhanced crossing opportunities. At California Street, for example, a continental crosswalk and advance yield markings were recently installed, but installing a pedestrian-activated warning system could further enhance the safety of this crossing. Curb extensions are proposed at multiple intersections along Pacific Boulevard to shorten crossing distances and help calm traffic. Relocating obstructions on the sidewalks, such as newspaper racks or utility poles, may help reinforce a more accessible and comfortable pedestrian environment on Pacific Boulevard. Additionally, the community has expressed desire for pedestrian-oriented lighting and shade trees to make walking on Pacific Boulevard safer and more comfortable. For projects proposed on Pacific Boulevard, the County would need to coordinate with the cities of Huntington Park and South Gate to ensure consistency in planning efforts.

Like Pacific Boulevard, Santa Fe Avenue is a potential location for roadway reconfiguration between Florence Avenue and Broadway. A study will be conducted by Public Works, but reconfiguring the road could help slow traffic, create room for widened sidewalks, and other amenities, while maintaining parking. Crossing enhancements, including continental crosswalks and advance yield markings, are identified for multiple intersections on Santa Fe Avenue where crossing may be challenging. At certain locations, such as at Leota/Olive Street and Broadway, curb ramps are nonexistent; new curb ramps that meet current American with Disability Act standards could be installed to increase accessibility for all users.

Curb extensions and new traffic signals with pedestrian signal heads could create better visibility of people crossing the street and thus provide safer pedestrian conditions at multiple locations along Sante Fe Avenue. Additional safety and comfort could be provided by paving a new sidewalk on the west side of Santa Fe Avenue at the Southern Pacific Rail Corridor. Walnut Park residents have also indicated a need for pedestrian-scale lighting and shade trees along Santa Fe Avenue.

Continental crosswalks and advance yield markings could enhance crossing conditions along Seville Avenue. As on Santa Fe Avenue and Pacific Boulevard, curb extensions could shorten crossing distances and slow traffic on this mostly residential street. The addition of a median refuge island at Seville Avenue and Hill Street could enhance crossing conditions near Walnut Park Elementary School. Additionally, Seville Avenue could be a more comfortable place to walk if street trees are planted to provide shade and beauty.

Further, community members expressed desire for pedestrian-scale lighting along Broadway and a mid-block crossing on Broadway between Santa Fe Avenue and Pacific Boulevard. A new crosswalk and pedestrian-activated warning system could provide an additional safe crossing option for students at nearby schools.

Between Pacific Boulevard and Seville Avenue, the sidewalks along the south side of Florence Avenue could be widened and cleared of obstructions to match the sidewalks west of Pacific Boulevard. A curb extension at the existing crosswalk at Rita Avenue would shorten the crossing distance across Florence Avenue. For projects proposed on Florence Avenue, the County would need to coordinate with the City of Huntington Park to ensure consistency in planning efforts.

These proposed projects are listed in Table 8-5 and mapped in Figure 8-9. The project list includes estimated costs and prioritization scores for each project. Public Works often applies for grant funding at the corridor level, rather than individual intersections, so the average prioritization score for each corridor is included in the list as well. Chapter 6 provides an overview on how the County will implement these projects, Appendix D contains detailed information on potential funding sources and project prioritization scoring, and Appendix E provides additional information on cost estimates.

Implementation of proposed projects in Walnut Park is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this Plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support.

Table 8-5: Proposed pedestrian projects and cost estimates in Walnut Park

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Broadway				**Average Corridor Score: 75.0**	
County	Broadway, between Santa Fe Avenue and Pacific Boulevard	Mid-block	Stripe yellow continental crosswalk	$2,500	65.0
			Install pedestrian-activated warning system	$80,000	
County	Broadway (Santa Fe Avenue to Seville Avenue)	Both sides of street	Plant street trees	$53,000	85.0
County	Broadway (Santa Fe Avenue to Seville Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	75.0
Florence Avenue				**Average Corridor Score: 71.7**	
County	Florence Avenue / Pacific Boulevard	Southwest corner	Evaluate driveway relocation or removal[2]	$10,000	80.0
		All legs	Install accessible pedestrian push button	$12,000	
County	Florence Avenue / Rita Avenue	South side of street (mid-block)	Install curb extension	$40,000	65.0
County	Florence Avenue (Pacific Boulevard to Seville Avenue)	South side of street	Widen sidewalks and relocate obstructions	$56,250	70.0
Flower Street				**Average Corridor Score: 60.0**	
County	Flower Street (Seville Avenue to Mountain View Avenue)	-	Install speed humps	$5,000	60.0
Mountain View Avenue				**Average Corridor Score: 60.8**	
County	Mountain View Avenue / Florence Avenue	West, south, and east legs	Restripe as continental crosswalk	$2,500	60.0
County	Mountain View Avenue / Walnut Street	Northwest corner	Install new ADA compliant curb ramp where nonexistent	$8,000	60.0
County	Mountain View Avenue / California Street	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	55.0
County	Mountain View Avenue / Olive Street	All corners	Install curb extension	$120,000	55.0
		North and west legs	Stripe yellow continental crosswalk	$5,000	
		-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	
County	Mountain View Avenue / Hill Street	West leg	Relocate stop bar behind pedestrian path	$500	65.0
County	Mountain View Avenue / Broadway	North and west legs	Stripe yellow continental crosswalk	$5,000	70.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Pacific Boulevard				**Average Corridor Score: 80.6**	
County	Pacific Boulevard / California Street	North-south direction	Install pedestrian-activated warning system	$80,000	85.0
		Northwest and northeast corners	Install curb extensions at crosswalk	$80,000	
County	Pacific Boulevard / Live Oak Street	All corners	Install curb extension	$160,000	70.0
		Northwest corner	Evaluate driveway relocation or removal[2]	$10,000	
County	Pacific Boulevard / Grand Avenue	Southeast corner	Install bus bulb: extend entire area of bus zone as curb extension to create additional space for pedestrian travel, work with Metro to install bus shelters	$150,000	70.0
			Make driveway ADA-compliant[2]	$10,000	
		Northwest, southwest, and northeast corners	Install curb extension	$120,000	
County	Pacific Boulevard / Olive Street	South leg	Stripe yellow continental crosswalk	$2,500	70.0
			Install traffic signal with pedestrian signal head	$300,000	
		North-south direction	Install advance yield marking	$1,000	
		All corners	Install curb extension	$160,000	
County	Pacific Boulevard / Broadway	All legs	Restripe to yellow continental crosswalk	$10,000	85.0
			Install accessible pedestrian push button	$12,000	
			Modify signal timing to increase crossing interval	Varies	
		All corners	Install curb extension	$160,000	
County	Pacific Boulevard / Cudahy Street	North leg	Stripe continental crosswalk	$2,500	75.0
			Install pedestrian-activated warning system	$80,000	
		All corners	Install curb extension	$160,000	
		North-south directions	Install advance yield marking	$1,000	
County	Pacific Boulevard (Florence Avenue to Cudahy Street)	Both sides of street	Plant street trees	$26,500	100.0
County	Pacific Boulevard (Florence Avenue to Cudahy Street)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	90.0

Proposed pedestrian projects and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Santa Fe Avenue					**70.4**
County	Santa Fe Avenue / Florence Avenue	Southwest corner	Evaluate driveway relocation or removal at gas station[2]	$10,000	75.0
		All legs	Modify signal timing to increase crossing interval	Varies	
			Install accessible pedestrian push button	$12,000	
County	Santa Fe Avenue / California Street	South and east legs	Stripe continental crosswalk	$5,000	70.0
		South leg	Install traffic signal with pedestrian signal head	$300,000	
		Northeast and southeast corners	Install curb extension	$80,000	
County	Santa Fe Avenue / Hope Street	East, west, and north legs	Restripe as yellow continental crosswalk	$7,500	60.0
		All corners	Install curb extension	$160,000	
		Northeast corner	Reduce driveway width at Diaz Market[2]	$10,000	
		All legs	Install accessible pedestrian push button	$12,000	
County	Santa Fe Avenue / Leota/Olive Street	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	85.0
		South leg	Install traffic signal with pedestrian signal head	$300,000	
		South leg	Install median refuge island in existing crosswalk	$30,000	
		North-south direction	Install advance yield marking	$1,000	
County	Santa Fe Avenue / Broadway	All legs	Restripe as yellow continental crosswalk	$10,000	65.0
			Modify signal timing to increase crossing interval	Varies	
			Install accessible pedestrian push button	$12,000	
		Southeast corner	Install ADA Detectable Warning surface at crossing island	$500	
		Northeast and southwest corners	Install curb extension	$80,000	
		Northwest and southeast corners	Reconfigure intersection so right turn channels are closed at northwest and southeast corners to reduce pedestrian crossing distances and reduce curb radii	$200,000	

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Santa Fe Avenue / Cudahy Street	South and east legs	Stripe yellow continental crosswalk	$5,000	60.0
		South leg	Install traffic signal with pedestrian signal head	$300,000	
County	Santa Fe Avenue / Palm Place	South and east legs	Stripe continental crosswalk	$5,000	60.0
		Southeast corner and southwest leg	Install curb extension	$80,000	
		South leg	Install traffic signal with pedestrian signal head	$300,000	
County	Santa Fe Avenue / Sale Place	Southeast corner	Evaluate driveway relocation or removal[2]	$10,000	60.0
County	Santa Fe Avenue / Cass Place	Northwest and northeast corner	Install new ADA compliant curb ramp where nonexistent	$16,000	65.0
		East leg	Relocate stop bar behind pedestrian path	$500	
		North leg (both sides of street)	Install pedestrian-activated warning system at existing crosswalk	$80,000	
		Northeast corner	Install curb extension	$40,000	
County	Santa Fe Avenue / Poplar Place	South and east legs	Stripe continental crosswalks	$5,000	70.0
		North-south direction	Install advance yield markings	$1,000	
		South leg	Install traffic signal with pedestrian signal head	$300,000	
County	Santa Fe Avenue / Independence Avenue	East leg	Stripe continental crosswalk across Independence Avenue and across Sante Fe's northbound right-turn slip lane	$2,500	65.0
County	Santa Fe Avenue / Southern Pacific Railroad	West side of the street	Install sidewalk	$10,000	65.0
County	Santa Fe Avenue (Florence Avenue to Southern Pacific Railroad)	Both sides of street	Plant street trees	$53,000	100.0
County	Santa Fe Avenue (Florence Avenue to Southern Pacific Railroad)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	85.0

Proposed pedestrian projects and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Seville Avenue				Average Corridor Score: 70.7	
County	Seville Avenue / Florence Avenue	All legs	Install accessible pedestrian push button	$12,000	55.0
County	Seville Avenue / Live Oak Street	North-south direction	Install advance yield marking	$1,000	60.0
		Northwest and northeast corners	Install curb extension	$80,000	
County	Seville Avenue / Grand Avenue	North-south direction	Install advance yield marking	$1,000	65.0
		Northwest and northeast corners	Install curb extension	$80,000	
County	Seville Avenue / Olive Street	All legs	Restripe as yellow continental crosswalk	$10,000	80.0
County	Seville Avenue / Hill Street	Median	Install median refuge island	$30,000	75.0
		Southeast corner	Install curb extension	$40,000	
		East leg	Relocate stop bar before pedestrian path	$500	
County	Seville Avenue / Broadway	All legs	Restripe as yellow continental crosswalk	$10,000	70.0
		Southeast corner	Install curb extension	$40,000	
		All legs	Install accessible pedestrian push button	$12,000	
County	Seville Avenue (Florence Avenue to Cudahy Street)	East side of street	Plant street trees	$27,100	90.0
Total Capital Cost[3]					$5,309,850
Contingency (20% of total capital cost)					$1,061,970
Total P.E. (30% of total capital cost)					$1,592,955
Total Construction Engineering (50% of total capital cost)					$2,654,925
Project Total					**$10,619,700**

[1]All costs are based on 2018 estimates. Appropriate inflation and escalation increases may be applicable at time of implementation.

[2]Driveway related projects are contingent upon the County developing a process to consolidate, reduce widths of, or close excessive driveways, where feasible and appropriate, in accordance with Los Angeles County Code Title 16, and considering prior planning approval. See Chapter 4, Driveways section for more detail.

[3]Cost does not include treatments for which unit prices are listed as "Varies," including pedestrian-scale lighting, and studies for roadway reconfiguration. Costs for these treatments can vary widely depending on design. Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation and maintenance costs.

Figure 8-9: Map of proposed pedestrian projects in Walnut Park

PROPOSED PEDESTRIAN PROJECTS

0 0.1 0.2 MILES

DESTINATIONS

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

PROPOSED PROJECTS

- NEW OR ENHANCED CROSSING
- NEW OR ENHANCED CROSSING WITH BEACON/SIGNAL
- SIGNAL UPDATE
- NEW TRAFFIC SIGNAL
- ENHANCED TRANSIT STOP
- TRAFFIC CALMING
- NEW OR ENHANCED SIDEWALKS
- PEDESTRIAN-SCALE LIGHTING
- STREET TREES
- TRAFFIC CALMING
- STUDY FOR POTENTIAL ROAD RECONFIGURATION

Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation, and maintenance costs.

PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2, while Table 8-6 below lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Walnut Park.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs can be found in Chapter 5, while programs that are most important for Walnut Park are listed in Table 8-7.

Table 8-6: Actions for Walnut Park

Action	Lead Departments	Timeframe
C-2.3: Work with utility companies to underground or relocate utilities as locations are identified where sidewalks do not meet or maintain ADA required widths due to the location of utility boxes or poles.	Public Works	On-going
C-2.4: Prioritize requests related to illegal dumping when a report indicates the material is impeding safe pedestrian travel.	Public Works. Sheriff, Agricultural Commissioner/ Weights & Measures	On-going
SC-1.1: Continue to explore ways to purchase, operate, and maintain pedestrian-scale lighting.	Public Works	On-going
SC-1.2: Support LED light installation on new and existing streetlight poles and, to reduce sidewalk clutter, consider combined street-scale and pedestrian-scale lighting on individual light poles, where feasible and appropriate.	Public Works	On-going
SC-1.3: Work with local businesses to maintain active building frontages (including outdoor restaurant seating) to promote sidewalk vitality and “eyes on the street.” Update the related zoning code, Community Standards Districts, and/or Community Plans as necessary.	Member Departments of the Healthy Design Workgroup	On-going
SC-1.4: Identify areas where illicit activities, such as cruising and prostitution, occur and work with Public Works to strategically deploy traffic calming measures with the goal of reducing these activities, where feasible and appropriate.	Sheriff	On-going

Table 8-7: Programs for Walnut Park

Program	Description
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2) encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up. Los Angeles County's existing SRTS program is multifaceted and involves multiple County agencies to implement infrastructure projects around schools, in conjunction with school-based education and encouragement programs.
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors. More information can be found in Chapter 5, Program 2: Safe Passages.
Open Streets and Demonstration Projects	Open streets events temporarily close streets to vehicular traffic, allowing people to use the streets for people-powered activities like walking, jogging, bicycling, skating, dancing, and other social and physical activities. These events are great for bringing the community together and promoting transportation options, placemaking, and public health. Open streets events are also excellent at building community; they bring together neighborhoods, businesses, and visitors alike.

Ch. 9

WESTMONT/ WEST ATHENS

COMMUNITY PEDESTRIAN PLAN

COMMUNITY PROFILE

Together, the communities of Westmont and West Athens are just over three square miles.

Westmont/West Athens has a combined population of approximately 41,000. The Westmont/West Athens area is bordered by the City of Los Angeles to the north and east, the cities of Inglewood and Hawthorne to the west, and the City of Gardena to the south. The communities are served by the Metro Green Line Vermont/Athens Station, located at the intersection of Vermont Avenue and I-105, which runs east/west through West Athens. The campus of Los Angeles Southwest College is located between Westmont and West Athens on Imperial Highway.

Thank You

Pedestrian Plan Community Advisory Committee Members:

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Stephanie de la Torre

Special thanks to the residents of Westmont/West Athens who took time to participate in outreach events, community data collection efforts, and share ideas on how to enhance walking in the community. This plan is dedicated to your vision.

Demographics

Understanding the demographics of a community helps decision-makers plan for and target appropriate pedestrian projects and programs. Factors such as income, poverty level, and education can help to paint a picture of the current struggles or opportunities within a community. The Westmont/West Athens median household income, $29,429, is much lower than the county average. The community also has a significantly higher poverty rate than the county average, with more than half of children living in poverty. Compared to the county as a whole, more Westmont/West Athens residents have completed less than a high school degree.

The community is relatively young, with 29 percent of households in Westmont/West Athens containing a child under 18, compared to 23 percent in the county overall. A fifth of households are run by a single parent. About half of Westmont/West Athens residents identify as Hispanic or Latino, and slightly less than half as Black or African American. A significantly smaller percent of residents are foreign born, with more households experiencing some difficulty with English compared to the county average (Table 9-1).[1]

1 American Community Survey, 5-year 2010-2014

Table 9-1: Westmont/West Athens Demographics

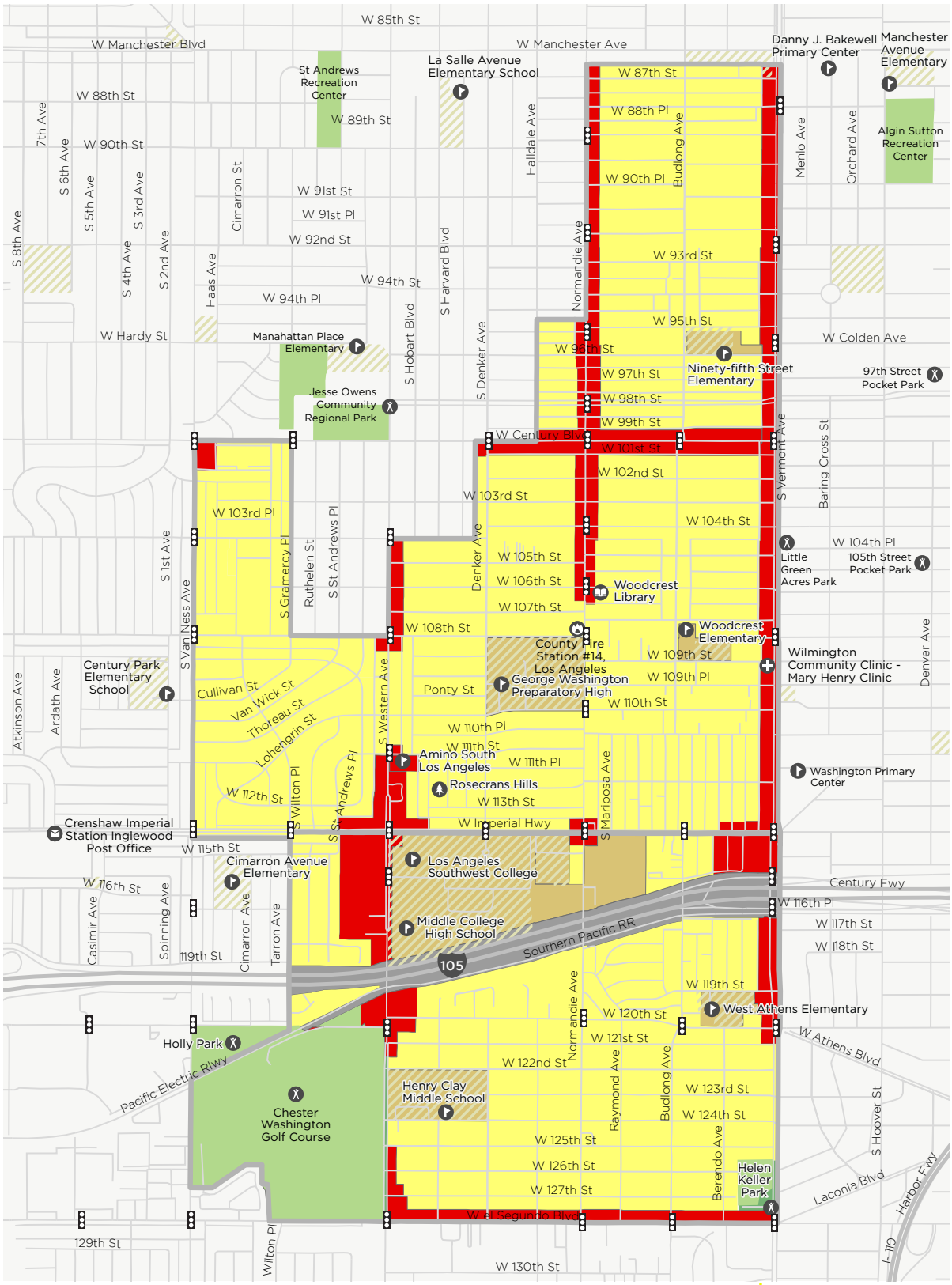
	Percent in Westmont/ West Athens	Percent in Los Angeles County
Education		
Less than high school diploma	30.5	21.4
High school graduate, GED or alternative	28.3	20.5
Some college or Associate's degree	31.1	26.5
Bachelor's degree or higher	10.2	26.5
Poverty		
Persons in Poverty	33.0	18.7
Children in Poverty	53.5	29.5
Age		
Under 18 Years	29.1	23.2
18-64 Years	62.0	64.9
65 and Older	8.9	11.9
Race/Ethnicity		
Hispanic or Latino	50.6	48.4
White (Non-Hispanic)	1.2	26.6
American Indian and Alaska Native	0.4	0.7
Asian	0.5	15.0
Black or African American(Non-Hispanic)	46.0	8.7
Other	1.7	1.3

Source: American Community Survey, 5-year 2010-2014

Land Use

Land use and urban design policies impact residents' health and physical activity levels. As one of the densest communities in Los Angeles County, the majority (64 percent) of land use in Westmont/West Athens is designated as residential, while only 30 percent is commercial. Figure 9-1 shows land uses in Westmont/West Athens. In Westmont/West Athens, a diversity of uses like convenience stores, retail shops, restaurants, schools, churches and park space are within walking distance (one-quarter mile) of the residential areas.

Figure 9-1: Westmont/West Athens Zoning Map



DATA SOURCE: WEST ATHENS/WESTMONT COMMUNITY PLAN, DEPARTMENT OF REGIONAL PLANNING, 2011

MILES 0 0.2 0.4

LAND USE

DESTINATIONS
- SCHOOL
- LIBRARY
- POST OFFICE
- HOSPITAL
- FIRE STATION
- PARK/RECREATION

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL

LAND USES
- PARKS/OPEN SPACE
- RESIDENTIAL
- PUBLIC/QUASI PUBLIC USE
- COMMERCIAL
- EDUCATION FACILITIES

Park Access

Park access evaluates the distribution of park land within Westmont/West Athens and whether residents can easily access it. The closer a person lives to a park, the more likely it is that they will visit it regularly. Most pedestrians are willing to walk one half-mile (approximately ten minutes of walking), to access a destination.[1]

The County's General Plan includes a goal to provide four acres of local parkland per 1,000 residents. Currently Westmont/West Athens has just 0.2 acres of park space per 1,000 people, and 74 percent of residents do not live within a half-mile walk of a park (Figure 9-2).[2]

Westmont/West Athens' single park, Helen Keller Park, is almost seven acres and provides recreational and open space amenities in the south-eastern portion of the community.

Additionally, two new parks are planned for development. A pocket park is planned for a vacant lot at Normandie Avenue and 95th Street. Community members envision this park will be an active space that is buffered from adjacent streets. At Woodcrest Library, an activity plaza is in development.

Algin Sutton Park, Holly Park, and Jessie Owens Park (located in adjacent communities) are technically within walking distance of Westmont/West Athens. However, these parks are separated from Westmont/West Athens by major roadways and are not easily accessible by Westmont/West Athens residents. Further, the perceived and actual crime and presence of gangs may prevent residents from walking to these parks.

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1 Department of Parks and Recreation. Westmont/West Athens Park Needs Assessment. 2016.

2 The distance from each household in Westmont/West Athens to the access points of all adjacent parks was calculated along the walkable road/ pedestrian network rather than "as the crow flies." Since pedestrians cannot safely or legally walk on highways or freeways, this method takes these barriers into consideration and results in a more accurate assessment of the distance a pedestrian would need to cover to reach a park. Source: Department of Parks and Recreation. Westmont/West Athens Park Needs Assessment. 2016.

Figure 9-2: Westmont/West Athens Park Access

DATA SOURCE: PARK NEEDS ASSESSMENT, DEPARTMENT OF PARKS AND RECREATION, 2016

0 0.2 0.4 MILES

PARK ACCESS

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- PARK
- HEALTHCARE
- FIRE STATION
- POST OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

PARK ACCESS

- WALKABLE AREA, ONE-HALF MILE FROM PARK

Health

Understanding which health issues and behaviors are prevalent in Westmont/West Athens can help decision-makers target appropriate pedestrian interventions.[1] For both Westmont/West Athens and Los Angeles County, heart disease and cancer are the two leading causes of death. Both of these diseases are highly correlated with diet, physical activity, exposure to toxins (tobacco and pollution), and stress. Life expectancy at birth for Westmont/West Athens residents is 72.4 years, nearly eight years less than the county average of 80.3 years. Homicide is a public health issue for young adult men (ages 17-25) in Westmont/West Athens in particular.[2] Homicide is the second leading cause of premature death in the South Bay region of the county.[3]

Ten percent of adults self-reported psychological stress in Westmont/West Athens, which is slightly higher than the county average of eight percent. Westmont/West Athens is ranked in the bottom half of unincorporated communities for adult and child obesity rates. Adult obesity is almost 42 percent higher than in the county as a whole. Overweight children are also more prevalent in Westmont/West Athens than in the county. In fact, Westmont/West Athens has one of the highest rates of overweight and obese teens in the state.[4] Childhood asthma rates in Westmont/West Athens are 13.9 percent, which is close to the same levels as the county.

Only 19.8 percent of Westmont/West Athens adults walk the recommended length of 150 minutes per week, compared with 34.1 percent of adults countywide. Youth in Westmont/West Athens actually have a slightly higher level of regular physical activity (21 percent) compared with the county as a whole (18.9 percent).[5] Approximately 6.6 percent adults in Westmont/West Athens have a disability.

All factors combined, Westmont/West Athens qualifies as a disadvantaged community on common statewide indicators, which considers median household income, participation in the National School Lunch Program, pollution burden, and other health determinants.[6] Based on these indicators, Westmont/West Athens may receive funding prioritization from the Caltrans Active Transportation Program and potentially other funding sources. Health data for Westmont/West Athens is shown in Tables 9-2 and 9-3.

1 This plan uses health data at the zip code level when necessary. Westmont/West Athens is in zip code 90044 and 90047.

2 Mortality in Los Angeles County 2012 Leading Causes of Death and Premature Death with Trends for 2003-2012. County of Los Angeles Dept. of Public Health.

3 Mortality in Los Angeles County 2012: Leading Causes of Death and Premature Death with Trends for 2003-2012. (2012). Los Angeles County Department of Public Health. http://publichealth.lacounty.gov/dca/data/documents/mortalityrpt12.pdf.

4 Adults with a body mass index greater than or equal to 30.0 are considered obese. Children 2-11 whose combination of weight, sex, and age ranks higher than the CDC's 2001 95th percentile are considered obese, as are children 12-17 who ranked higher than the CDC's 2010 85th percentile for body mass index. Source: California Health Interview Survey, Neighborhood Edition, 2014.

5 Regular physical activity for children between 5 and 17 is defined as "at least 60 minutes of physical activity daily in the past week, excluding physical education." Source: California Health Interview Survey, Neighborhood Edition, 2014. The Centers for Disease Control and Prevention (CDC) recommends that adults do at least 150 minutes per week of moderate-intensity activity "for substantial health benefits." Source: CDC, 2008 Physical Activity Guidelines for Americans.

6 These indicators include CalEnviroScreen 2.0, National School Lunch Program Free and Reduced Lunch Program participation, median household income, and the Healthy Places Index, produced by the Public Health Alliance of Southern California.

Table 9-2: Westmont/West Athens Causes of Death

(Selected) Causes of Death Death rate (per 100,000 population)	Percent in Westmont/ West Athens	Percent in Los Angeles County
Heart Disease	26.7	26.9
Cancer	23.4	24.2

Table 9-3: Westmont/West Athens Health Indicators

	Percent in Westmont/ West Athens	Percent in Los Angeles County
Serious Psychological Distress (Adults age 18 years +)	10.2	8.0
Obesity		
Children overweight for age (2-11)	15	12.4
Teens overweight or obese (12-17)	48.3	37.9
Adult obesity	36.7	25.9
Physical Activity		
Regular physical activity (ages 5-17)	21.0	18.9
Walked at least 150 minutes (age 18+)	19.8	34.1
Respiratory Illness		
Children ages 0-17 years ever diagnosed with asthma	13.9	13.1
Adults (18 years plus) ever diagnosed with asthma	10.9	12.6
Disability		
With a Disability, under age 65	6.6	6.0

Sources: California Health Interview Survey, Neighborhood Edition, 2014; American Community Survey, 5-year estimate 2010-2014

PREVIOUS PLANS AND PROJECTS

This Plan builds on numerous Westmont/West Athens planning efforts

An overview of existing countywide plans can be found in Chapter 1, and more details are listed in Appendix A.

West Athens/Westmont Community Plan (1990)

The West Athens/Westmont Community Plan is a component of the Los Angeles County General Plan, and establishes a framework of goals, policies, and programs to guide the pattern, density, and character of development in the community.

Vermont Green Line Station TOD Technical Assistance Panel Report (2010)

This report analyzes existing conditions and provides recommendations for developing the Vermont Avenue I-105 freeway overpass and the Vermont/Athens Station into a plaza, reducing the excessively wide center median, and expanding the sidewalks to link the community north and south of the freeway. The study proposes intersection projects for pedestrian and bicycle access at multiple locations across the community.

LA County TOD Access Study (2015)

This study assesses station access capacity and needs within nine proposed Transit Oriented Districts throughout the county. It includes recommendations for enhancing multiple intersections in Westmont/West Athens. Projects are recommended along Vermont Avenue at 110th Street, 112th Street, Imperial Highway, I-105, and 120th Street. Projects include continental crosswalks, advance yield markings, and curb extensions. As of this writing, there are currently 11 such planning districts identified in the TOD program.

West Athens/Westmont Community Parks and Recreation Plan (2016)

The plan provides a vision and road-map for a greener and safer Westmont/West Athens, including a more extensive network of publicly- accessible green spaces and recreational facilities, as well as environmental enhancement projects. Recommendations include pocket parklets on Normandie Avenue and a new park at Woodcrest Library.

COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (DPH), the Los Angeles Neighborhood Initiative (LANI) led outreach efforts to gather community input for the development of the Westmont/West Athens Community Pedestrian Plan. The community outreach strategy was developed based on the Plan's goals, as well as an understanding of community-identified issues.

Outreach was conducted in two phases. The first phase was to understand barriers and opportunities for walking in Westmont/West Athens. The second phase of outreach was to have community stakeholders respond to the preliminary Draft Plan and provide additional input on needed pedestrian projects. These efforts took place between August 2016 and December 2017, and included attending existing meetings held by community organizations, schools and neighborhood groups; tabling at community events; focus groups; stakeholder interviews; surveys; two community workshops; community data collection activities; and community walks. A summary of the outreach activities and key findings on barriers to walking in the community and desired pedestrian facilities, amenities, and programs is provided below.

Community Advisory Committee

A Community Advisory Committee (CAC) was formed at the start of the project to provide guidance to LANI and DPH on community engagement efforts and inform the planning process. The CAC also provided advice on community priorities and preferences. Youth, senior, local business, faith-based, parent, homeowner, renter, and other community representatives participated in the CAC. Additionally, the CAC meetings provided members with opportunities to learn about community data collection methods, County processes, and the connection between walkability, public health, public safety, and advocacy. The CAC met a total of eight times throughout the Westmont/West Athens Community Pedestrian Plan process.

Community Collaboration

To maximize community participation, the project team reached out to existing community organizations and groups to learn about their work and identify meetings and events that community members already regularly attend or participate in. This enabled the project team to reach stakeholders where they already convene. This also

helped the team identify specific populations in the community with which to host focus groups and stakeholder interviews to better understand concerns and opportunities for walking in the community.

At each existing meeting, participants were asked to identify challenges to walking in Westmont/West Athens on a large scale map. Participants identified locations where crossing the street was an issue, streets and intersections where crime and violence concerns presented barriers to walking, and a need for pedestrian-scale lighting. Lastly, many community representatives expressed the need to slow down drivers and provide lighting at crossings.

Community leaders identify key walking issues and opportunities at a CAC meeting in Westmont/West Athens

Community groups engaged in the development of the Pedestrian Plan included:

- Westmont West Athens Task-force
- Southwest Community Association
- Los Angeles Southwest Community College
- Best Start West Athens
- West Athens Victory Gardeners
- Westmont West Athens Community Action for Peace
- Encanto Court Senior Group
- Youth group at Washington Preparatory High School
- Youth group at Duke Ellington High School
- Parent group at West Athens Elementary School

Stakeholder interviews were conducted with a parent coordinator at Woodcrest Elementary, and with the Southwest Community Association.

Community Events

Project staff identified numerous existing community events that provided an opportunity to reach stakeholders who may not typically attend County workshops. At each event, stakeholders provided input on a map of Westmont/ West Athens, identifying barriers and challenges to walking. Education was also provided to stakeholders on the types of pedestrian infrastructure projects that could address the identified issues. Community events the project team attended included:

- Mark Ridley-Thomas Thomas Tree Planting Event
- West Athens Victory Garden Holiday Event
- Parks After Dark at Helen Keller Park
- Westmont/West Athens Unity Summit
- I'm a Movement not a Monument Toy Giveaway Event
- Art installation unveiling at Woodcrest Library
- Casa Honduras Facade Improvement Project

Stakeholders were encouraged to complete a survey on their current walking habits, concerns, and desired projects. DPH and LANI collected a total of 234 surveys. The surveys were available in English and Spanish. Respondents identified obstacles on sidewalks, fear of theft or robbery, fear of physical violence, and lack of street lights as their primary challenges faced while walking in Westmont/West Athens. Respondents indicated that they would feel safer walking with additional street lighting, more community policing, and more marked street crossings, and would walk more often with slower/safer drivers, more trees/ shade along sidewalks, good lighting, and better accessibility.

Community members on a walk audit in Westmont/ West Athens

Community Data Collection

To further integrate the community in the planning process, project staff trained community residents in data collection methods such as walk audits. Walk audits allowed Westmont/West Athens community members to further shape the proposed projects in the Plan. A walk audit is an unbiased evaluation of the walking environment, and its general purpose is to analyze the safety, accessibility, comfort, and convenience of the walking environment. In addition to identifying problem areas, an audit can be used to identify potential alternatives or solutions such as engineering treatments, policy changes, or education and enforcement measures.

The project team conducted two walk audits in February and March 2017, with a total of 11 community participants. Prior to each walk audit, training was provided to residents. After the training, participants split into teams of two and were assigned a specific corridor to conduct the walk audit on. After each team finished their audit, participants regrouped to debrief about issues they noticed and data that they gathered along the corridor. The corridors included in the walk audit were identified by community members through feedback received from surveys, community events, and CAC meetings. The information collected from this activity is included in the Existing Pedestrian Facilities section of this chapter.

Community Workshop 1

The Department of Public Health and the Department of Regional Planning (DRP) co-hosted an evening workshop on October 6, 2016. Twenty-one community members attended the workshop at Helen Keller Park. The joint workshop provided information and solicited input from stakeholders for the Westmont/West Athens Community Pedestrian Plan and the Connect Southwest LA Transit Oriented Development Specific Plan. During the workshop, attendees were divided into groups for facilitated discussions on three topic areas: existing barriers to walkability, pedestrian projects, and priority intersections.

ACTIVITY #1 GROUP DISCUSSION ON BARRIERS TO WALKING

Using a large-scale map of the community as a visual prompt, facilitators asked participants to provide input on barriers to walking and specific locations of these issues when applicable. Input was recorded on the maps, as well as on chart paper. Participants were also provided with post-it notes to record their own input and attach to the map or chart paper.

Concerns and opportunities included:

- Speeding on Vermont Avenue, 120th Street, El Segundo Boulevard, Imperial Highway, and Western Avenue
- Need for pedestrian-scale lighting on Denker Avenue, Raymond Avenue, Budlong Avenue, Vermont Avenue, and Western Avenue
- Crossing enhancements at various intersections, including:
  - Crosswalks at Normandie Avenue/112th Street
  - Longer pedestrian crossing times at Imperial Highway/Vermont Avenue
  - A crossing guard at 120th Street/ Vermont Avenue

Community members identify key issues and opportunities at Workshop 1 in Westmont/West Athens

ACTIVITY #2 PRIORITY FACILITY TYPES

Participants were provided five green dot stickers and asked to apply them to a board displaying various types of pedestrian infrastructure projects, to indicate their preferred pedestrian facilities. The top facilities the community supported were:

- Pedestrian-scale lighting
- Shared-use paths
- Street trees
- Countdown pedestrian signals
- Traffic calming measures
- Continental crosswalks

ACTIVITY #3 PRIORITY LOCATIONS FOR PROJECTS

Participants were provided three blue dot stickers and asked to identify their priority locations for pedestrian projects on a large-scale map of Westmont/West Athens.

Top priority locations were:

- Vermont Avenue/Imperial Highway
- Vermont Avenue/Southern Pacific Rail Corridor
- Vermont Avenue/116th Street
- Western Avenue/108th Street
- Western Avenue/Imperial Highway
- Vermont Avenue/120th Street

Other locations identified included:

- Vermont Avenue at 108th Street and El Segundo Boulevard
- Normandie Avenue at 120th Street, 112th Street, and 124th Street
- Denker Avenue at Imperial Highway and at 111th Street
- Western Avenue at 120th Street
- Budlong Avenue at 87th Street and 110th Street
- 110th Street at Western Avenue and Hobart Avenue
- 122nd Street at Western Avenue and Halldale Avenue

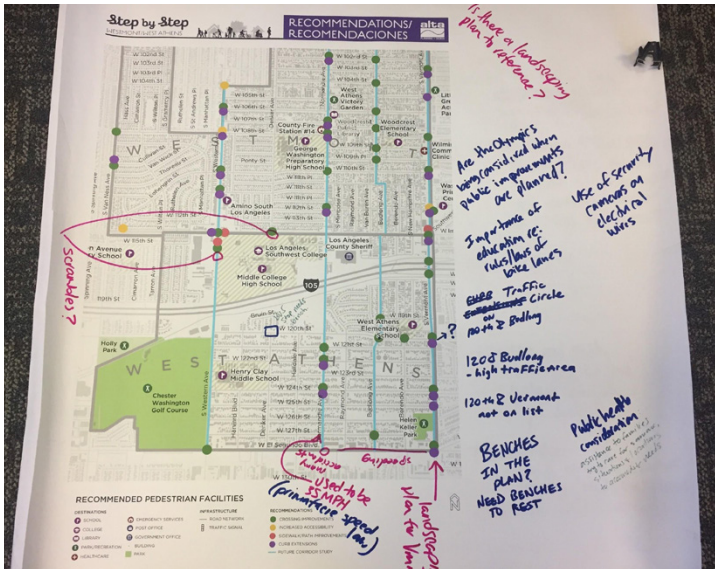
Community Workshop 2

On September 27, 2017, Public Health and Public Works co-hosted a second community workshop to provide information and gather feedback about the preliminary draft Westmont/West Athens Community Pedestrian Plan. The workshop also included a presentation of information on upcoming pedestrian and bikeway projects being implemented by Public Works. Nineteen community members attended the workshop, which was held at the South Los Angeles Sheriff Station.

Following staff presentations, participants were asked to visit four stations to learn about and provide feedback on the proposed program, policy, and infrastructure projects made in the Plan. Each attendee was provided a 'passport' and feedback worksheet at the start of the meeting. At each station, participants received a stamp on the passport, and once the passport and feedback worksheet were complete, participants were given a raffle ticket for a chance to win a refurbished bicycle.

Comments received at the stations and from the feedback worksheet identified the community's desire for:

- More pedestrian education programs
- Reduced speeds on Imperial Highway
- Increased pedestrian lighting in the area
- Pedestrian scramble on 120th Street/ Vermont Avenue and Imperial Highway/ Western Avenue
- More benches and trash cans
- Culturally-relevant wayfinding signage



Community input on infrastructure projects at Workshop 2 in Westmont/West Athens

Demonstration Event

On April 24, 2018, the Public Health, in collaboration with Public Works, hosted a demonstration event at the intersection of 110th Street and Denker Avenue to gather feedback on a revised draft of the Westmont/West Athens Community Pedestrian Plan and some of its proposed projects.

A demonstration event is a temporary reconfiguration of the roadway that allows for residents to participate, get informed, and provide input on changes to the roadway that occur in their community. The County demonstrated bulb outs on all four sides of the intersection and a high visibility crosswalk on the east leg of the intersection. Approximately 50-75 people were intercepted, including students from Duke Ellington High School and Washington Prep High School, patrons of the adjacent clinic (Washington Prep Wellness Center Clinic), members of the Westmont Community Task Force, and motorists that stopped at the intersection or pulled over to ask questions.

Stakeholders were asked to express whether or not they were in support of the proposed projects using stickers with happy and sad faces; of the feedback collected, there were 29 happy faces and no sad faces.

County staff also used this event as an opportunity to inform residents of the Westmont/West Athens Pedestrian Plan, and the array of upcoming active transportation projects that will be implemented in the community of Westmont/West Athens. Stakeholders provided input on additional projects and garnered support for the projects identified in this plan; as in the previous workshop, participants received a raffle ticket for a chance to win a bicycle.

The County demonstrated a roadway reconfiguration, bulb outs, and high-visibility crosswalks in Westmont/West Athens

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

One major objective of any pedestrian investment is to increase the attractiveness and convenience of walking. To understand current levels of walking in Westmont/West Athens, the County looked at statistics about commuting and car ownership, and conducted a walk audit.

The number of vehicles in a household may impact reliance on transit use or ones' decision to walk for their commute. Compared to the county, both West Athens (30.4 percent) and Westmont (38.9 percent) have higher proportions of commuters who do not have access to a car, or only have access to one car in their household. Westmont commuters in particular may be significantly reliant on other modes of travel.

Where residents and visitors are traveling is critical in understanding local mobility patterns. Westmont/West Athens residents commute by walking far less than the Los Angeles County average (1.0 percent in Westmont and 0.2 percent in West Athens vs. 2.9 percent countywide), however the number of Westmont/West Athens commuters who take public transit to work is higher than the county average (15 percent in Westmont, 11 percent in West Athens, and only 7 percent in Los Angeles County). It is likely that a majority of these transit riders walk to numerous bus stops or rail stations in their community (see map in Appendix B).[1] Overall, more people commute in Westmont by walking and by using public transit, while more people in West Athens carpool than in Westmont (16 percent versus 9 percent).

Automatic machine pedestrian counts were conducted at 16 locations in Westmont/West Athens for two, two-week periods in April and May 2016 to help measure trends in facility use, put collision data in context, and observe pedestrian behaviors. The counts in Table 9-4 show us what pedestrian activity looks like in this community at these locations. Though count data is also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals, counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in Westmont/West Athens may seem low in another community.

1 Based on Metro 2016 Quality of Life Report, 86 percent of bus riders and 68 percent of rail riders in Los Angeles County access transit by walking.

From the analysis, peak pedestrian activity tends to occur in the afternoon hours during weekdays. Locations on east-west corridors encounter less volumes and pedestrian to vehicle traffic ratios compared to north-south corridors. This is particularly true for volumes on El Segundo Boulevard and Century Boulevard. A summary of the data may be found in Table 9-4. More details on pedestrian counts can be found in Appendix C.

MOTOR VEHICLE VOLUMES

Westmont/West Athens experiences heavy traffic congestion community-wide due to its proximity to the I-105 and I-110 freeways. Normandie Avenue, Vermont Avenue, Western Avenue, Century Boulevard, El Segundo Boulevard, and Imperial Highway carry most of the traffic that runs through the communities. All of the corridors have two-way left turn lanes in the center of the

Table 9-4: Westmont/West Athens Pedestrian Counts Summary

Location	Pedestrian Average Daily Traffic	Peak Day of Week
Western Avenue, south of 106th Street	807	Friday
120th Street, east of Western Avenue	459	Wednesday
Century Boulevard, east of Denker Avenue	67	Monday
Century Boulevard, west of Normandie Avenue	126	Thursday
Normandie Avenue, north of 97th Street (traveling west)	996	Saturday
Normandie Avenue, north of 97th Street (traveling east)	262	Sunday
Normandie Avenue, north of 107th Street	336	Thursday
Normandie Avenue, north of 108th Street	198	Tuesday
El Segundo Boulevard, west of Budlong Avenue	67	Thursday
El Segundo Boulevard, east of Budlong Avenue	212	Monday
Imperial Highway, west of New Hampshire	183	Sunday
Imperial Highway, west of Vermont Avenue	779	Tuesday
Vermont Avenue, south of Manchester Street	1196	Saturday
Vermont Avenue, south of 88th Street	978	Wednesday
Vermont Avenue, north of 104th Street	351	Monday
Vermont Avenue, south of 104th Street	499	Monday

Source: Los Angeles County, 10/2016 – 11/2016

roadway, except for Vermont Avenue, which has a landscaped median in the center which limits left turns.

MOTOR VEHICLE SPEEDS

Throughout Westmont/West Athens, the posted vehicle speed is generally 25 to 35 mph, with speed limits on major streets ranging from 45 mph (Century Boulevard), 40 mph (El Segundo Boulevard, Imperial Highway, and Western Ave), and 35 mph (Vermont Avenue). During field observations, the project team noted higher prevailing speeds in many locations along major streets.

Challenges to Walking

This section examines past pedestrian collisions to better understand factors that lead to collisions, in addition to reported nuisances and crime that can act as additional challenges to walking in Westmont/West Athens.

COLLISIONS

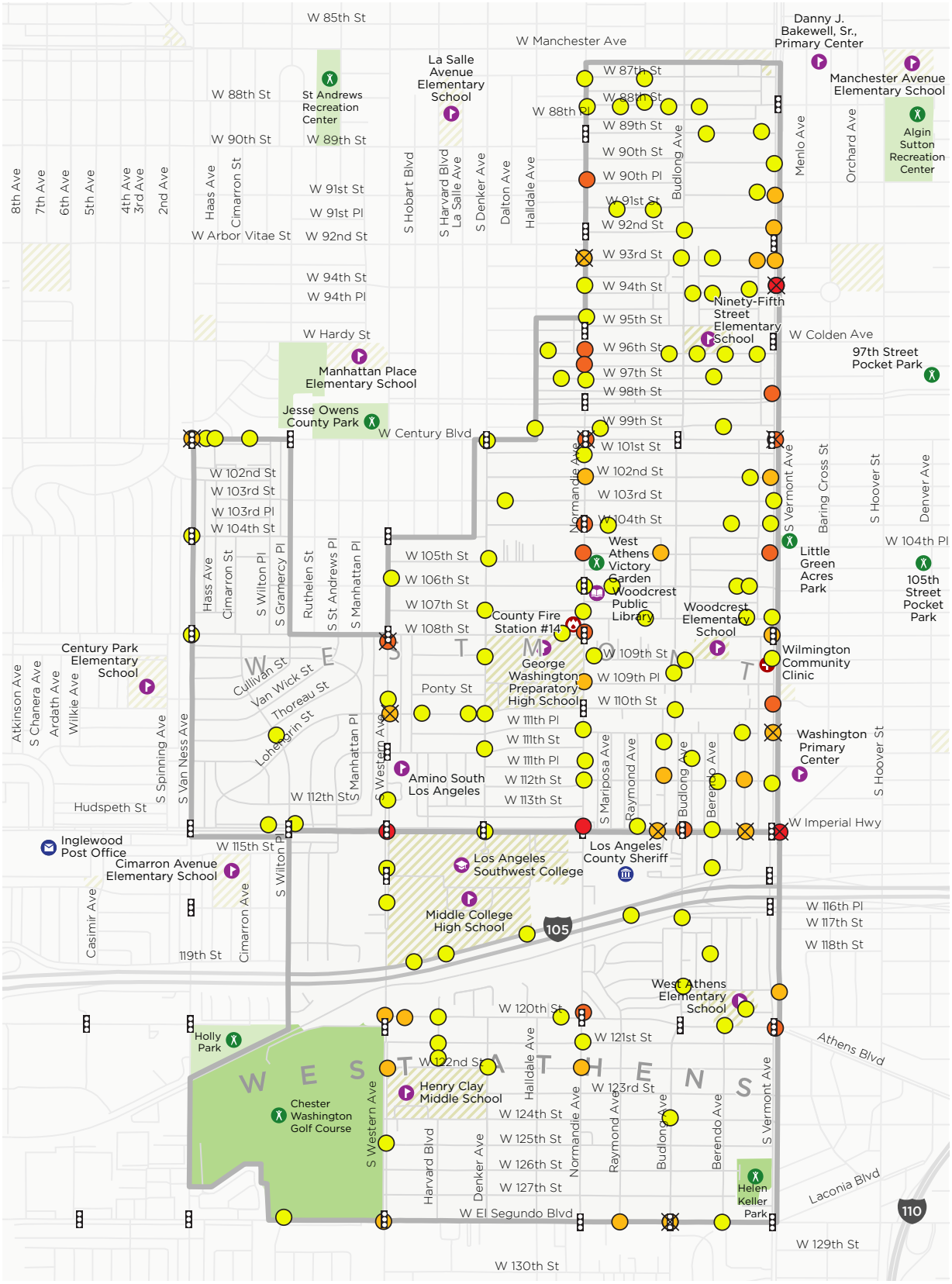
Between 2009 and 2016, there were 240 total pedestrian-involved collisions in Westmont/West Athens.[1] The highest concentration of these collisions occurred on Vermont Avenue (54), Normandie Avenue (52), Imperial Highway (32), Western Avenue (28), and 120th Street (15) (Figure 9-3).

The highest percentage of pedestrian-involved collisions occurred during nighttime hours (8PM - 6AM) (42 percent). The largest proportion of those involved in collisions (39 percent) were under 18 years old. Age groups 45 to 54 (15 percent) and 18-24 (12 percent) also had relatively high pedestrian-involved collision rates. The majority of collisions involved either a severe or visible injury (53 percent), and 11 were fatalities.

The largest number of these collisions (45 percent) involved pedestrians who did not follow traffic rules and were found to be at fault for the collision (e.g., crossing mid-block outside of a crosswalk). The second largest percentage involved a motorist that did not yield to a pedestrian who had the legal right-of-way (28 percent). About 25 percent of the Westmont/West Athens pedestrian-involved collisions were classified as 'Hit and Run.' A full collision analysis for Westmont/West Athens can be found in Appendix B.

1 SWITRS, 2016.

Figure 9-3: Map of pedestrian-involved collisions in Westmont/West Athens (2009-2016)



DATA SOURCE: STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (SWITRS) 2009-2016 DATA

PEDESTRIAN-INVOLVED COLLISIONS

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- GOVERNMENT OFFICE
- HEALTHCARE
- EMERGENCY SERVICES
- POST OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

COLLISIONS

- LOCATION WITH FATALITY
- 1
- 2
- 3-4
- 5-9

NUISANCE ACTIVITIES

Nuisances—unwanted, undesirable or illegal uses, can impact the real and perceived safety, comfort and attractiveness of the pedestrian environment (Figure 9-4). In Westmont/West Athens,[1] these activities include:

- **Alcohol retail outlets.** Living within close proximity to a liquor store is associated with negative health outcomes, increased crime and nuisance activities.[2] Approximately 73.8 percent of Westmont/West Athens residents live within a quarter mile walking distance of a liquor store.
- **Illegal dumping.** Illegal dumping creates a negative visual impact that affects the perception of safety and can discourage walking. Illegal dumping incidents are reported throughout Westmont/West Athens but there are high concentrations along Budlong Avenue and 116th Street.

Community members also report that alleyways are problematic in Westmont/West Athens due to occurrences of illicit activities and dumping. Residents can report illegal dumping online and via the County's mobile application, The Works, while illicit activities are reported to the Sheriff's Department.

Alternatively, an alleyway can be closed by gating the public alleyway, which makes access difficult for the Fire Department and utilities, or by vacating the easement and making the alleyway private by moving adjacent property lines. Public Works does not maintain private alleyways. Community members interested in vacating an alleyway need to follow Public Works' process, which involves writing a request letter including a sketch of the area to be vacated, reason for vacation, and signatures from all adjacent property owners.[3]

1 Graffiti, vandalism, and illegal dumping are documented through community requests through the County's online and mobile 211 service. Mapping these requests provides general guidance on the location and prevalence of these issues. However, lower rates of English proficiency, and low civic participation may result in lower service requests from the Westmont/West Athens community. Illegal dumping can be reported on the County's Clean LA website: http://dpw.lacounty.gov/epd/illdump/. Graffiti can be reported at http://dpw.lacounty.gov/itd/dispatch/publicgraffiti/index.cfm?action=report.

2 A study conducted in Los Angeles found that each new liquor store in a neighborhood resulted in an additional three or more assaults per year. Source: The risk of assaultive violence and alcohol availability in Los Angeles County. 1995. American Journal of Public Health. www.ncbi.nlm.nih.gov/pmc/articles/PMC1614881/. Other studies have demonstrated an association between alcohol retail outlets in Los Angeles County and alcohol-related vehicle crashes. Source: Alcohol outlet density and motor vehicle crashes in Los Angeles County cities. 1994. Journal Study of Alcohol. http://www.ncbi.nlm.nih.gov/pubmed/7934052.

3 A full explanation of the vacation process can be found here: https://dpw.lacounty.gov/ldd/lib/fp/Road/How%20to%20Start%20a%20Public%20Easement%20Vacation.pdf

Figure 9-4: Map showing nuisance activities in Westmont/West Athens, 2016

DATA SOURCE: THE WORKS SERVICE REQUESTS, LOS ANGELES COUNTY SHERIFF'S DEPARTMENT, 2016

0 0.2 0.4 MILES

NUISANCES

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- GOVERNMENT OFFICE
- HEALTHCARE
- EMERGENCY SERVICES
- POST OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

NUISANCES

- DUMPING
- LIQUOR STORE

CRIME

Crime and safety are connected with health in several ways. Because fear of crime may impact participation in healthy activities and increase depression, addressing and reducing crime may promote health benefits.

Between January and July 2016, Westmont/West Athens experienced 197 crimes per 10,000 people. Property crimes, which include burglary, theft,[1] grand theft auto, and theft from vehicles, only accounted for a little over half of the crimes reported.

Of 209 communities in Los Angeles County, Westmont/West Athens is ranked 13th for violent crimes per capita. The community's violent crime rate is higher than that of the county, and likely is a factor in deterring people from walking in the community.[2] Violent crimes, which include homicide, rape, aggravated assault, and robbery, accounted for nearly half of crimes committed in Westmont/West Athens.[3][4] Of these violent crimes, 14 were reported as homicides. Most violent crimes reported in Westmont/West Athens between January and July 2016 were concentrated in the north and east portion of the community (Figure 9-5).

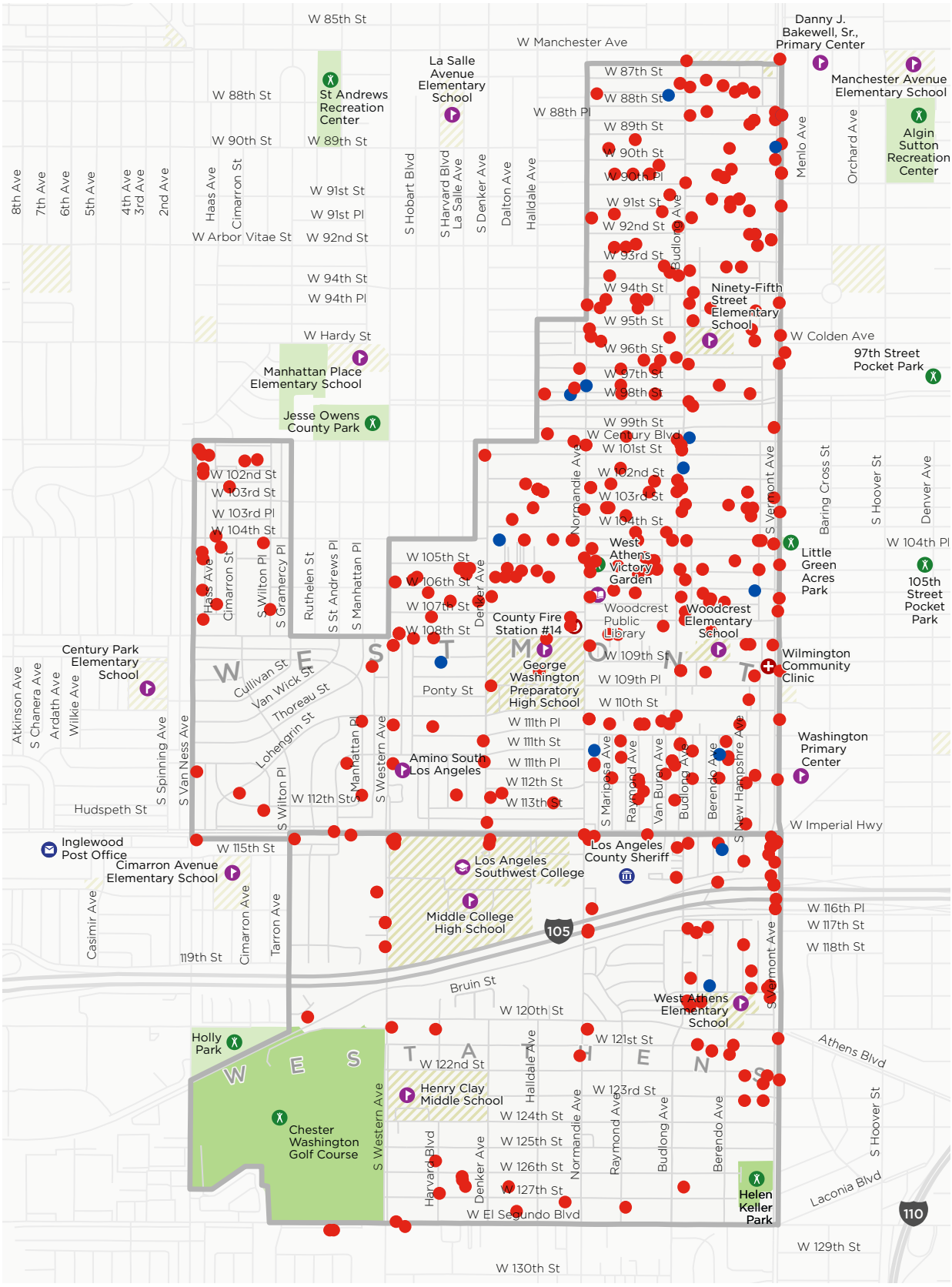
1 Theft is the taking of property that does not involve person-to-person contact. Burglary is the entering of a building or residence with the intention to commit theft, but property is not necessarily stolen. Nancy King Law, 2018.

2 Sheriff's Department, cited in LA Times Mapping LA, August 2016

3 Robbery, in contrast to theft, is a taking of property that involves person-to-person interaction with force, intimidation, and/or coercion. Nancy King Law, 2018.

4 County Sheriff's Department cited by LA Times Mapping, 2016. Crime data was collected for January to July 2016 because that was the most recent available data at the time this Plan was developed.

Figure 9-5: Map showing violent crime in Westmont/West Athens (January – June 2016)



DATA SOURCE: SHERIFF'S DEPARTMENT, CITED ON LA TIMES MAPPING LA, AUGUST 2016

0 0.2 0.4 MILES

CRIME

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- HEALTHCARE
- EMERGENCY SERVICES
- POST OFFICE
- GOVERNMENT OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK

CRIME

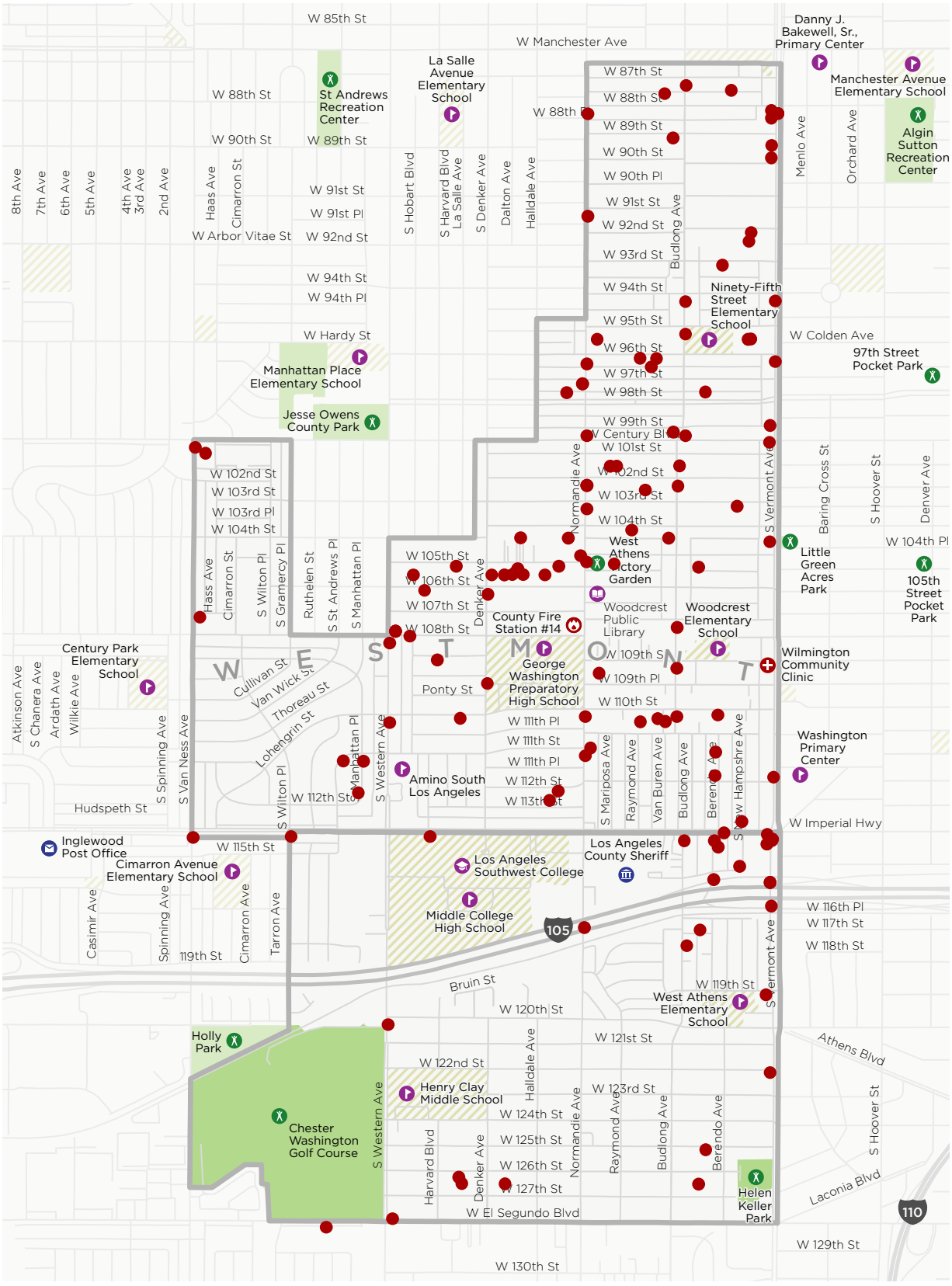
- HOMICIDE
- ALL OTHER VIOLENT CRIMES

GANG ACTIVITY

In 2016, there were 112 documented instances of gang-related crime in the community (Figure 9-6). Los Angeles County leads the nation in gang crime, with more than 1,000 gangs and 80,000 gang members countywide, which means a significant number of Los Angeles County students are exposed to chronic gang violence and increased levels of stress.[1]

1 Best and Promising Practices to Address Violence and Personal Safety in Safe Routes to School Programs. Urban Peace Institute. 2015.

Figure 9-6: Map showing crime related to gang activity in Westmont/West Athens (January – June 2016)



DATA SOURCE: LA COUNTY SHERIFF'S DEPARTMENT, CITED ON LA TIMES MAPPING LA, AUGUST 2016

0 0.2 0.4 MILES

GANG ACTIVITY

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- HEALTHCARE
- EMERGENCY SERVICES
- POST OFFICE
- GOVERNMENT OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK

GANG ACTIVITY

- GANG-RELATED CRIME

EXISTING PEDESTRIAN FACILITIES

This section examines existing pedestrian facilities, identifying opportunities for enhancement in Westmont/West Athens. These opportunities are recorded in Figure 9-7 and Figure 9-8, including sidewalks, crosswalks, curb radii, traffic signals, and lighting conditions.

Sidewalks and Alleyways

Residential streets within Westmont/West Athens generally have four to five feet of sidewalk available for pedestrian use, while major and minor streets generally have six-foot sidewalks. In many instances, sidewalks on highways have pedestrian clear zones of less than six feet due to obstructions like hydrants, bus stops, utilities, and benches.

There are opportunities to enhance maintenance on both residential streets and major corridors – streets such as Vermont Avenue have tree roots that have damaged the sidewalk creating a pathway that is difficult to navigate with a wheelchair or other mobility devices. Some segments of Western Avenue and Vermont Avenue have no sidewalks on one side of the road.

Overall, the sidewalks in the Westmont/West Athens area have large trees and are often narrow (i.e., less than four feet wide). For example, the pedestrian infrastructure along Normandie Avenue and Century Boulevard share all of these characteristics. Also, drivers entering or exiting commercial driveways were observed not yielding to pedestrians. Consolidating commercial driveway entrances along commercial roadways could create less points of conflict between pedestrians and motorists.

Community members also report that alleyways are problematic in Westmont/West Athens due to crumbling, uneven pavement. Residents can report maintenance issues to the County's mobile application, The Works. Public Works has a set road resurfacing schedule, including alleyways, where the roadways with the worst condition are prioritized.[1]

1 More information about Public Works' pavement management process can be found here: http://dpw.lacounty.gov/gmed/lacroads/Pm.aspx

Crosswalks

Marked crosswalks exist at select locations in Westmont/West Athens, typically at intersections along major streets. There are many locations in Westmont/West Athens with crossing challenges, which means one or more of the following conditions exist: faded crosswalk striping, challenges with visibility of pedestrians in crosswalks, or unmarked crosswalks. In residential areas, on-street parking shortens the ability for cars to see pedestrians crossing at numerous unmarked crosswalks.

Many intersections in Westmont/West Athens have unmarked crosswalks on some or all legs. This can create inconveniences for pedestrians, leading them to travel greater distances to get across the street. The project team also observed multiple drivers that failed to yield to pedestrians at several unsignalized crossings along five major corridors: Century Boulevard, Imperial Highway, El Segundo Boulevard, Western Avenue, and Vermont Avenue (Figure 9-8).

Curb Ramps and Radii

Curb ramps are located in the center of the curb radius throughout the Westmont/West Athens community. Like most urban environments, a curb radii of 15 feet is typical in Westmont/West Athens. However, there are locations where greater radii exist. For example, the curb radii at the western corners of 112th Street and Normandie Boulevard are much larger due to 112th Street's curved road alignment. Larger radii assist cars making right turns by allowing cars to

Unsignalized crosswalk at the intersection of Vermont Avenue and 94th Street, where the project team observed motorists not yielding to pedestrians

have faster turning speeds. These higher speeds increase the severity of impact if there were to be a collision. Larger curb radii also set back the curb ramp, thus requiring greater right-of-way and increasing a pedestrian's crossing distance.

Traffic Signals

Most major intersections in Westmont/West Athens are controlled by traffic signals. Pedestrian movement at intersections is controlled by pedestrian signal heads.[1] Typically, pedestrians request the walk phase of the signal by pressing a push button.

Lighting

Lighting at crosswalks and intersections meets state regulations throughout Westmont/West Athens; however many community members have expressed dissatisfaction with lighting along sidewalks. Limited lighting along sidewalks can increase fear about the perception of personal safety, and discourage pedestrian activity. Community members have identified a particular need for pedestrian-scale lighting on Western Avenue and Budlong Avenue.

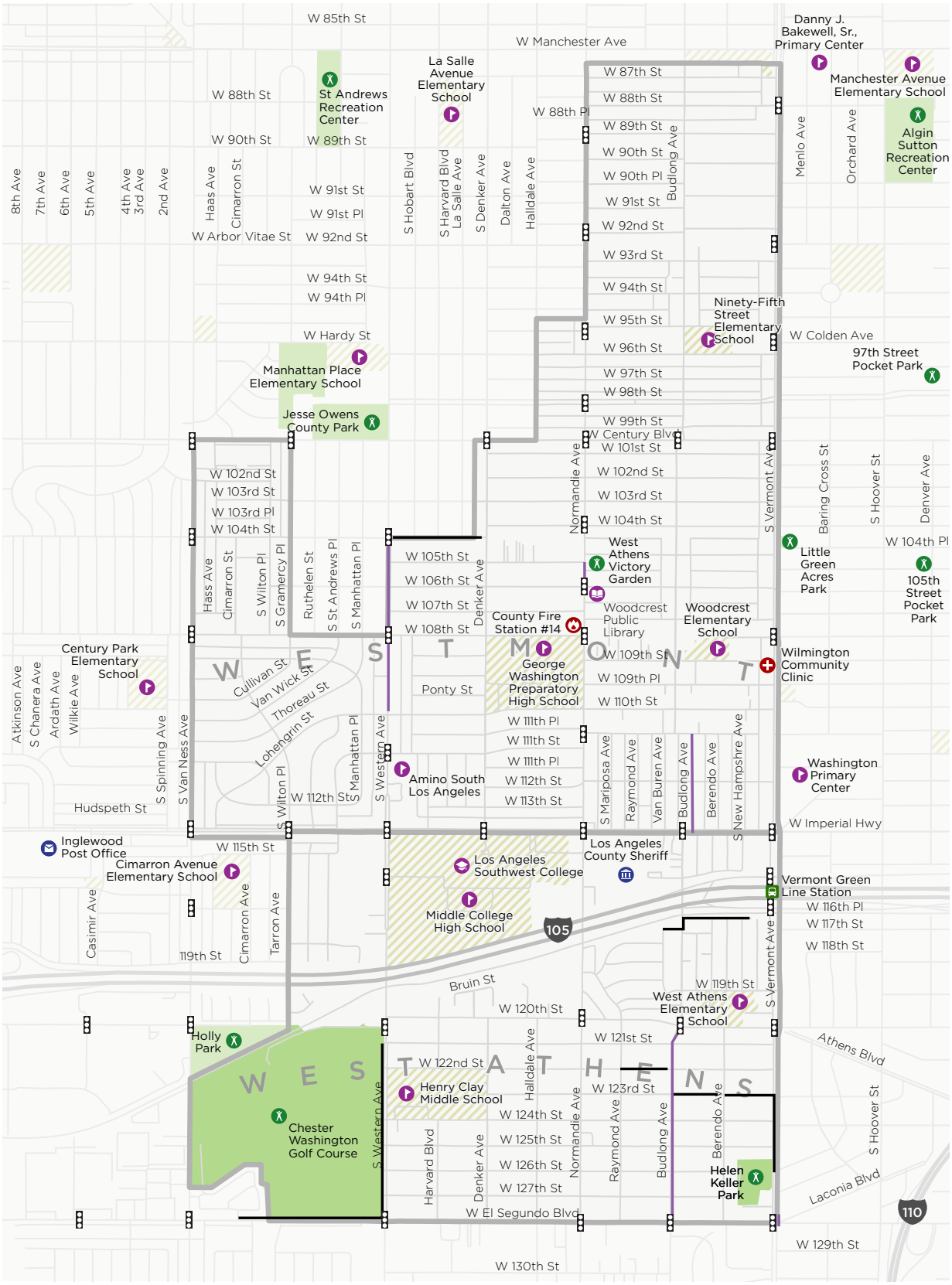
Tree Canopy

Tree canopy can make walking feel safer and more pleasant, can address heat islands, beautify the community, and increase overall quality of life. Westmont/West Athens is ranked in the lowest 15th percentile for tree canopy coverage.[2] The northern and eastern portion of Westmont/West Athens has the least tree canopy coverage relative to population, with over 80 percent of the census-weighted population lacking canopy coverage. Tree canopy coverage in the southern and eastern portion is at approximately 50 percent.

1 A signal head is an assembly of one or more signal faces together with the associated signal housings. A pedestrian signal head is a signal head, which contains the symbols WALKING PERSON (symbolizing WALK) and UPRAISED HAND (symbolizing DONT WALK), that is installed to direct pedestrian traffic at a traffic control signal.

2 Public Health Alliance's Healthy Places Index, 2016

Figure 9-7: Map of walk audit observations related to sidewalks and paths in Westmont/West Athens



WALK AUDIT OBSERVATIONS IN WESTMONT/WEST ATHENS

SIDEWALKS

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- METRO GREEN LINE STATION
- EMERGENCY SERVICES
- POST OFFICE
- GOVERNMENT OFFICE
- HEALTHCARE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

SIDEWALK OBSERVATIONS

- DISCONTINUOUS SIDEWALK
- LIMITED LIGHTING

Figure 9-8: Map of walk audit observations related to intersections in Westmont/West Athens

WALK AUDIT OBSERVATIONS IN WESTMONT/WEST ATHENS INTERSECTIONS

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- HEALTHCARE
- METRO GREEN LINE STATION
- EMERGENCY SERVICES
- POST OFFICE
- GOVERNMENT OFFICE
- PARK/RECREATION

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

INTERSECTION OBSERVATIONS

- FADED CROSSWALK STRIPING
- VISIBILITY CHALLENGES
- UNMARKED CROSSWALK
- NOT TO CURRENT ADA STANDARDS/ DAMAGED CURB RAMPS

PROPOSED PEDESTRIAN PROJECTS

This section discusses proposed projects for Westmont/West Athens' pedestrian network. In general, the proposed pedestrian projects focus on enhancing safety, comfort, and accessibility for people walking or wheeling in Westmont/West Athens. Proposed projects in Westmont/West Athens (Figure 9-9) include:

- **Corridor Studies:** Potential roadway reconfigurations that could enhance walking conditions and potentially add more green space to the community, but need more extensive study to implement.
- **Crossing Projects:** Facilities that enhance crossing the street at intersections and midblock, including high-visibility crosswalks, advance yield markings, pedestrian-activated warning systems, new traffic signals with pedestrian signal heads, and ADA compliant curb ramps. Any recommendation to stripe a crosswalk (at controlled or uncontrolled locations) should be consistent with the County's Crosswalk Guidelines.
- **Sidewalk/Path Projects:** Facilities that could enhance walking down the street, including adding new or widened sidewalks and evaluating removal or relocation of driveways.
- **Pedestrian Lighting:** Human-scaled lights that provide lighting for people walking in Westmont/West Athens, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 for more information about requesting pedestrian-scale lighting in Westmont/West Athens.

Most proposed projects are concentrated on the community's major roadways: Western Avenue, Vermont Avenue, Normandie Avenue, and Budlong Avenue. These corridors have a history of pedestrian-related collisions, high motor vehicle volumes and speeds, and were identified as priorities during community outreach.

On Western Avenue, the outside lane could be studied for the feasibility of restriping to accommodate a marked parking lane and a bicycle lane where feasible and appropriate. This could help slow vehicle traffic without removing any travel lanes from this busy corridor. Crossing enhancements such as median refuge islands, pedestrian-activated warning systems, pedestrian signals, and continental crosswalks are identified at multiple intersections on Western Avenue to enhance safety where crossing may be difficult. Curb extensions could also enhance

visibility and shorten crossing distances for people walking along Western Avenue. Sidewalk enhancements, such as evaluating whether wide or excess driveways can be removed or relocated, may enhance the safety and comfort of those walking. It is important to note that the County cannot remove or relocate driveways without obtaining property owner approval and confirmation that there are no adverse impacts to the prior planning approval.

Vermont Avenue could be considered for a roadway reconfiguration. Reconfigurations are presented as part of future Bus Rapid Transit plans for Vermont Avenue, and could potentially retain the existing bicycle lane and street parking. Longer-range plans for a potential Metro Red Line subway extension may also reshape Vermont Avenue and should consider the community's vision for multi-modal access and safety as described in this plan. High-visibility crosswalks, advance yield markings, longer pedestrian crossing times, and curb extensions could help enhance crossing conditions along Vermont Avenue. Traffic signals have been proposed at multiple existing crosswalks on Vermont Avenue to enhance crossing the street.

Additionally, the Vermont Green Line Station Transit-Oriented Districts Technical Assistance Panel report (2010) proposes widening sidewalks on the east and west sides of the I-105 overpass to 22 feet, reducing the excessively wide median to link the community north and south of the freeway.[1] Wider sidewalks adjacent to the Vermont/Athens Station entrances would create room to beautify the street and provide amenities for transferring transit riders. It is important to note that further study by Public Works is required to justify uncontrolled crosswalks at Vermont Avenue/89th Street, Vermont Avenue/Athens Station/I-105 Overpass, and Vermont Avenue/110th Street mid-block.

Normandie Avenue could be considered for a roadway reconfiguration, which could help slow traffic and make walking a more appealing option. Additional proposed projects for Normandie Avenue include high-visibility crosswalks, advance yield markings, curb extensions, and traffic signals to enhance safety and comfort.

High-visibility crosswalks are proposed at crossings along Budlong Avenue, which runs north-south near three elementary schools. At multiple intersections along Budlong Avenue, curb extensions are also proposed to enhance visibility of pedestrians. Curb extensions at 89th Street, 92nd Street, 102nd Street, 122nd Street, and Century Boulevard have already been funded and planned for construction as of this writing. Public Works is also planning to install traffic circles, which may help calm traffic and curb speeding, on Budlong Avenue at 88th Street, 110th Street, 124th Street, and 127th Street.

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1 Urban Land Institute, 2010. More information can be found here: https://la.uli.org/wp-content/uploads/sites/26/2011/06/County-of-LA-Planning-Dept-Vermont-Green-Line-Station-2010.pdf

Per community input, a shared-use path has been proposed along the Southern Pacific Rail Corridor, from Van Ness Avenue to Vermont Avenue. Echoing the vision presented in the Westmont/West Athens Community Parks and Recreation Plan, a fitness path has been proposed around Chester Washington Golf Course and a pocket park has been proposed at Normandie Avenue/90th Place.

These proposed projects are detailed in Table 9-5, and are mapped in Figure 9-9. The project list includes estimated costs and prioritization scores for each project. Public Works often applies for grant funding at the corridor level, rather than individual intersections, so the average prioritization score for each corridor is included in the list as well. Chapter 6 provides an overview of how the County will implement these projects, Appendix D contains detailed information on potential funding sources and project prioritization scoring, and Appendix E provides additional information on cost estimates.

Implementation of proposed projects in Westmont/West Athens is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this Plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support.

Table 9-5: Proposed pedestrian projects and cost estimates in Westmont/West Athens

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
98th Street				**Average Corridor Score:**	**60.0**
County	98th Street (Halldale Avenue to Vermont Avenue)	Median	Install shared-use path along the median	$540,000	60.0
110th Street				**Average Corridor Score:**	**65.0**
County	110th Street mid-block (between Denker Avenue and Normandie Avenue)	Mid-block	Install raised/enhanced crossing	$10,000	65.0
Berendo Avenue				**Average Corridor Score:**	**60.0**
County	Berendo Avenue / 120th Street	West leg	Install pedestrian-activated warning system	$80,000	60.0
		Northwest and southwest corners	Install curb extension	$80,000	
Budlong Avenue				**Average Corridor Score:**	**65.0**
County	Budlong Avenue / 88th Street	All	Install traffic circle	$500,000*	60.0
County	Budlong Avenue / 89th Street	All corners	Install curb extension	$160,000*	60.0
County	Budlong Avenue / 92nd Street	Northeast and Northwest corners	Install curb extension	$80,000*	70.0
County	Budlong Avenue / 94th Street	North, east, and west legs	Stripe continental crosswalk	$7,500	65.0
		South leg	Restripe continental crosswalk	$2,500	
County	Budlong Avenue / 95th Street	North, east, and south legs	Restripe as yellow continental crosswalk	$7,500*	60.0
		West leg	Stripe yellow continental crosswalk	$2,500	
County	Budlong Avenue / 96th Street	North, east, and south legs	Restripe as yellow continental crosswalk	$7,500*	70.0
		West leg	Stripe yellow continental crosswalk	$2,500	
County	Budlong Avenue / 98th Street	East leg	Restripe as continental crosswalk	$2,500	55.0
		North, south, and west legs	Stripe yellow continental crosswalk	$7,500	
County	Budlong Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	$10,000*	56.0
		Northeast corner	Remove right-turn slip lane	$60,000*	

**Project is funded and will be implemented by Public Works*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Budlong Avenue / 102nd Street	West leg	Relocate stop bar before beginning curb return	$500*	55.0
		All corners	Install curb extension	$160,000*	
County	Budlong Avenue / 104th Street	West and east legs	Relocate stop bar before beginning curb return	$1,000	60.0
County	Budlong Avenue / 106th Street	East and west legs	Restripe as yellow continental crosswalk	$5,000*	65.0
County	Budlong Avenue / 107th Street	North, south, and east legs	Restripe as yellow continental crosswalk	$7,500*	70.0
		West leg	Stripe yellow continental crosswalk	$2,500	
County	Budlong Avenue / 109th Place	East and west legs	Restripe as yellow continental crosswalk	$5,000*	75.0
County	Budlong Avenue / 109th Street	All legs	Restripe as yellow continental crosswalk	$10,000*	70.0
County	Budlong Avenue / 110th Street	All	Install traffic circle	$500,000*	55.0
County	Budlong Avenue / 112th Street	All corners	Install curb extensions	$160,000	60.0
County	Budlong Avenue / 119th Street	South leg	Restripe as continental crosswalk	$2,500*	70.0
County	Budlong Avenue / 120th Street	North, east, and south legs	Restripe as yellow continental crosswalk	$7,500*	75.0
County	Budlong Avenue / 122nd Street	All corners	Install curb extension	$160,000*	55.0
County	Budlong Avenue / 124th Street	All	Install traffic circle	$500,000*	55.0
County	Budlong Avenue / 127th Street	All	Install traffic circle	$500,000*	70.0
		East and west legs	Relocate stop bar before beginning curb return	$1,000*	
County	Budlong Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	$10,000	85.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
		All corners	Install curb extension	$160,000	
County	Budlong Avenue (87th Street to El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	85.0

**Project is funded and will be implemented by Public Works*

Proposed pedestrian projects and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Century Boulevard				**Average Corridor Score: 76.0**	
County / City of Inglewood	Century Boulevard / Van Ness Avenue	All legs	Restripe as continental crosswalk	$10,000	85.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County	Century Boulevard / Haas Avenue	Frontage road intersection (east of driveway)	Stripe continental crosswalk	$2,500	85.0
County	Century Boulevard / Wilton Place	South leg, west leg of frontage road	Stripe continental crosswalk	$5,000	70.0
		Southwest frontage road median	Extend median to reduce corner radii	$30,000	
County	Century Boulevard / Gramercy Place	East leg	Restripe as continental crosswalk	$2,500	70.0
		Southeast corner, northeast mid-block	Install curb extension	$80,000	
County	Century Boulevard / Denker Avenue	All corners	Install curb extension	$160,000	70.0
		All legs	Restripe as continental crosswalk	$10,000	
Chester Washington Fitness Path				**Average Corridor Score: 75.0**	
County	Chester Washington Golf Course (Van Ness Avenue, El Segundo Boulevard, Western Avenue, Southern Pacific Rail Corridor)	Around golf course	Install a fitness path around the golf course, using pedestrian-friendly surface material like rubber or decomposed granite	Varies	75.0
Denker Avenue				**Average Corridor Score: 60.0**	
County	Denker Avenue / 103rd Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	55.0
County	Denker Avenue / 105th Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	50.0
County	Denker Avenue / 108th Street	All legs	Restripe as yellow continental crosswalk	$10,000	65.0
County	Denker Avenue / 109th Place	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	50.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Denker Avenue / 110th Street	All corners	Install curb extension	$160,000	70.0
		All legs	Stripe yellow continental crosswalk	$10,000	
County`	Denker Avenue / 111th Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	55.0
County	Denker Avenue (Century Boulevard to Imperial Highway)	Both sides of street	Install pedestrian-scale lighting	Varies	75.0
Imperial Highway				**Average Corridor Score: 73.8**	
County / City of Hawthorne	Imperial Highway / Van Ness Avenue	North, south, and east legs	Restripe as continental crosswalks	$7,500	70.0
		Northeast and southeast corners	Install curb extension	$80,000	
County	Imperial Highway / Haas Avenue	Frontage road intersection (west mid-block)	Install new ADA compliant curb ramp where nonexistent	$8,000	60.0
County	Imperial Highway / Denker Avenue	All legs	Restripe as yellow continental crosswalk	$10,000	75.0
County	Imperial Highway / Raymond Avenue	North and east legs	Stripe continental crosswalk	$5,000	65.0
		All legs	Install traffic signal	$300,000	
		East leg	Install median refuge island	$30,000	
County	Imperial Highway / Budlong Avenue	All legs	Install traffic signal	$300,000	70.0
			Stripe continental crosswalk	$12,500	
			Install accessible pedestrian push button	$12,000	
		East-west direction	Install advance stop marking	$1,000	
		East jog - all corners	Install curb extension	$160,000	
County	Imperial Highway / Berendo Avenue	West leg of east jog	Stripe new continental crosswalk	$2,500	75.0
		All legs	Install traffic signal	$300,000	
County	Imperial Highway (Western Avenue to Vermont Avenue)	Both sides of street	Plant street trees	$53,000	95.0
County	Imperial Highway (Western Avenue to Vermont Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	80.0

Proposed pedestrian projects and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Normandie Avenue					**75.3**
County/ City of Los Angeles	Normandie Avenue / 87th Street	Northwest and southwest corners	Install ADA compliant curb ramp	$16,000	65.0
County	Normandie Avenue / 90th Place	Southeast corner	Install pocket park, per Parks Plan	$300,000	55.0
County/ City of Los Angeles	Normandie Avenue / 94th Street	Southwest corner	Realign curb ramp to align with existing crosswalk	$8,000	65.0
		Southwest and northeast corners	Install curb extension	$80,000	
County	Normandie Avenue / 95th Street	Northwest mid-block	Install new ADA compliant curb ramp where nonexistent	$8,000	70.0
		All corners	Install curb extension	$160,000	
County	Normandie Avenue / 97th Street	North-south direction	Install advance yield marking	$1,000*	75.0
		North leg	Restripe as continental crosswalk	$2,500*	
		All legs	Install traffic signal	$300,000	
		Northwest and northeast corners	Install curb extension	$80,000	
County	Normandie Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	$10,000	85.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County	Normandie Avenue / 102nd Street	North-south direction	Install advance yield marking	$1,000*	65.0
		South leg	Restripe as continental crosswalk	$2,500*	
		All legs	Install traffic signal	$300,000	
		Southwest and southeast corners	Install curb extension	$80,000	
County	Normandie Avenue / 105th Street	South leg of north jog	Install new continental crosswalk	$2,500	85.0
			Install pedestrian-activated warning system	$80,000	

***Project is funded and will be implemented by Public Works*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Normandie Avenue / 107th Street	North-south direction	Install advance yield marking	$1,000*	70.0
		North leg of south jog	Restripe as continental crosswalk	$2,500*	
		All legs	Install traffic signal	$300,000	
		East leg	Relocate stop bar before beginning curb return	$500	
		Northeast corner and southwest mid-block	Install curb extension	$80,000	
County	Normandie Avenue / 108th Street	South and west legs	Restripe as yellow continental crosswalk	$5,000	85.0
County	Normandie Avenue / 110th Street	All legs	Restripe as yellow continental crosswalk	$10,000	75.0
County	Normandie Avenue / 112th Street	North and west legs	Stripe new continental crosswalk	$5,000	70.0
		All legs	Install traffic signal	$300,000	
		Northwest and southwest corners	Install curb extension	$80,000	
County	Normandie Avenue / Imperial Highway	All legs	Modify signal timing to include a Leading Pedestrian Interval	Varies	80.0
County	Normandie Avenue / 121st Street	East leg	Relocate stop bar before beginning curb return	$500	70.0
County	Normandie Avenue / 122nd Street	North-south directions	Install advance yield marking	$1,000*	65.0
		South leg	Restripe as yellow continental crosswalk	$2,500*	
		All legs	Install traffic signal	$300,000	
		Southwest and southeast corners	Install curb extension	$80,000	
County	Normandie Avenue / 124th Street	North-south directions	Install advance yield marking	$1,000*	50.0
		North leg	Restripe as yellow continental crosswalk	$2,500*	
		All legs	Install traffic signal	$300,000	
		Northwest and northeast corners	Install curb extension	$80,000	
County / City of Gardena	Normandie Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	$10,000	60.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	

**Project is funded and will be implemented by Public Works*

Proposed pedestrian projects and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Normandie Avenue (87th Street to El Segundo Avenue)	Both sides of street	Plant street trees	$159,000	95.0
County	Normandie Avenue (87th Street to El Segundo Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	85.0
Southern Pacific Rail Corridor				**Average Corridor Score: 60.0**	
County	Southern Pacific Rail Corridor (Van Ness Avenue to Vermont Avenue)	South side of rail	Install shared-use path	$1,350,000	60.0
Van Ness Avenue				**Average Corridor Score: 52.5**	
County / City of Inglewood	Van Ness Avenue / 108th Street	East leg	Restripe as continental crosswalk	$2,500	55.0
County / City of Inglewood	Van Ness Avenue / Cullivan Street	Northeast and northwest corners	Install curb extension	$80,000	50.0
		East and west legs	Restripe as continental crosswalk	$5,000	
Vermont Avenue				**Average Corridor Score: 73.6**	
County / City of Los Angeles	Vermont Avenue / 89th Street	Southwest and northwest corners	Install curb extension	$120,000	70.0
County / City of Los Angeles	Vermont Avenue / 90th Street	All legs	Install traffic signal	$300,000	70.0
County / City of Los Angeles	Vermont Avenue / 92nd Street	Northeast corners, north and south mid-block	Install curb extension	$120,000	75.0
County / City of Los Angeles	Vermont Avenue / 94th Street	All legs	Install traffic signal	$300,000	85.0
County / City of Los Angeles	Vermont Avenue / Colden Avenue	Northeast and southeast corners, north and south mid-block	Install curb extension	$160,000	70.0
County / City of Los Angeles	Vermont Avenue / 98th Street	All legs	Install traffic signal	$300,000	70.0
		West and east legs	Restripe as continental crosswalk	$5,000	
		All corners	Install curb extension	$160,000	

***Project is funded and will be implemented by Public Works*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County / City of Los Angeles	Vermont Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	$10,000	80.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
		All corners	Install curb extension	$160,000	
County / City of Los Angeles	Vermont Avenue / 103rd Street	Northwest corner and northeast mid-block	Install curb extension	$80,000	75.0
		All legs	Install traffic signal	$300,000	
		West leg	Relocate stop bar before beginning curb return	$500	
County / City of Los Angeles	Vermont Avenue / 105th Street	Southwest corner and southeast mid-block	Install curb extension	$80,000	85.0
County / City of Los Angeles	Vermont Avenue / 108th Street	All legs	Restripe as continental crosswalk	$10,000	85.0
County / City of Los Angeles	Vermont Avenue / 110th Street	Southwest corner and southeast mid-block	Install curb extension	$80,000	75.0
		All legs	Install traffic signal	$300,000	
County / City of Los Angeles	Vermont Avenue / 112th Street	All legs	Install traffic signal	$300,000	70.0
		Northeast mid-block, both sides of median	Install new ADA compliant curb ramps where nonexistent	$24,000	
		Northwest corner and northeast mid-block	Install curb extension	$80,000	
		Median	Install paved path across median at existing crosswalk	$22,500	
County / City of Los Angeles	Vermont Avenue / Imperial Highway	Southwest corner	Evaluate driveway relocation or removal[2]	$10,000	80.0
		All legs	Restripe as continental crosswalk	$15,000	
		Northeast corner	Reconfigure corner (at Southwest Boulevard) to minimize pedestrian crossing distances	$200,000	
		All legs	Install accessible pedestrian push button	$15,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	

Proposed pedestrian projects and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County / City of Los Angeles	Vermont/Athens Metro Green Line Station / I-105 Overpass	Mid-block (Vermont Avenue)	Stripe continental crosswalk	$2,500	65.0
County / City of Los Angeles	Vermont Avenue / I-105 eastbound and westbound ramps	West, north, and east legs	Restripe as continental crosswalk	$7,500	65.0
		All legs	Modify signal timing to include a Leading Pedestrian Interval	Varies	
County / City of Los Angeles	Vermont Avenue / 116th Place	West and east leg	Restripe as continental crosswalk	$5,000*	65.0
County/ City of Los Angeles	Vermont Avenue / 120th Street	All corners	Install curb extension	$160,000	75.0
		All legs	Restripe as yellow continental crosswalk	$10,000	
			Install accessible pedestrian push button	$15,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County / City of Los Angeles	Vermont Avenue / 124th Street	South direction	Install advance yield marking	$1,000*	70.0
		Northwest and northeast corners	Install curb extension	$80,000	
County / City of Los Angeles	Vermont Avenue / 125th Street	Southwest mid-block and southeast corner	Install curb extension	$80,000	70.0
County / City of Los Angeles / City of Gardena	Vermont Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	$10,000	60.0
		All corners	Install curb extension	$160,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County / City of Los Angeles	Vermont Avenue (87th Street to El Segundo Boulevard)	-	Study for roadway reconfiguration per future Bus Rapid Transit plans	Cost will vary for study, design, and implementation	85.0
Western Avenue					**Average Corridor Score: 77.9**
County / City of Los Angeles	Western Avenue / 104th Street	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramps where currently nonexistent	$24,000	75.0
		All legs	Restripe as continental crosswalk	$10,000	

**Project is funded and will be implemented by Public Works*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County / City of Los Angeles	Western Avenue / 106th Street	West leg	Stripe as yellow continental crosswalk	$2,500	65.0
		East leg	Restripe as continental crosswalk	$2,500	
		All legs	Install traffic signal	$300,000	
		All corners	Install curb extension	$160,000	
County	Western Avenue / 107th Street	East leg	Stripe yellow continental crosswalk	$2,500	70.0
County / City of Los Angeles	Western Avenue / 108th Street	All legs	Restripe as yellow continental crosswalk	$10,000	85.0
		All corners	Install curb extension	$160,000	
County	Western Avenue / 110th Street	East and west legs	Stripe continental crosswalk	$5,000	85.0
		South leg	Install pedestrian-activated warning system	$80,000	
		Southwest and southeast corners	Install curb extension	$80,000	
County	Western Avenue / 111th Street	All legs	Restripe as continental crosswalk	$10,000	65.0
		All corners	Install curb extension	$160,000	
County / City of Los Angeles	Western Avenue / Imperial Highway	All legs	Install high-visibility crossing and modify signal timing to include a Leading Pedestrian Interval or semi-exclusive/exclusive pedestrian movements as appropriate	Varies	80.0
		All corners	Install curb extension	$160,000	
		Northeast corner	Evaluate driveway relocation or removal[2]	$10,000	
County	Western Avenue / LA Southwest College (south of Imperial Highway)	North, west, and east legs	Stripe yellow continental crosswalk	$7,500	75.0
County	Western Avenue / 120th Street	All legs	Restripe as yellow continental crosswalk	$10,000	80.0
		All corners	Install curb extension	$160,000	
County / City of Los Angeles / City of Gardena	Western Avenue / El Segundo Boulevard	North leg	Modify median to end before or at crosswalk line	$10,000	75.0
		All legs	Restripe as continental crosswalk	$10,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
		All corners	Install curb extension	$160,000	

**Project is funded and will be implemented by Public Works*

Proposed pedestrian projects and cost estimates in Westmont/West Athens, continued

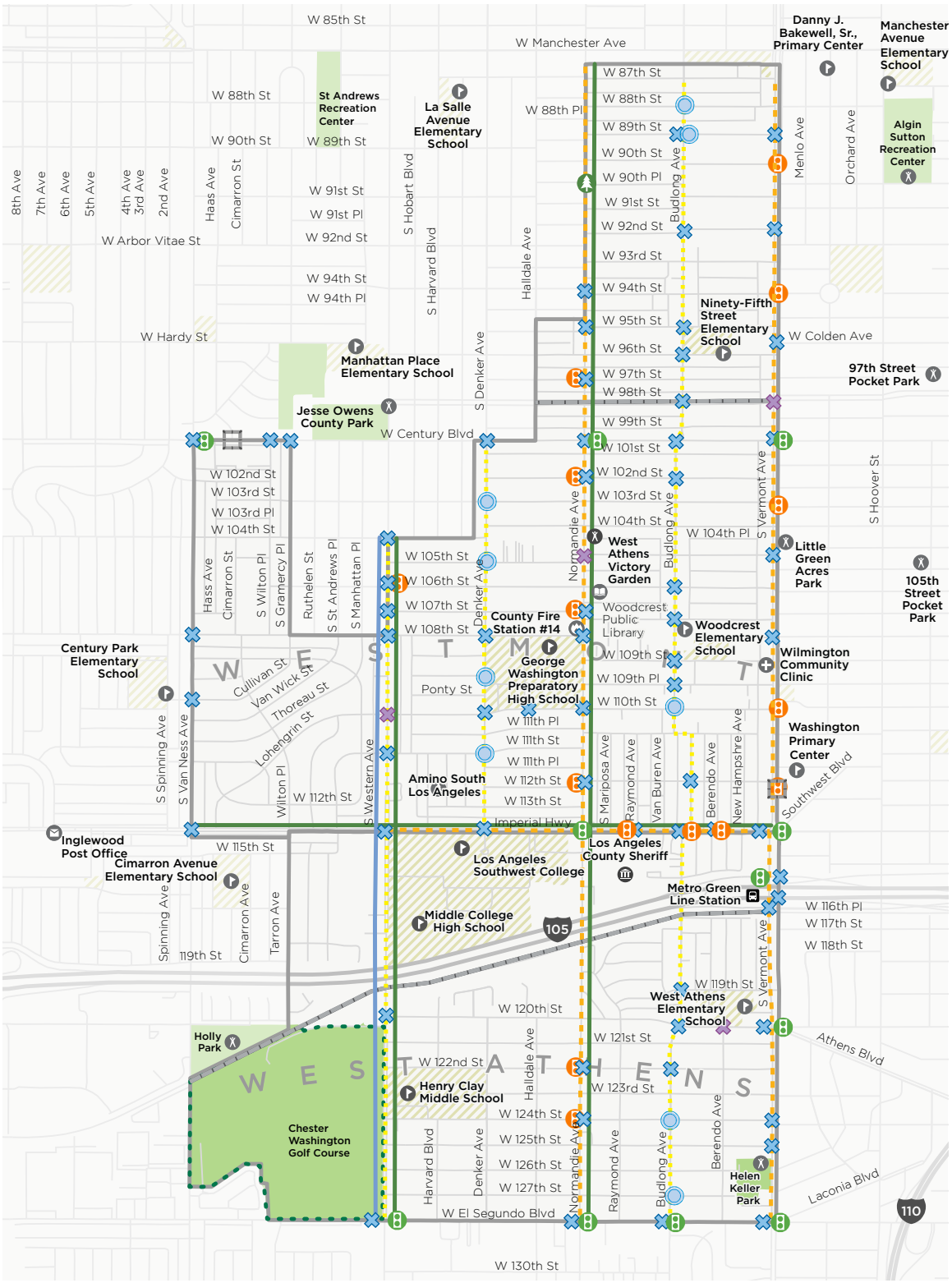
Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Western Avenue (104th Street to El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	90.0
County	Western Avenue (104th Street to El Segundo Boulevard)	Both sides of street	Plant street trees	$106,000	90.0
			Restripe outside lanes to include 8-foot parking lane, 5-foot bicycle lane, and 10-foot vehicle travel lanes to slow vehicle traffic	$200,000	
Total Capital Costs[3]					$17,320,000
Contingency (20% of total capital cost)					$3,464,000
Total P.E. (30% of total capital cost)					$5,196,000
Total Construction Engineering (50% of total capital cost)					$8,660,000
Project Total					**$34,640,000**

[1]All costs are based on 2018 estimates. Appropriate inflation and escalation increases may be applicable at time of implementation.

[2]Driveway related projects are contingent upon the County developing a process to consolidate, reduce widths of, or close excessive driveways, where feasible and appropriate, in accordance with Los Angeles County Code Title 16, and considering prior planning approval. See Chapter 4, Driveways section for more detail.

[3]Cost does not include treatments for which unit prices are listed as "Varies," including pocket parks, pedestrian-scale lighting, and studies for roadway reconfiguration. Costs for these treatments can vary widely depending on design. Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation, and maintenance costs.

Figure 9-9: Proposed pedestrian projects in Westmont/West Athens



PROPOSED PEDESTRIAN PROJECTS

0 0.2 0.4 MILES

DESTINATIONS

- PARK/RECREATION
- SCHOOL
- HEALTHCARE
- COLLEGE
- GOVERNMENT OFFICE
- LIBRARY
- EMERGENCY SERVICES
- POST OFFICE
- PARK
- METRO GREEN LINE STATION

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

PROPOSED PROJECTS

- NEW OR IMPROVED CROSSING
- NEW OR IMPROVED CROSSING WITH BEACON/SIGNAL
- SIGNAL UPDATE
- NEW TRAFFIC SIGNAL
- TRAFFIC CALMING
- POCKET PARK
- NEW OR IMPROVED SIDEWALKS
- PEDESTRIAN-SCALE LIGHTING
- STREET TREES
- STUDY FOR POTENTIAL ROAD RECONFIGURATION
- TRAFFIC CALMING
- FITNESS PATH

Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation, and maintenance costs.

PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2, while Table 9-6 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Westmont/West Athens.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs can be found in Chapter 5, while programs that are most important for Westmont/West Athens are listed in Table 9-7.

Table 9-6: Actions for Westmont/West Athens

Action	Lead Departments	Timeframe
EH-2.1: Develop guidelines that establish a maximum distance between controlled intersections and marked crosswalks on major and secondary streets, where feasible.	Public Works	On-going
Action EH-2.9: Convert alleyways to multi-use paths and community green spaces, where feasible and appropriate.	Public Works	On-going
C-2.4: Prioritize requests related to illegal dumping when a report indicates the material is impeding safe pedestrian travel.	Public Works, Sheriff, Agricultural Commissioner/Weights & Measures	On-going
SC-1.1: Continue to explore ways to purchase, operate, and maintain pedestrian-scale lighting.	Public Works	On-going
SC-1.2: Support LED light installation on new and existing streetlight poles and, to reduce sidewalk clutter, consider combined street-scale and pedestrian-scale lighting on individual light poles, where feasible and appropriate.	Public Works	On-going
SC-1.4: Identify areas where illicit activities, such as cruising and prostitution, occur and work with Public Works to strategically use traffic calming mechanisms with the goal of reducing these activities, where feasible and appropriate.	Sheriff	On-going

Table 9-7: Programs for Westmont/West Athens

Program	Description
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors. More information can be found in Chapter 5, Program 2: Safe Passages.
Pedestrian Wayfinding	Wayfinding systems help pedestrians navigate to major community-serving destinations such as transit stations, parks, libraries, schools, and business districts. They can also serve as an encouragement program by providing walking time to destination information, helping people orient themselves with less confusion or stress, and encouraging the discovery of new places or services. Wayfinding can also be used to highlight the local identity of a community. A wayfinding system can take many forms, but it typically includes a combination of physical signs, markers, and/or information kiosks. Public Works' Wayfinding Program is centered on enhancing access to Metro rail stations located in Westmont/West Athens. As of 2017, Public Works had secured two grants from Metro to implement pedestrian wayfinding signage around the Vermont Green Line Station in Westmont/West Athens.

Ch. 10

WEST WHITTIER – LOS NIETOS

COMMUNITY PEDESTRIAN PLAN

COMMUNITY PROFILE

The West Whittier-Los Nietos area, 2.5 square miles, consists of the unincorporated communities of West Whittier and Los Nietos in Los Angeles County.

The area is bordered by the City of Pico Rivera to the west, the City of Whittier to the north and east, and the City of Santa Fe Springs to the east and south. West Whittier-Los Nietos has a population of 25,540 and is primarily residential. Almost 80 percent of the homes in the area were built during the 1940s – 60s as part of the post-World War II population boom. At this time, sidewalk construction in unincorporated communities was not required, so the majority of streets were built without sidewalks.

Thank You

Pedestrian Plan Community Advisory Committee Members:

Socorro Acosta
Christine Amira
Esther Barajas
Rachel Barajas
Martha Bautista
Bobbie Dear
Stasie Dear
Guillermo Garcia
Caro Jauregui
Rebecca Kingsely
Margarita Macedonio
Edith Marcel
Teresa Reyna
Alfonso Smith
Maritza Sosa-Nieves

Special thanks to the residents of West Whittier-Los Nietos who took time to participate in outreach events, and community data collection efforts, and share ideas on how to enhance walking in the community. This plan is dedicated to your vision.

Demographics

Understanding the demographics of a community helps decision-makers plan for and target appropriate pedestrian projects and programs. The median household income in West Whittier-Los Nietos is $62,486, higher than the county average of $55,870. West Whittier-Los Nietos also has a lower poverty rate than the county average. However, nearly one in three West Whittier-Los Nietos residents have less than a high school education, as compared with one in five in the county.

West Whittier-Los Nietos is slightly younger than the county as a whole, and more than a third of households contain at least one child under the age of 18. Eleven percent of households are single parent households, with a majority of residents identifying as Hispanic or Latino. A smaller number of residents are foreign born than in the county as a whole, with less than a third of households considered linguistically isolated (Table 10-1).[1]

1 American Community Survey, 5-year estimate 2010-2014

Table 10-1: West Whittier-Los Nietos Demographics

	Percent in West Whittier-Los Nietos	Percent in Los Angeles County
Education		
Less than high school diploma	31.8	21.4
High school graduate, GED or alternative	29.2	20.5
Some college or Associate's degree	28.8	26.5
Bachelor's degree or higher	10.2	26.5
Poverty		
Persons in Poverty	10.9	18.7
Age		
Under 18 Years	26.4	23.2
18-64 Years	62.0	64.9
65 and Older	12.1	11.9
Race/Ethnicity		
Hispanic or Latino	88.1	48.4
White (Non-Hispanic)	9.2	26.6
American Indian and Alaska Native	0.7	0.7
Asian	1.0	15.0
Black or African American (Non-Hispanic)	0.7	8.7
Other	0.3	1.3
Immigration and Linguistic Isolation		
Foreign Born	26.8	35.7
Households that are Linguistically Isolated	31.0	14.4

Source: American Community Survey, 5-year estimate 2010-2014

Land Use

Land use and design policies impact residents' health and physical activity levels. A majority of the land use (84.5 percent) in West Whittier-Los Nietos is designated as residential, with only 10 percent designated as commercial. Figure 10-1 shows land uses in West Whittier-Los Nietos.

Commercial uses in the community are concentrated along Washington Boulevard, Whittier Boulevard, and Norwalk Boulevard. Most of the southern side of Whittier Boulevard between I-605 and Sorensen Avenue is part of West Whittier-Los Nietos, and is also a major commercial corridor for the adjacent City of Whittier. The City of Whittier's Lincoln Specific Plan (2015) includes a proposal for a new commercial center at the intersection of Whittier Boulevard and Sorenson Avenue.

Figure 10-1: West Whittier-Los Nietos Land Use Map

DATA SOURCE: LOS ANGELES COUNTY GENERAL PLAN, DEPARTMENT OF REGIONAL PLANNING, 2016

0 0.2 0.4 MILES

LAND USE

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- POST OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET BIKE PATH
- TRAFFIC SIGNAL

LAND USES

RESIDENTIAL
- R-1
- R-2
- R-3
- R-3-10U
- R-4
- R-A

MIXED
- M-1-BE-IP
- MPD-IP

COMMERCIAL
- C-1
- C-2-BE
- C-3
- C-3-BE
- C-3-BE-DP
- C-M
- CPD

AGRICULTURE
- A-1-1

Park Access

Park access evaluates the distribution of park land within West Whittier-Los Nietos and whether residents can easily access it. The closer a person lives to a park, the more likely it is that they will visit it regularly. Most pedestrians are willing to walk one half-mile (approximately ten minutes of walking), to access a destination.[1]

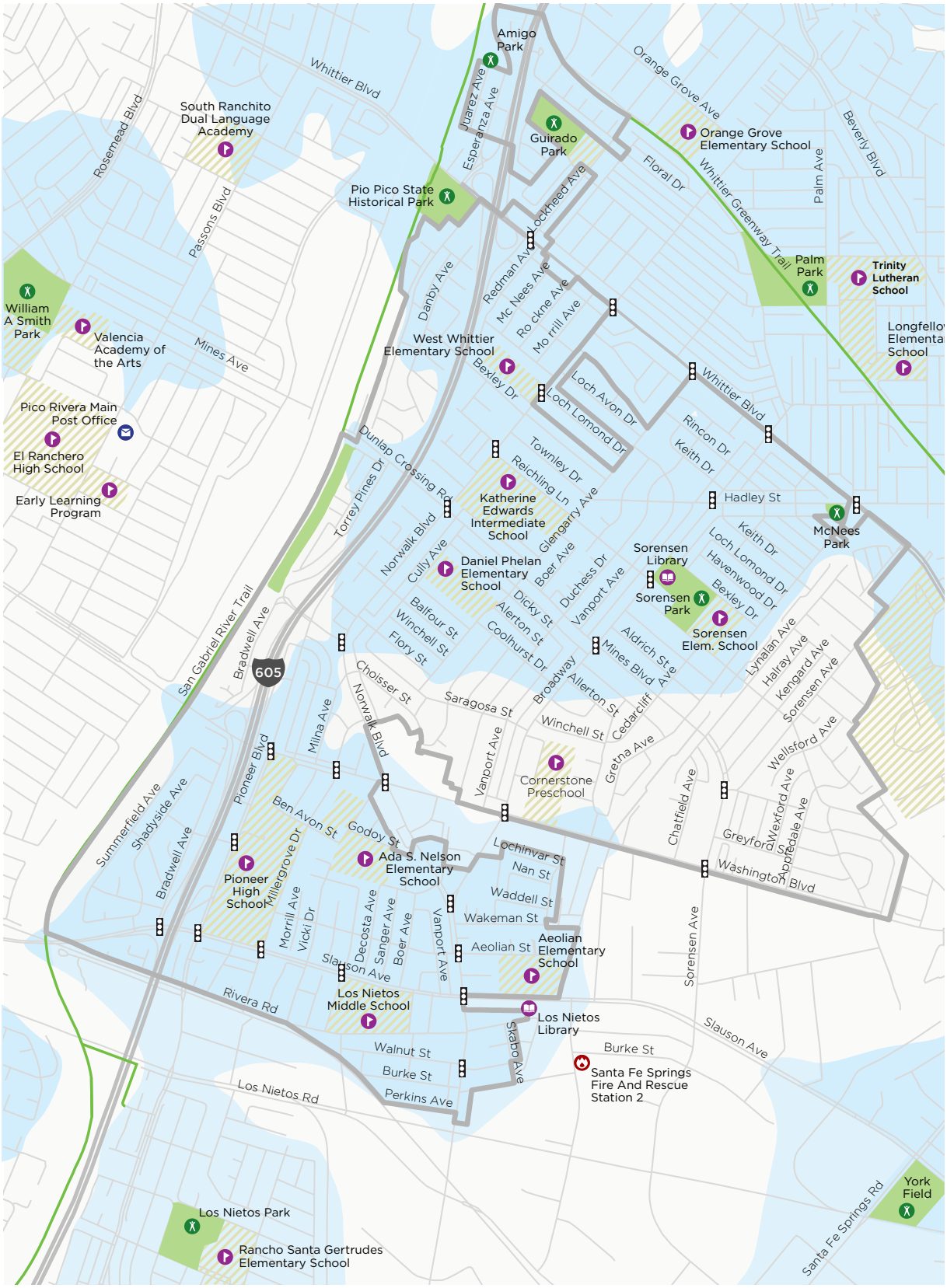
West Whittier-Los Nietos has eight parks within its boundaries, including five schools that permit public use through joint-use agreements. The public parks are Sorensen Park, McNees Park, and Amigo Park. The schools with joint-use agreements include Katherine Edwards Middle School, Los Nietos Middle School, West Whittier Elementary School, and Pioneer High School.

However, 37 percent of West Whittier-Los Nietos residents do not live within a half mile walk of a park (Figure 10-2).[2] Some community members also report that they cannot always access some of the schools' joint-use access space. Overall, the community has approximately 3.3 acres of parkland per 1,000 people, the same as the county average. The County's General Plan sets a goal to provide four acres of local parkland per 1,000 county residents in all communities.

1 Department of Parks and Recreation. West Whittier-Los Nietos Park Needs Assessment. 2016.

2 The distance from each household in West Whittier-Los Nietos to the access points of all adjacent parks was calculated along the walkable road/ pedestrian network rather than "as the crow flies." Since pedestrians cannot safely or legally walk on highways or freeways, this method takes these barriers into consideration and results in a more accurate assessment of the distance a pedestrian would need to cover to reach a park. Source: Department of Parks and Recreation. West Whittier-Los Nietos Park Needs Assessment. 2016.

Figure 10-2: West Whittier-Los Nietos Park Access



DATA SOURCE: PARK NEEDS ASSESSMENT, DEPARTMENT OF PARKS AND RECREATION, 2016

0 0.2 0.4 MILES

PARK ACCESS

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET BIKE PATH
- TRAFFIC SIGNAL

PARK ACCESS

- WALKABLE AREA, ONE-HALF MILE FROM PARK

Health

Understanding which health issues and behaviors are prevalent in West Whittier-Los Nietos can help decision makers target appropriate pedestrian interventions.[1] For both West Whittier-Los Nietos and Los Angeles County, heart disease and cancer are the two leading causes of death. Both of these diseases are highly correlated with diet, physical activity, exposure to toxins (tobacco and pollution), and stress.[2] The top three leading causes of premature death for the eastern region of the county are coronary heart disease, motor vehicle crashes, and homicide.[3] Life expectancy in the area is broadly consistent with county averages.[4]

Slightly more adults self-reported psychological stress in West Whittier-Los Nietos than in the county. Both adult and child obesity rates are higher than those countywide.[5] West Whitter-Los Nietos is bisected by the I-605 Freeway, and freeway proximity has been shown to directly cause asthma in children.[6] Both childhood and adult asthma rates are slightly higher than the countywide average. Youth in West Whittier-Los Nietos have a slightly higher level of physical activity (21 percent) compared with Los Angeles County (19.8 percent).[7] Over eight percent adults in West Whittier-Los Nietos have a disability, compared with the county average of six percent.[8]

Overall, West Whittier-Los Nietos qualifies as a disadvantaged community on three common statewide indicators, which considers pollution burden, participation in the National School Lunch Program, and health determinants like population with disabilities and park access.[9] Based on these indicators, West Whittier-Los Nietos may be eligible to receive funding prioritization from the Caltrans Active Transportation Program and potentially other funding sources identified later in this Plan. Health data for West Whittier-Los Nietos is shown in Table 10-2 and 10-3.

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1 This plan uses health data at the zip code level when necessary. West Whittier-Los Nietos is in Zip Code 90606, which includes some neighboring communities with similar socio-demographics and built environment.

2 HealthyCity.org

3 Mortality in Los Angeles County 2012: Leading Causes of Death and Premature Death with Trends for 2003-2012. (2012). Los Angeles County Department of Public Health. http://publichealth.lacounty.gov/dca/data/documents/mortalityrpt12.pdf

4 Los Angeles County Department Of Public Health, 2010

5 Adults with a body mass index greater than or equal to 30.0 are considered obese. Children 2-11 whose combination of weight, sex, and age ranks higher than the CDC's 2001 95th percentile are considered obese, as are children 12-17 who ranked higher than the CDC's 2010 85th percentile for body mass index. Source: California Health Interview Survey, Neighborhood Edition, 2014.

6 A 2006 USC study found that children living within approximately 82 yards of a major road had a 50 percent greater risk of exhibiting asthma symptoms in the past year than were children who lived more than approximately 328 yards away.

7 Regular physical activity is defined as "at least 60 minutes of physical activity daily in the past week, excluding physical education." Source: California Health Interview Survey, Neighborhood Edition, 2012. The Centers for Disease Control and Prevention (CDC) recommends that adults do at least 150 minutes per week of moderate-intensity activity "for substantial health benefits." Source: CDC, 2008 Physical Activity Guidelines for Americans.

8 American Community Survey, 5-year estimate 2010-2014

9 These indicators include CalEnviroScreen 2.0, National School Lunch Program Free and Reduced Lunch Program participation, median household income, and the Healthy Places Index, produced by the Public Health Alliance of Southern California.

Table 10-2: West Whittier-Los Nietos Causes of Death

(Selected) Causes of Death Death rate (per 100,000 population)	Percent in West Whittier-Los Nietos	Percent in Los Angeles County
Heart Disease	30.0	26.9
Cancer	23.8	24.2

Table 10-3: West Whittier-Los Nietos Health Indicators

	Percent in West Whittier-Los Nietos	Percent in Los Angeles County
Serious Psychological Distress (Adults age 18 years +)	10.6	8.0
Obesity		
Children overweight for age (2-11)	18.0	12.4
Teens overweight or obese (12-17)	43.6	37.9
Adult obesity	37.6	25.9
Respiratory Illness		
Children ages 0-17 years ever diagnosed with asthma	13.5	13.1
Adults (Age 18 years plus) ever diagnosed with asthma	13.8	12.6
Physical Activity		
Regular physical activity (ages 5-17)	14.6	18.9
Walked at least 150 minutes per week (age 18+)	34.0	34.1
Disability		
With a Disability, under age 65	8.2	6.0

Sources: California Health Interview Survey, Neighborhood Edition, 2014; American Community Survey, 5-year estimate 2010-2014

PREVIOUS PLANS AND PROJECTS

This Plan builds on numerous West Whittier-Los Nietos planning efforts.

An overview of existing countywide plans can be found in Chapter 1, and more details are listed in Appendix A.

San Gabriel River Master Plan (2006)

This plan presents a shared vision for the river and a plan for how to achieve this vision. One of the primary objectives included in the plan is to enhance the pedestrian and bicycle trail, including pedestrian bridges, along the San Gabriel River corridor. Rails-to-trails projects will provide West Whittier-Los Nietos with enhanced access to the river.

Whittier Area Pedestrian Master Plan: Unincorporated West, South, and East Whittier Areas (2009)

This plan, developed by Public Works, identifies and plans for future sidewalk facilities in unincorporated West, South, and East Whittier. It focuses on identifying and prioritizing projects near public elementary schools and proposes a series of sidewalk construction projects. The five West Whittier elementary schools considered in the report are Aeolian Elementary, Ada S. Nelson Elementary, Phelan Elementary, Sorenson Elementary, and West Whittier Elementary.

Safe Routes to School Information and Maps (2009)

Suggested route to school maps were created by Public Works for Ada S. Nelson Elementary, Phelan Elementary, Aeolian Elementary, Sorenson Elementary, and West Whittier Elementary.

Lincoln Specific Plan (2014)

This plan presents a development plan for a 76-acre site in the City of Whittier, adjacent to West Whittier-Los Nietos, at Whittier Boulevard and Sorensen Avenue. It proposes a mix of residential, commercial, and open space. Objectives in the plan related to walking include creating public space amenities within the commercial area, creating connectivity between land uses, and providing recreational amenities within walking distance of residential neighborhoods.

COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (DPH), the Los Angeles Neighborhood Initiative (LANI) led outreach efforts to gather community input for the development of the West Whittier-Los Nietos Pedestrian Plan. The community outreach strategy was developed based on the Plan goals, as well as an understanding of issues in the community.

Outreach was conducted in two phases. The first phase helped the project team understand challenges and opportunities for walking in West Whittier-Los Nietos. The second phase of outreach gave community stakeholders an opportunity to respond to the draft Pedestrian Plan and provide additional input on needed pedestrian projects. These efforts took place from August 2016 to December 2017, and included the project team attending existing meetings held by community organizations, schools and neighborhood groups; tabling at community events; focus groups; stakeholder interviews; surveys; two community workshops, community data collection activities, and community walk audits. A summary of the outreach activities and key findings on barriers to walking in the community and desired pedestrian facilities, amenities, and programs are provided on the following pages.

Community Advisory Committee

A Community Advisory Committee (CAC) was formed at the start of the project to provide guidance to the project team on community engagement efforts, and to inform the planning process. The CAC also provided advice on community priorities and preferences. The CAC was made up of youth, senior, business, faith-based, parent, homeowner, and other community representatives. In addition, the CAC meetings provided members with opportunities to learn about community data collection methods, County processes, and the connection between walkability, public health, public safety and advocacy. The CAC met a total of eight times throughout the Pedestrian Plan process.

Community leaders provide input at a West Whittier-Los Nietos Community Advisory Committee meeting

Community Collaboration

To maximize community participation, LANI and DPH reached out to existing community organizations and groups to identify meetings and events community members regularly attend or participate in. This enabled the project team to reach stakeholders where they may already convene. This also helped the team identify specific populations in the community with which to host focus groups and stakeholder interviews in order to better understand concerns and opportunities for walking in the community.

At each meeting, participants were asked to identify challenges to walking in West Whittier-Los Nietos on a large-scale map. Participants identified where crossing the street was challenging or where there was no pedestrian-scale lighting. Many community groups also expressed the need for sidewalks in the community and traffic calming projects on streets adjacent to schools.

Community groups engaged in the development of the Pedestrian Plan include:

- Promotoras En Accion
- Healthy Los Nietos Collaborative
- West Whittier Advisory Council
- Los Nietos MASH meeting
- Pioneer High School Administration
- Parent Group at Ada S. Nelson Elementary
- Sorensen School Parent Coffee Club
- Student groups at Los Nietos Middle School
- Los Nietos Senior Group
- Better Transit Now
- Whittier City School District

Further, stakeholder interviews were conducted with the Principals of Los Nietos Middle School and Pioneer High School.

Students at Ada S. Nelson Elementary School provide input on the draft West Whittier-Los Nietos Community Pedestrian Plan during Walk to School Day

Community Events

Project staff identified numerous community events to reach stakeholders who may not typically attend County workshops. At each event, stakeholders were asked to provide input on a map of West Whittier-Los Nietos, identifying challenges to walking. Additionally, outreach staff educated stakeholders about the types of pedestrian infrastructure projects that could help address the issues they identified. Community events that the project team attended include:

- Los Nietos Back to School night
- Healthy Los Nietos Family Fun Night
- Los Nietos Library Opening
- Parks After Dark at Sorensen Park
- Sorensen Library Youth Club
- Aeolian Elementary; Walk to School Day
- Aeolian Elementary Back to School Night
- Ada Nelson Elementary; Walk to School Day
- West Whittier Elementary; Walk to School Day
- Whittier City School District Parent Academy

Stakeholders were encouraged to complete a survey on their current walking habits, concerns, and desired projects. DPH and LANI staff collected a total of 64 surveys. The survey was also available online in both Spanish and English.

Community Data Collection

To fully involve community stakeholders in the planning process, LANI and DPH staff trained community residents in several data collection methods including pedestrian counts, photovoice, and walk audits. Through these activities, West Whittier-Los Nietos residents helped collect data on existing conditions to identify and inform the proposed projects in the Plan.

PEDESTRIAN COUNTS

Pedestrian counts provide the County with a snapshot of current pedestrian volumes on specific corridors throughout West Whittier-Los Nietos. Manual pedestrian counts were conducted in 2016 on two weekdays (Thursday, October 6th and 20th) and two weekend days (Saturday, October 8th and 22nd), with help from community volunteers. The counts took place during peak weekday travel times (7AM - 9AM and 3PM - 5PM) and peak weekend travel times

(11AM - 1PM). This count data helped the project team validate automated count data collected during the same period, at different locations in West Whittier-Los Nietos.

The project team recruited 15 community members and hosted a volunteer training prior to the counts. Community members were provided with the materials needed to conduct the counts including clipboards, count forms, safety vests, pens, and the count locations each person was assigned to. Participants used count forms to indicate how many people were walking in multiple directions, in which direction they were walking, and other characteristics like whether they were in a wheelchair or whether they were children.

As pedestrian projects and programs are implemented in West Whittier-Los Nietos, the County will use the data to help evaluate changes in the rates of walking in the community.

WALK AUDITS

A walk audit is an unbiased evaluation of the walking environment, to identify opportunities for enhancements related to the safety, access, comfort, and convenience of the walking environment. An audit can be used to identify potential alternatives or solutions such as engineering treatments, policy changes, or education and enforcement measures.

The project team conducted two walk audits in January 2017, with 24 community members in attendance. Walk audit training was provided to participants, and then they broke up into teams of two or three to assess a specific corridor. After each team finished, they regrouped to discuss observations that they noticed while on the walk audit. The corridors included in the walk audit were identified by community members through the feedback received from the surveys, community events, and CAC meetings. Information collected from walk audits is included in the Existing Pedestrian Facilities section of this chapter.

Community Workshop 1

The Department of Public Health (DPH) hosted a

workshop on November 7, 2016. The workshop solicited input from stakeholders regarding the West Whittier-Los Nietos Community Pedestrian Plan. Eight West Whittier-Los Nietos residents attended the workshop, which was hosted at Pioneer High School. During the workshop, attendees were divided into groups for facilitated activities and discussions regarding three topic areas: existing challenges to walkability, pedestrian projects, and priority intersections.

ACTIVITY #1 GROUP DISCUSSION ON CHALLENGES TO WALKING

Using a large-scale map of West Whittier-Los Nietos, facilitators asked participants to provide input on barriers to walking and the specific locations of issues, if applicable. Input was recorded on maps and on chart paper. Participants were also provided with post-it notes to record their own input and asked to attach them to the map or chart paper. Concerns and opportunities included:

- Speeding on Slauson Avenue
- Insufficient lighting in the West Whittier area
- Streets have raised areas due to roots or broken asphalt
- Jaywalking on Waddell Street and Norwalk Boulevard
- Large volumes of semi-truck traffic
- Challenging intersections such as:
  - Norwalk Boulevard/Washington Boulevard
  - Pioneer Boulevard/Slauson Avenue
  - Pioneer Boulevard/Rivera Road
  - Waddell Street/Pioneer Boulevard
  - Slauson Avenue/Norwalk Boulevard
- Crossing guards on Slauson Avenue
- Pedestrian-scale lighting on Broadway between Norwalk Boulevard and Washington Boulevard
- Needed sidewalks, crosswalks, and curb extensions
- Pedestrian education for community and youth
- Truck routes on specific streets

ACTIVITY #2 PRIORITY FACILITY TYPES

Participants were provided five green dot stickers and were asked to apply them to a poster

board displaying various pedestrian projects, to indicate preferences for their community.

The top facilities that the community supported were:

- Sidewalks
- Pedestrian-scale lighting
- High-visibility crosswalks
- Traffic calming measures
- Pedestrian-activated warning systems

ACTIVITY #3 PRIORITY LOCATIONS FOR PROJECTS

Participants were provided three blue dot stickers and were asked to place them on a map of West Whittier-Los Nietos to identify their priority locations for pedestrian projects. The top priority locations identified were:

- Norwalk Boulevard/Broadway
- Slauson Avenue/Norwalk Boulevard
- Norwalk Boulevard/Washington Boulevard

Community members identify priority locations for pedestrian projects at Workshop 1 in West Whittier-Los Nietos

Community Workshop 2

On September 18, 2017, Public Health hosted a second community workshop at the Sorensen Library on Broadway to gather feedback about the preliminary draft West Whittier-Los Nietos Community Pedestrian Plan. Thirty-three community members attended. Project staff provided a project overview and then asked participants to visit four stations to learn about and provide feedback on the proposed program, policy, and infrastructure projects presented in the Plan.

Each attendee was provided with a 'passport' and feedback worksheet. At each station, participants received a stamp on the passport, and once the passport card and feedback worksheet were complete, participants were given a raffle ticket for a chance to win a refurbished bicycle.

Comments received at the stations and from the feedback worksheet identified the community's desire for:

- Support [for] walking clubs for seniors
- More sidewalks in the community, especially around the schools
- Traffic calming
- High-visibility crosswalks
- Pedestrian-scale lighting
- Longer crossing time on major streets
- Amenities such as benches and trash cans

Community members request additional pedestrian projects at Workshop 2 in West Whittier-Los Nietos

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

A major objective of any pedestrian investment is to increase the attractiveness and convenience of walking. To understand current levels of walking in West Whittier-Los Nietos, the County looked at statistics about commuting and car ownership, and the results of pedestrian counts.

Approximately 1.5 percent of employed West Whittier-Los Nietos residents commute to work primarily by walking, only half the countywide rate. Currently, the number of West Whittier-Los Nietos residents who take public transit (two percent) is much lower than the county average of seven percent, despite the fact that the community is served by three transit agencies. A map of transit access in West Whittier-Los Nietos can be found in Appendix B.

Household access to vehicles also influences residents' reliance on transit or walking. Overall, West Whittier-Los Nietos has a higher percentage of commuters who have access to a car than the county as a whole. Nearly half of households in the community have three or more vehicles, compared with the county (38 percent).[1]

Pedestrian counts were conducted at 16 locations in West Whittier-Los Nietos for two, two-week periods between September 29 and October 12, 2016, and October 15 and October 28, 2016, to help measure trends in facility use and put collision data in context. Volumes were counted using an automatic machine. The counts in Table 10-4 show us what pedestrian activity looks like in this community at these locations. Though count data is also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals, counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in West Whittier-Los Nietos may seem low in another community.

Data shows that peak pedestrian activity occurs in the afternoon hours during weekdays. Locations in the northern parts of the community have greater pedestrian volumes. The largest pedestrian volume was measured on Whittier Boulevard west of Norwalk Boulevard. Although Slauson Avenue near Millergrove Drive is adjacent to school and residential land-uses, the pedestrian volumes are very minimal compared to other locations. A summary of the data can be found in Table 10-4 and more information is provided in Appendix C.

1 Community data: American Community Survey, 2010-2014 5-Year Estimates; County data: American Community Survey, 2015 1-Year Estimate

MOTOR VEHICLE VOLUMES

Washington Boulevard and Slauson Avenue have the highest motor vehicle volumes of any roadway in West Whittier-Los Nietos.[1] There is heavy congestion in the community during morning and afternoon peak hours due to commuter traffic traveling to and from the I-605 freeway. Heavy vehicular traffic presents an unfriendly environment for pedestrians in cross-walks, especially close to the freeway ramps.

There are high volumes of motor vehicles and pedestrians around the nine schools in the community, which range from preschools to high schools.

1 Automated counters in February 2016 recorded the number of passing cars along Pioneer Boulevard (20,000 per day), Norwalk Boulevard (18,000 per day), Mines Avenue (10,000 per day), Washington Boulevard (40,000 per day), and Slauson Avenue (37,000 per day).

Table 10-4: West Whittier-Los Nietos Pedestrian Counts Summary

Location	Pedestrian Average Daily Traffic	Peak Day of Week
West side of Pioneer Boulevard	46	Thursday
East side of Pioneer Boulevard	133	Saturday
Whittier Boulevard, north of Norwalk Boulevard	378	Tuesday
Norwalk Boulevard, north of Bexley Drive	271	Tuesday
Norwalk Boulevard, south of Bexley Drive	120	Thursday
Broadway, north of Aldrich Street	129	Wednesday
Washington Boulevard, west of Vicki Drive	168	Saturday
Washington Boulevard, west of Sorenson Avenue	230	Thursday
North side of Slauson Avenue	52	Friday
South side of Slauson Avenue	80	Tuesday
Norwalk Boulevard, south of Rivera Road	114	Tuesday
Norwalk Boulevard, west of Walnut Street	74	Tuesday

Source: Los Angeles County, 10/2016 – 11/2016

MOTOR VEHICLE SPEEDS

Throughout West Whittier-Los Nietos, the posted vehicle speed is 25 mph, with higher speed limits on major streets like Norwalk Boulevard and Slauson Avenue (45 mph), Washington Boulevard (40 mph) and Pioneer Boulevard (35 mph). During field observations, the project team recorded higher prevailing speeds in many locations along major streets.

With the exception of Whittier Boulevard, major streets in West Whittier-Los Nietos contain horizontal curves at select locations. Curved roadways may reduce visibility, and can present an increased potential for pedestrian-vehicular collisions due to reduced sight distance.

Challenges to Walking

This section examines past pedestrian collisions to better understand factors that lead to collisions, in addition to reported nuisances and crime that can act as additional challenges to walking in West Whittier-Los Nietos.

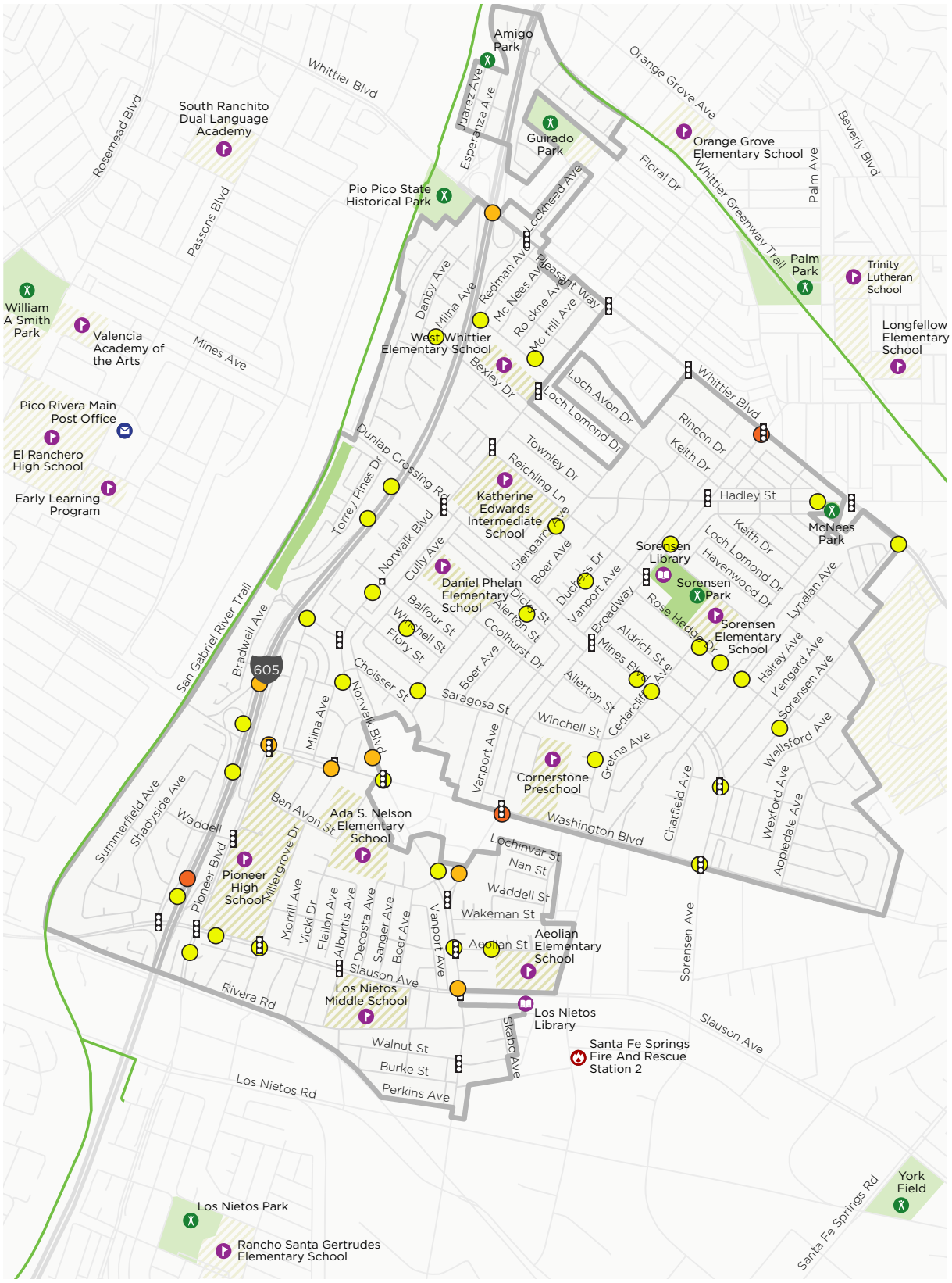
COLLISIONS

Between 2009 and 2016, there were a total of 59 pedestrian-involved collisions in West Whittier-Los Nietos.[1] This is seven percent of the total traffic collisions in the community. The highest concentration of these pedestrian-involved collisions (eight total) occurred on Washington Boulevard, a major corridor (Figure 10-3).

Forty-one percent of pedestrian-involved collisions occurred during nighttime (8PM - 6AM), followed by 34 percent during daylight hours (9AM - 5PM) and 25 percent during dusk and dawn (6AM - 9AM and 5PM - 8PM). Over 30 percent of these collisions involved persons under 18 years old. A majority (58 percent) of pedestrian-involved collisions involved a severe or visible injury, and there were no fatalities. Finally, nine of the pedestrian-involved collisions were classified as ‘Hit and Run.’ A full collision analysis for West Whittier-Los Nietos can be found in Appendix B.

1 SWITRS, 2016

Figure 10-3: Map of pedestrian-involved collisions in West Whittier-Los Nietos (2009-2016)



DATA SOURCE: STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (SWITRS) 2009-2016 DATA

0 0.2 0.4 MILES

PEDESTRIAN-INVOLVED COLLISIONS

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- POST OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- EXISTING SHARED-USE PATH
- TRAFFIC SIGNAL

COLLISIONS

- LOCATION WITH FATALITY
- 1
- 2
- 3-4

NUISANCE ACTIVITIES

Nuisance activities are considered unwanted, undesirable, or illegal activities that can impact the real and perceived safety, comfort, and attractiveness of the pedestrian environment. Using data provided by the County's mobile application, The Works[1], and community members at planning meetings, multiple nuisances were identified in West Whittier-Los Nietos (Figure 10-4), including:

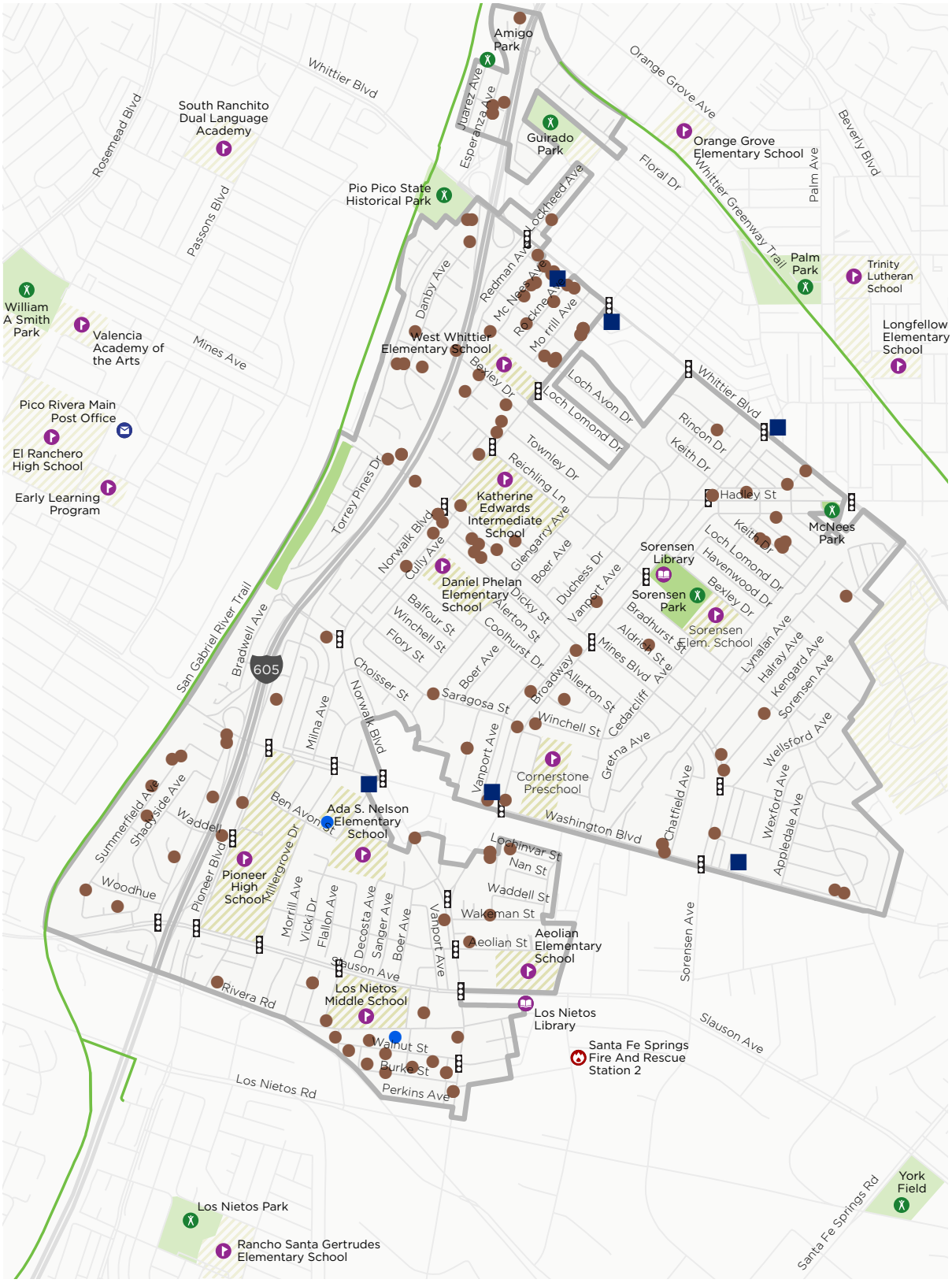
- **Alcohol retail outlets.** Six alcohol retail outlets exist in West Whittier-Los Nietos and an additional one is located just outside the community's border. A majority of community residents live within one-quarter mile of an alcohol retail outlet. Living within close proximity to a liquor store is associated with negative health outcomes, increased crime and nuisance activities.[2]
- **Graffiti and illegal dumping.** These nuisance crimes create a negative visual impact that affects the perception of safety and can discourage walking.[3] Graffiti has been reported in the southern portion of West Whittier-Los Nietos, while illegal dumping appears to be concentrated along Rivera Road, Mines Boulevard, Norwalk Boulevard, and Whittier Boulevard.
- **Illicit Activities.** Community members have reported witnessing illegal behavior including drug dealing and prostitution. These activities tend to reduce the feeling of safety for people walking both because of fears related to becoming the victim of a crime, and the relationship to an increased likelihood of inebriated drivers in the area

1 Note: Graffiti and illegal dumping are documented through community requests through the County's online and mobile 211 service. Mapping these requests provides general guidance on the location and prevalence of these issues; however, lower rates of English proficiency, and low civic participation may result in lower service requests from the West Whittier-Los Nietos community. Illegal dumping can be reported on the County's Clean LA website: http://dpw.lacounty.gov/epd/illdump/. Graffiti can be reported at http://dpw.lacounty.gov/itd/dispatch/publicgraffiti/index.cfm?action=report.

2 The risk of assaultive violence and alcohol availability in Los Angeles County. 1995. American Journal of Public Health. http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1614881/

3 In one study of a "relatively low-income, ethnically mixed neighborhood" low perceived safety correlated with lower rates of physical activity, greater rates and prevalence of obesity. National Center for Biotechnology Information. Physical activity mediates the relationship between perceived crime safety and obesity. 2014. http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4134936/

Figure 10-4: Map showing nuisance activities in West Whittier-Los Nietos, 2016



DATA SOURCE: THE WORKS SERVICE REQUESTS, LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

0 0.2 0.4 MILES

NUISANCES

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- POST OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET BIKE PATH
- TRAFFIC SIGNAL

NUISANCES

- DUMPING
- LIQUOR STORE
- GRAFFITI

CRIME

Crime and safety are connected with health in several ways. The fear of crime can limit access to public spaces, reducing participation in healthy activities, and in turn limit walking and utilization of public parks. Because fear of crime may impact participation in healthy activities and increase depression, addressing and reducing crime may promote health benefits.

Crime, and violent crime in particular, is an issue throughout West Whittier-Los Nietos. Between January and July 2016, the community experienced 94 crimes per 10,000 people. Property crimes, which include burglary, theft,[1] grand theft auto, and theft from vehicles, accounted for nearly 60 percent of the crimes reported.

Violent crimes, which include homicide, rape, aggravated assault, and robbery, accounted for over 40 percent of crimes committed in West Whittier-Los Nietos.[2][3] The community's violent crime rate is likely a factor in deterring people from walking in the community.[4] Of these violent crimes, 44 were reported as homicides. Most violent crimes reported in West Whittier-Los Nietos between January and July 2016 are clustered along primary corridors, especially Norwalk Boulevard and Whittier Boulevard, as well as near many parks and schools (Figure 10-5).

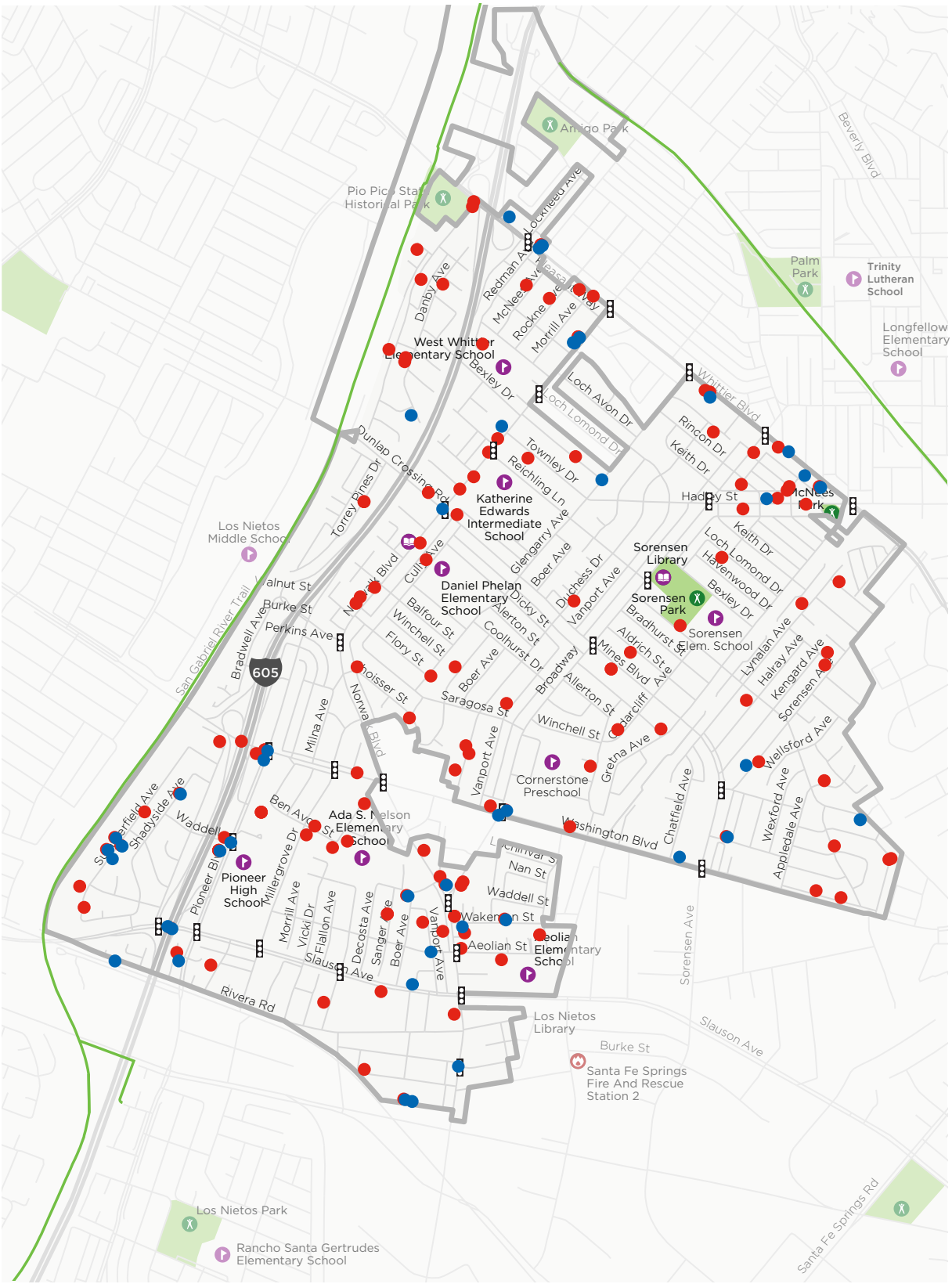
1 Theft is the taking of property that does not involve person-to-person contact. Burglary is the entering of a building or residence with the intention to commit theft, but property is not necessarily stolen. Nancy King Law, 2018.

2 Robbery, in contrast to theft, is a taking of property that involves person-to-person interaction with force, intimidation, and/or coercion. Nancy King Law, 2018.

3 County Sheriff's Department cited by LA Times Mapping, 2016. Crime data was collected for January to July 2016 because that was the most recent available data at the time this Plan was developed.

4 Sheriff's Department, cited in LA Times Mapping LA, August 2016

Figure 10-5: Map showing violent crime in West Whittier-Los Nietos (January - June 2016)



DATA SOURCE: SHERIFF'S DEPARTMENT, CITED ON LA TIMES MAPPING LA, AUGUST 2016

CRIME

DESTINATIONS
- SCHOOL
- LIBRARY
- POST OFFICE
- PARK/RECREATION
- EMERGENCY SERVICES

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNALS
- EXISTING OFF-STREET BIKE PATH

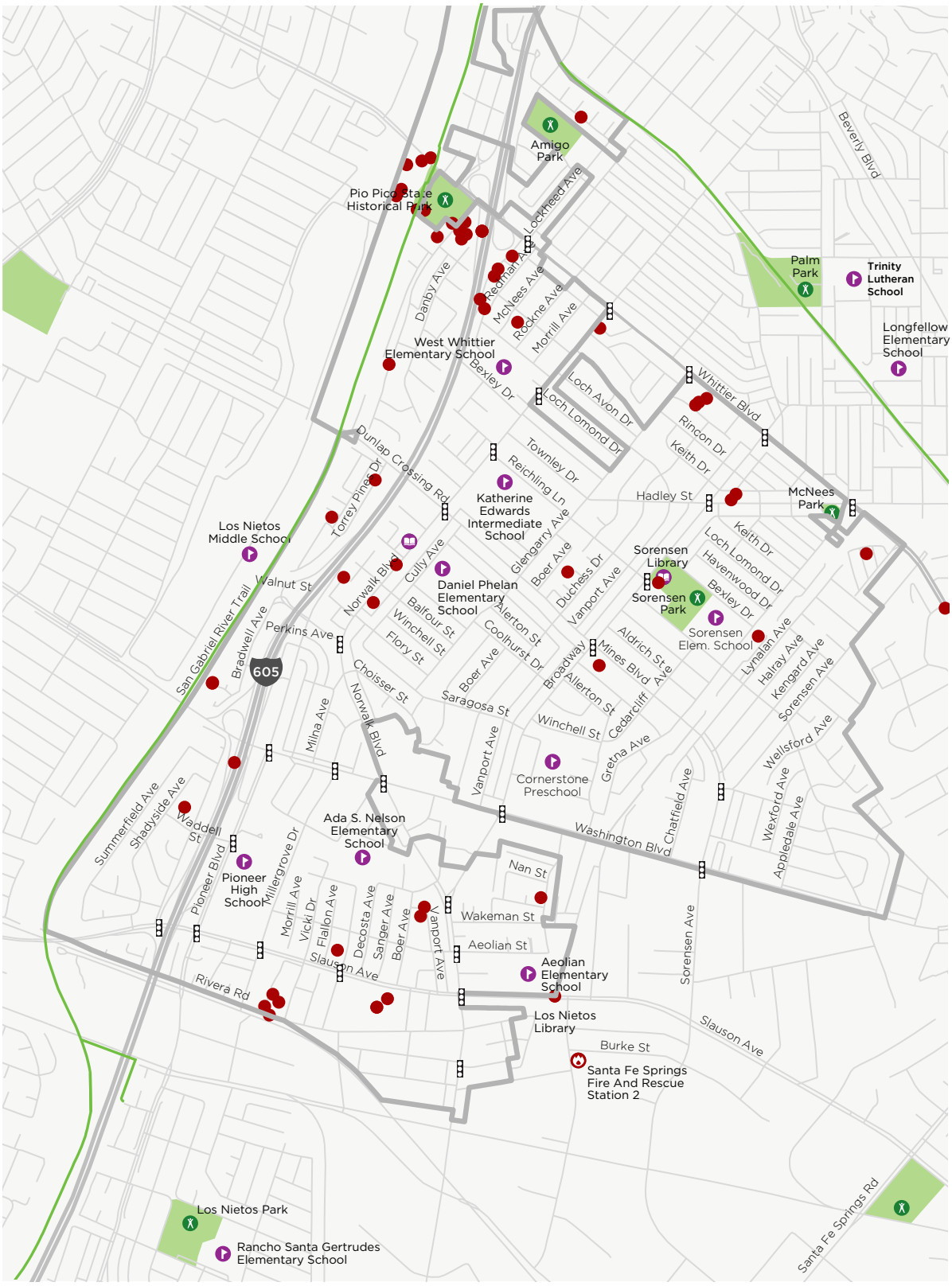
CRIME
- HOMICIDE
- ALL OTHER VIOLENT CRIME

MILES
0 0.2 0.4

GANG ACTIVITY

Gangs and crimes committed by gangs are an issue in West Whittier-Los Nietos (Figure 10-6). Gang activity is dispersed throughout the community, but it is clustered along Whittier Boulevard and Norwalk Boulevard and near Pio Pico Historic Park, Ada S. Nelson Elementary School, and Pioneer High School.

Figure 10-6: Map showing crime related to gang activity in West Whittier-Los Nietos (January – June 2016)



DATA SOURCE: SHERIFF'S DEPARTMENT, CITED BY LA TIMES MAPPING LA, AUGUST 2016

MILES 0 0.2 0.4

GANG-RELATED CRIMES

DESTINATIONS
- SCHOOL
- LIBRARY
- POST OFFICE
- PARK/RECREATION
- FIRE STATION

INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL
- EXISTING OFF-STREET BIKE PATH

GANG ACTIVITY
- GANG-RELATED CRIMES

EXISTING PEDESTRIAN FACILITIES

This section examines existing pedestrian facilities, identifying opportunities for enhancement in West Whittier-Los Nietos. These opportunities for enhancement are recorded in Figure 10-7 and Figure 10-8, including existing areas of discontinuous or narrow sidewalks, crosswalks, traffic signals, and lighting conditions.

Sidewalks

Residential streets within West Whittier-Los Nietos that have existing sidewalks generally have four to five feet of sidewalk available for pedestrian use. The community has several areas without sidewalks, or with sidewalks that pose challenges to people walking. There are discontinuous or narrow sidewalks along Pioneer Boulevard, Sorensen Avenue, Mines Avenue, and a small section of Whittier Boulevard.

The existing sidewalk on Vicki Drive ends at Rivera Road, nearby Los Nietos Middle School

Additionally, most residential streets do not have sidewalks. This lack of formal pedestrian walkways may create pedestrian conflicts with motor vehicles. Additionally, it is common for drivers entering or exiting commercial driveways in this area to not yield to pedestrians walking along the sidewalks.

Walk audit observations are mapped in Figure 10-7 and include discontinuous and narrow sidewalks, limited lighting, poor pavement conditions, or roadways with high motor vehicle speeds.

Trails

The San Gabriel River trail runs along the western edge of West Whittier-Los Nietos. This trail is an important regional connector that provides pedestrian access through the San Gabriel Valley and Gateway Cities. The trail is located adjacent to the river right-of-way and is flanked through the entirety of West Whittier-Los Nietos by an active railroad that serves as a physical and psychological barrier between the community and the trail. Access points to the San Gabriel River Trail is available at Washington Boulevard and Dunlap Crossing Road, with nearby access points

at Whittier Boulevard (within the City of Whittier) and at Pioneer Boulevard (within the City of Santa Fe Springs).

Crosswalks

Opportunities to enhance existing crosswalks are concentrated on major streets throughout West Whittier-Los Nietos, such as Whittier Boulevard, Norwalk Boulevard, Washington Boulevard, and Slauson Avenue. Most of these corridors contain large intersections with multiple through and turning lanes that extend pedestrian crossing distance and time. There are also a number of skewed intersections, such as the junction of Norwalk Boulevard and Washington Boulevard, which typically have large curb radii, thereby increasing pedestrian crossing distance, and enabling higher turning speeds for motor vehicles. During field observations, the project team observed multiple drivers that failed to yield to pedestrians at unsignalized crossings.

At some locations, the presence of raised median noses within the crosswalks presents additional challenges, particularly for disabled individuals. Raised median noses inside the crosswalk reduce the available width of the crosswalk, leading pedestrians to either walk over or around the median nose. Challenging crossings are shown in Figure 10-8 and include faded crosswalk striping, unmarked crosswalks, or curb ramps that are damaged or not up to current ADA standards.

Curb Ramps

Most curb ramps in West Whittier-Los Nietos are single shared curb ramps. Single shared curb ramps are aligned diagonally with the intersection and provide access where factors such as available right-of-way, turn radius, drainage, and sight distance preclude the use of paired curb ramps.

Curb Radius

Like most urban environments, a curb radius of 15 feet is typical on streets in West Whittier-Los Nietos. The large number of skewed intersections presents additional challenges related to vehicle speeds and pedestrian safety. Large curb radii assist cars making right turns by enabling cars to have faster turning speeds. These higher speeds increase the severity of impact if there were to be a collision. Large radii also set back the curb ramp, thus requiring greater right-of-way and increasing a pedestrian's crossing distance.

Traffic Signals

In West Whittier-Los Nietos, not all existing crossings are signalized. As shown in Figure 10-8, traffic signals are concentrated on major corridors like those along Norwalk Boulevard (15 signals), Pioneer Boulevard (three signals), Slauson Avenue (five signals), Washington Boulevard (five signals), and Whittier Boulevard (five signals). Traffic signals are also concentrated around schools – namely Pioneer High School and Katherine Edwards Intermediate School. Pedestrian signal heads are installed at signalized intersections, which require accessible push button activation.

Lighting

Lighting at crosswalks and intersections meets state regulations throughout West Whittier-Los Nietos; however many community members have expressed dissatisfaction with lighting along sidewalks. Limited lighting along sidewalks can increase fear about personal safety and discourage pedestrian activity.

Tree Canopy

Tree canopies make walking feel safer and more pleasant, and can address heat islands, beautify the community, and increase overall quality of life. West Whittier-Los Nietos is ranked in the lowest 10th percentile (worst) for tree canopy coverage.[1] Opportunities to increase tree canopy coverage, as well as landscape and other shade structures, are considered in the development of the West Whittier-Los Nietos Pedestrian Plan. The southern and central portion of West Whittier-Los Nietos has the least tree canopy coverage relative to population.

1 Public Health Alliance's Healthy Places Index, 2016

Figure 10-7: Map of walk audit observations related to sidewalks and paths in West Whittier-Los Nietos

WALK AUDIT OBSERVATIONS IN WEST WHITTIER-LOS NIETOS SIDEWALKS

0 0.2 0.4 MILES

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- POST OFFICE

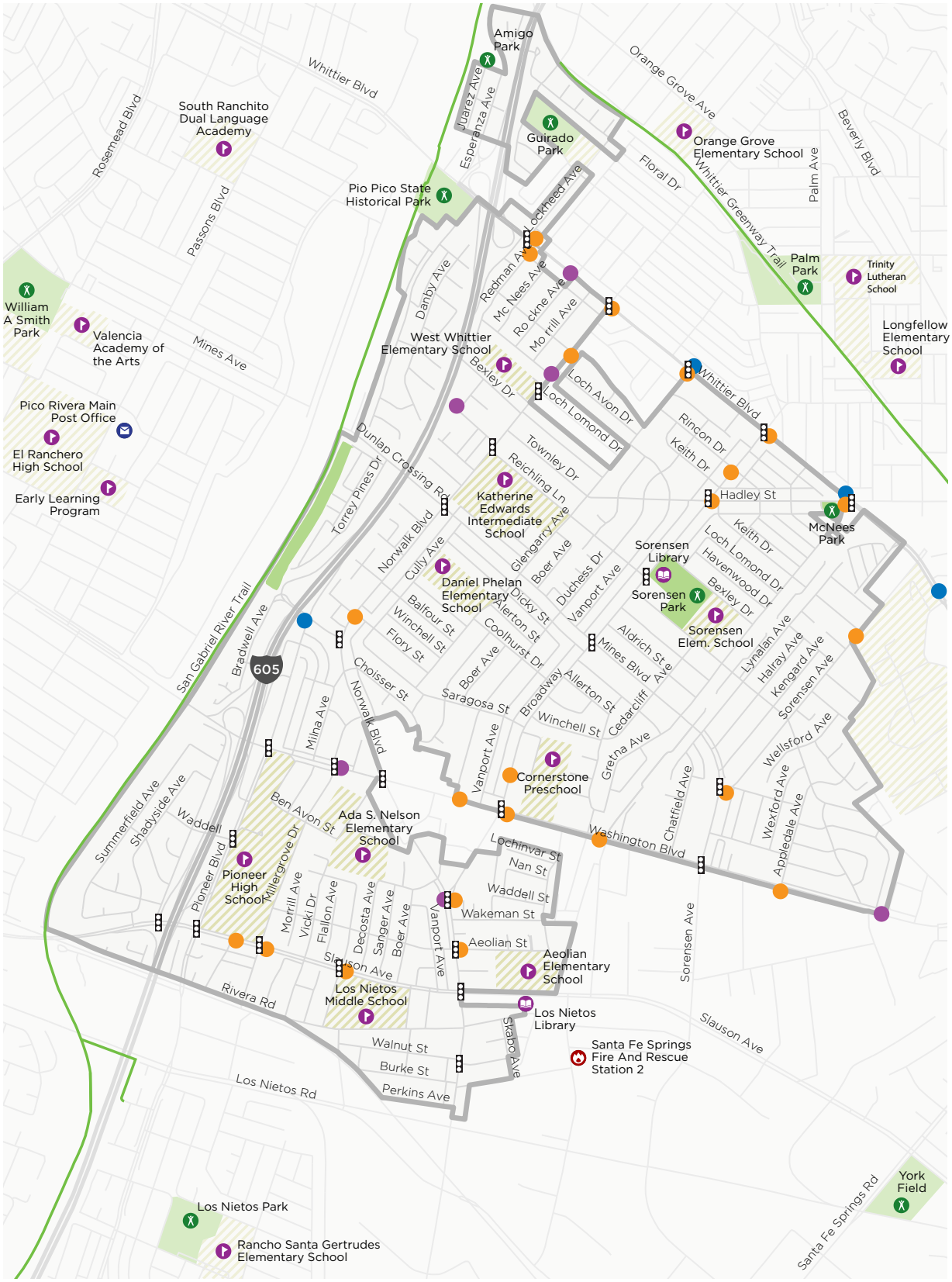
EXISTING INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET BIKE PATH
- TRAFFIC SIGNAL

SIDEWALK OBSERVATIONS

- DISCONTINUOUS SIDEWALK
- LIMITED LIGHTING

Figure 10-8: Map of walk audit observations related to intersections in West Whittier-Los Nietos



WALK AUDIT OBSERVATIONS IN WEST WHITTIER-LOS NIETOS INTERSECTIONS

0 0.2 0.4 MILES

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- POST OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET BIKE PATH
- TRAFFIC SIGNAL

INTERSECTION OBSERVATIONS

- FADED CROSSWALK STRIPING
- UNMARKED CROSSWALK
- NOT TO CURRENT ADA STANDARDS/ DAMAGED CURB RAMPS

PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for West Whitter-Los Nietos' pedestrian network. In general, the proposed pedestrian facilities focus on enhancing safety, comfort, and accessibility for people walking or wheeling in West Whitter-Los Nietos. Proposed projects in West Whitter-Los Nietos (Figure 10-9) include:

- **Corridor Studies:** Potential roadway reconfigurations that may enhance walking conditions and potentially add more green space to the community, but need further study to implement.
- **Crossing Projects:** Facilities that may enhance pedestrian safety including high-visibility crosswalks, curb extensions, advance yield markings, pedestrian-activated warning systems, and updated curb ramps. Any recommendation to stripe a crosswalk (at controlled or uncontrolled locations) should be consistent with the County's Crosswalk Guidelines.
- **Sidewalk/Path Projects:** Facilities that may make walking down the street safer and more comfortable, including adding new or widened sidewalks and evaluating removal or relocation of driveways.
- **Pedestrian Lighting:** Human-scaled lights that provide lighting for people walking in West Whittier-Los Nietos, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 for more information about requesting pedestrian-scale lighting in West Whittier-Los Nietos.

Most proposed facilities are located along Norwalk Boulevard, Pioneer Boulevard, Slauson Avenue, and Washington Boulevard. Each of these corridors have a history of pedestrian-involved collisions and high motor vehicle volumes and speeds, and were identified by community members as high priority.

Norwalk Boulevard could be considered for a roadway reconfiguration, which could help calm traffic along this busy corridor. High-visibility crosswalks, curb extensions, and advance yield markings will enhance crossings along Norwalk Boulevard where it is currently challenging. Particularly, the intersection of Norwalk Boulevard and Broadway was identified as high-priority by community members. New crosswalks at this intersection, and the intersection of Norwalk Boulevard and Aeolian Street will require further study by Public Works.

Pioneer Boulevard could be enhanced for pedestrians through installation of continental crosswalks, pedestrian-activated warning systems, and reduced curb radii, particularly at I-605 ramps. It is important to note that all I-605 ramps fall under Caltrans jurisdiction; thus, additional coordination will be required to implement projects at these locations.

Slauson Avenue may be studied by Public Works to determine whether a roadway reconfiguration is appropriate to calm traffic. The crosswalks at the intersection of Slauson Avenue and Alburtis Avenue could be restriped as high-visibility school crosswalks to enhance safety for children crossing, and Americans with Disabilities Act-compliant curb ramps could be installed at Slauson Avenue and Millergrove Drive. Per the Los Nietos Safe Routes to School Plan, a signalized crossing is proposed at Slauson Avenue and Duchess Drive, where the new library is located. Pedestrian-scale lighting along Slauson Avenue could also enhance safety and comfort for pedestrians.

Further, multiple pedestrian paths connecting Slauson to adjacent residential streets (Sanger Avenue, Decosta Avenue, Alburtis Avenue, and Morrill Avenue) have been fenced off. This fencing blocks pedestrian access to Slauson Avenue and could be removed to provide better access to nearby schools. Further review will be necessary to determine whether these paths are in public right-of-way, in addition to coordination with adjacent property owners.

Curb extensions could shorten the crossing distance across Washington Boulevard, which along with high-visibility crosswalks and refuge islands may enhance safety for pedestrians. The installation of a sidewalk on the southeast corner of Washington Boulevard at Allport Avenue is also proposed. Further, pedestrian-scale lighting is proposed from Sorensen Avenue to the San Gabriel River Trail to increase pedestrian safety and comfort.

On Mines Boulevard, a cycle track could help calm traffic, pending further study by Public Works. At Mines Boulevard and Glengarry Avenue, a traffic signal is currently planned by Public Works, along with continental crosswalks. Curb extensions at Sorensen Avenue could shorten pedestrian crossing distances and high-visibility crosswalks could enhance pedestrian safety. Further, a mini roundabout is currently planned for Mines Boulevard at Gretna Avenue, which could help calm traffic and enhance safety for people walking.

Pending further study, installing sidewalks on residential streets in West Whittier-Los Nietos could enhance pedestrian connections to major corridors. Additionally, multiple pedestrian projects were proposed in the Los Nietos Safe Routes to School Plan. These projects include signal updates, signage, striping, and updated curb ramps, and should be considered for implementation.

Throughout the community, particularly along Broadway, there are multiple locations where excess driveways could be evaluated for removal or relocation. It is important to note that the County cannot remove or relocate driveways without obtaining property owner approval and confirmation that there are no adverse impacts to the prior planning approval.

In addition to the aforementioned proposed projects, the County has received funding for a Los Nietos Safe Routes to School project. Projects that may be installed as part of this program include upgraded pedestrian push buttons, striping, signage, ADA compliant curb ramps, countdown pedestrian heads, and curb extensions at various intersections in West Whittier-Los Nietos, south of Washington Boulevard.

These proposed projects are detailed in Table 10-6 and mapped in Figure 10-9. The project list includes estimated costs and prioritization scores for each project. Public Works often applies for grant funding at the corridor level, rather than individual intersections, so the average prioritization score for each corridor is included in the list as well. Chapter 6 provides an overview of how the County will implement these projects, Appendix D contains detailed information on potential funding sources and project prioritization scoring, and Appendix E provides additional information about cost estimates.

Implementation of proposed projects in West Whittier-Los Nietos is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this Plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support.

Table 10-6: Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Aeolian Street				**Average Corridor Score:**	**63.9**
County	Aeolian Street / Vicki Drive	Northwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Aeolian Street / Morrill Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	65.0
County	Aeolian Street / Flallon Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	60.0
County	Aeolian Street / Alburtis Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	60.0
County	Aeolian Street / Decosta Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	60.0
County	Aeolian Street / Sanger Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	60.0
County	Aeolian Street / Boer Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	65.0
County	Aeolian Street / Vanport Avenue	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramp where nonexistent	$24,000	80.0
County	Aeolian Street (Millergrove Drive to Norwalk Boulevard)	Both sides of street	Install sidewalks	$475,200	65.0
Bexley Drive				**Average Corridor Score:**	**56.9**
County	Bexley Drive / Danby Avenue	Northeast and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Bexley Drive / Milna Avenue	Northwest and Northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Bexley Drive / Rockne Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Bexley Drive / Glengarry Avenue	Northwest and southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	50.0
County	Bexley Drive (Danby Avenue to Glengarry Avenue)	Both sides of street	Install sidewalks	$580,800	55.0
County	Bexley Drive / Thornlake Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Bexley Drive / Gretna Avenue	Northwest and southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Bexley Drive (Broadway to Gretna Avenue)	Both sides of street	Install sidewalks	$264,000	50.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Broadway					**Average Corridor Score: 72.1**
County	Broadway / Keith Drive	West leg	Relocate stop bar before beginning curb return	$500	60.0
County	Broadway / Reichling Lane	West, south, and east legs	Restripe as yellow continental crosswalk	$7,500	65.0
County	Broadway / Mines Boulevard	All Legs	Restripe as continental crosswalk	$10,000	70.0
County	Broadway / Saragosa Street	North-south direction	Install advance yield marking	$1,000	60.0
		South Leg	Install curb extensions at crosswalk	$80,000	
County	Broadway / Washington Boulevard	Northwest corner	Evaluate driveway relocation or removal[2]	$10,000	80.0
County	Broadway, between Washington Boulevard and Norwalk Boulevard	West side of street, mid-block	Evaluate driveway relocation or removal[2]	$10,000	90.0
		East side of street, mid-block	Evaluate driveway relocation or removal[2]	$10,000	
County	Broadway (Washington Boulevard to Norwalk Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	80.0
Cully Avenue					**Average Corridor Score: 51.7**
County	Cully Avenue / Mines Boulevard	Southwest and southeast corners	Reduce curb radii	$100,000	50.0
County	Cully Avenue / Phelan Language Academy	Mid-block crossing	Restripe crosswalk to align with existing curb ramps	$2,500	55.0
County	Cully Avenue / Balfour Street	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	50.0
		North leg	Stripe yellow continental crosswalk	$2,500	
		East leg	Restripe as yellow continental crosswalk	$2,500	
Dunlap Crossing Road					**Average Corridor Score: 50.0**
County	Dunlap Crossing Road (San Gabriel River Trail to Norwalk Boulevard)	Both sides of street	Install sidewalks	$25,000	50.0
Glengarry Avenue					**Average Corridor Score: 51.3**
County	Glengarry Avenue (Rincon Drive to Loch Lomond Drive)	Both sides of street	Install sidewalks	$158,400	45.0
County	Glengarry Avenue / Loch Lomond Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	50.0

Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Glengarry Avenue / Aldrich Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Glengarry Avenue (Reichling Lane to Mines Boulevard)	Both sides of street	Install sidewalks	$211,200	50.0
Gretna Avenue				**Average Corridor Score:**	**59.5**
County	Gretna Avenue / Loch Lomond Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Gretna Avenue / Havenwood Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	55.0
County	Gretna Avenue / Bexley Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	55.0
County	Gretna Avenue / Rose Hedge Drive	Southeast and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	65.0
County	Gretna Avenue / Bradhurst Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Gretna Avenue / Aldrich Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Gretna Avenue / Dicky Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Gretna Avenue / Clive Avenue (north)	Northeast and Southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Gretna Avenue / Clive Avenue (south)	Northeast and Southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Gretna Avenue / Westman Avenue	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate	$500,000	55.0
			Stripe continental crosswalk	$7,500	
County	Gretna Avenue (Keith Drive to Washington Boulevard)	Both sides of street	Install sidewalks	$893,000	55.0
Hadley Street				**Average Corridor Score:**	**53.3**
County	Hadley Street / Glengarry Avenue	Northeast corner	Install new ADA compliant curb ramp where nonexistent	$8,000	55.0
County	Hadley Street / Boer Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	50.0
County	Hadley Street / Duchess Drive	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	55.0
County	Hadley Street / Loch Avon Drive	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	55.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Hadley Street / Alley west of Broadway	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	55.0
County	Hadley Street (Glengarry Avenue to Broadway)	Both sides of street	Install sidewalks	$316,800	50.0
Loch Avon Drive				**Average Corridor Score:**	**61.4**
County	Loch Avon Drive (Redman Avenue to Norwalk Boulevard)	Both sides of street	Install sidewalks	$211,200	65.0
County	Loch Avon Drive / McNees Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	65.0
County	Loch Avon Drive / Rockne Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	75.0
County	Loch Avon Drive / Morrill Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	70.0
County	Loch Avon Drive / Glencannon Drive	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	50.0
County	Loch Avon Drive (Norwalk Boulevard to Glengarry Avenue)	Both sides of street	Install sidewalks	$264,000	55.0
County	Loch Avon Drive / Glengarry Avenue	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	50.0
Millergrove Drive				**Average Corridor Score:**	**65.0**
County	Millergrove Drive / Benavon Street	All corners	Install curb extension	$160,000	60.0
		West and south legs	Restripe as yellow continental crosswalk	$5,000	
County	Millergrove Drive (Benavon Street to Rivera Road)	Both sides of street	Fill in gaps in sidewalk network	$105,600	70.0
County	Millergrove Drive / Wheelock Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	65.0
Mines Boulevard				**Average Corridor Score:**	**60.0**
County	Mines Boulevard / Glengarry Avenue	North and south legs	Stripe yellow continental crosswalk	$5,000	50.0
		All legs	Install traffic signal	$300,000	
County	Mines Boulevard / Cedarcliff Avenue	All corners	Install curb extension	$160,000	65.0
		All legs	Stripe continental crosswalk	$10,000	
County	Mines Boulevard / Gretna Avenue	All corners	Install curb extension	$160,000	50.0
		-	Install mini roundabout	$500,000	

Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Mines Boulevard / Lambert Road / Sorensen Avenue	North and east legs	Restripe to continental crosswalk	$5,000	60.0
		Northeast corner and northwest mid-block	Install curb extension	$80,000	
County	Mines Boulevard (Norwalk Boulevard to Washington Boulevard)	-	Study for cycle track	Cost will vary for study, design, and implementation	75.0
Norwalk Boulevard				**Average Corridor Score: 69.6**	
County	Norwalk Boulevard / Holbrook Street	North-south direction	Install advance yield marking	$1,000	75.0
		North leg	Stripe continental crosswalk	$2,500	
			Install new ADA compliant curb ramp at new crosswalk	$8,000	
County	Norwalk Boulevard / Loch Lomond	North and east legs	Restripe as yellow continental crosswalk	$5,000	65.0
		Northwest mid-block, northeast and southeast corners	Install curb extensions at crosswalk	$120,000	
County	Norwalk Boulevard / Bexley Drive	North-south direction	Install advance yield marking	$1,000	55.0
		All legs	Stripe continental crosswalk	$10,000	
		North and south legs	Install pedestrian-activated warning system	$160,000	
		All corners	Install curb extension	$160,000	
County	Norwalk Boulevard / Reichling Lane	West, south, and east legs	Restripe as yellow continental crosswalk	$7,500	65.0
		West mid-block of south jog, southeast corner	Install curb extensions at crosswalk	$80,000	
County	Norwalk Boulevard / Mines Boulevard	All legs	Restripe to continental crosswalk	$10,000	60.0
		All corners	Install curb extension	$160,000	
County	Norwalk Boulevard / Balfour Avenue	North-south direction	Install advance yield marking	$1,000	65.0
		Northeast and southeast corners	Install curb extensions at crosswalk	$80,000	
County	Norwalk Boulevard / Saragosa Street	West and south legs	Restripe to continental crosswalk	$5,000	70.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Norwalk Boulevard / Broadway	All Legs	Restripe as continental crosswalk	$12,500	70.0
		East leg	Stripe continental crosswalk to cross frontage road	$2,500	
		East side of intersection	Study intersection for reconfiguration	$200,000	
County	Norwalk Boulevard / Aeolian Street	South and east legs	Restripe as yellow continental crosswalk	$5,000	80.0
		North and west legs, north leg of frontage road	Stripe yellow continental crosswalk	$7,500	
		Southwest, northeast, and southeast corners	Install curb extension	$120,000	
County	Norwalk Boulevard / Slauson Avenue	All legs	Restripe to continental crosswalk	$10,000	85.0
County	Norwalk Boulevard (Whittier Boulevard to Slauson Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	80.0
County	Norwalk Boulevard / Rivera Road	All legs	Stripe continental crosswalk	$10,000	70.0
		South leg	Study for traffic signal	$300,000	
		Northwest and southeast corners	Reduce curb radii	$100,000	
County	Norwalk Boulevard / Walnut Street	All legs	Restripe to continental crosswalk	$10,000	65.0
		Northwest and Southwest corners, east side of street at north leg, west side of street at south leg	Install curb extensions at existing crosswalk	$160,000	
Pioneer Boulevard				**Average Corridor Score: 69.3**	
Caltrans	Pioneer Boulevard / Saragosa Street	South leg	Restripe as continental crosswalk	$2,500	65.0
		North leg (605 ramp)	Stripe continental crosswalk	$2,500	
		Northwest and northeast corners	Reduce curb radii	$100,000	
		Southwest and southeast corners	Install curb extension	$80,000	

Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Caltrans	Pioneer Boulevard / 605 ramp (north of Washington Boulevard)	West leg	Restripe as continental crosswalk	$2,500	60.0
			Install pedestrian-activated warning system	$80,000	
		Southwest corner	Reduce curb radii	$50,000	
Caltrans	Pioneer Boulevard / 605 ramp (south of Washington Boulevard)	West leg	Restripe as continental crosswalk	$2,500	65.0
			Install pedestrian-activated warning system	$80,000	
		Northwest corner	Reduce curb radii	$50,000	
County	Pioneer Boulevard / Waddell Street	West and north legs	Restripe as yellow continental crosswalk	$5,000	60.0
		All corners	Install curb extension	$120,000	
Caltrans	Pioneer Boulevard / 605 ramp (north of Slauson Avenue)	West leg	Restripe as continental crosswalk	$2,500	80.0
			Install pedestrian-activated warning system	$80,000	
		Southwest corner	Reduce curb radii	$50,000	
County	Pioneer Boulevard / Slauson Avenue	All legs	Restripe as yellow continental crosswalk	$10,000	85.0
County	Pioneer Boulevard / Rivera Road	All legs	Stripe continental crosswalk	$10,000	70.0
		North and south legs	Install pedestrian-activated warning system	$160,000	
Reichling Lane				**Average Corridor Score:**	**60.0**
County	Reichling Lane / Glengarry Avenue	Southeast corner	Install new ADA compliant curb ramp where nonexistent	$8,000	60.0
County	Reichling Lane / Duchess Drive	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	60.0
County	Reichling Lane / Boer Avenue	Northeast corner	Install new ADA compliant curb ramp where nonexistent	$8,000	60.0
County	Reichling Lane (Glengarry Avenue to Vanport Avenue)	Both sides of street	Install sidewalks	$105,600	60.0
Rivera Road				**Average Corridor Score:**	**50.0**
County	Rivera Road / Decosta Avenue	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	50.0
Saragosa Street				**Average Corridor Score:**	**48.3**
County	Saragosa Street / Duchess Drive	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramp where nonexistent	$24,000	50.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Saragosa Street / Vanport Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	50.0
County	Saragosa Street (Duchess Drive to Broadway)	Both sides of street	Install sidewalks	$105,600	45.0
Slauson Avenue					**Average Corridor Score: 70.0**
Caltrans	Slauson Avenue / 605 ramp (west of Pioneer Boulevard)	North leg	Restripe as continental crosswalk	$2,500	85.0
			Install pedestrian-activated warning system	$80,000	
County	Slauson Avenue / Millergrove Drive	All corners	Install ADA compliant curb ramp	$32,000	75.0
		All legs	Restripe as yellow continental crosswalks	$10,000	
		West and east legs	Install median refuge islands to reduce crossing distance	$60,000	
County	Slauson Avenue / Morill Avenue	North side of street	Remove fencing blocking pedestrian path	$500	70.0
County	Slauson Avenue / Alburtis Avenue	North side of street	Remove fencing blocking pedestrian path	$500	65.0
		West, south, and east legs	Restripe as yellow continental crosswalk	$7,500	
		West and east legs	Install median refuge islands to reduce crossing distance	$60,000	
County	Slauson Avenue / Decosta Avenue	North side of street	Remove fencing blocking pedestrian path	$500	65.0
County	Slauson Avenue / Duchess Drive	East leg	Install traffic signal with pedestrian signal heads	$300,000	60.0
			Install median refuge island	$30,000	
		North, south, and east legs	Stripe continental crosswalk	$7,500	
County	Slauson Avenue / Sanger Avenue	North side of street	Remove fencing blocking pedestrian path	$500	65.0
County	Slauson Avenue (San Gabriel River Trail to Norwalk Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	75.0
County	Slauson Avenue (Pioneer Boulevard to Norwalk Boulevard)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	70.0
Sorensen Avenue					**Average Corridor Score: 54.0**
County	Sorensen Avenue / Havenwood Drive	Southwest corner	Install new ADA compliant curb ramp where nonexistent	$8,000	55.0

Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
County	Sorensen Avenue / Townley Drive	Northeast and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	55.0
County	Sorensen Avenue / Rose Hedge Drive	All corners	Install curb extensions	$160,000	50.0
		North leg	Restripe as continental crosswalk	$2,500	
			Install pedestrian-activated warning system	$80,000	
County	Sorensen Avenue (Havenwood Drive to Rose Hedge Drive)	Both sides of street	Install sidewalks	$211,200	50.0
County	Sorensen Avenue / Lambert Road	East side of intersection	Close right turn channel onto Sorensen Avenue	$50,000	60.0
Vicki Drive				**Average Corridor Score:**	**55.0**
County	Vicki Drive / Godoy Street	Northeast and southeast corners, northwest mid-block	Install curb extension	$120,000	60.0
		North leg	Stripe yellow continental crosswalk	$2,500	
		East leg	Restripe as yellow continental crosswalk	$2,500	
County	Vicki Drive / Abbotsford Road	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	60.0
County	Vicki Drive / Aeolian Street	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	50.0
		West and south legs	Stripe yellow continental crosswalk	$5,000	
County	Vicki Drive (Waddell Street to Slauson Avenue)	Both sides of street	Install sidewalks	$264,000	50.0
Waddell Street				**Average Corridor Score:**	**68.8**
County	Waddell Street / Sanger Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	70.0
County	Waddell Street / Rexall Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	70.0
County	Waddell Street / Boer Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	70.0
County	Waddell Street (Decosta Avenue to Norwalk Boulevard)	Both sides of street	Install sidewalks	$158,400	65.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Walnut Street					**Average Corridor Score: 40.0**
County	Walnut Street / Orange Street	-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	40.0
Washington Boulevard					**Average Corridor Score: 74.5**
County	Washington Boulevard / Pioneer Boulevard	All legs	Restripe as yellow continental crosswalk	$10,000	85.0
		West and east legs	Install median refuge island	$60,000	
County	Washington Boulevard / Danby Avenue	South leg	Consider eliminating turn channel to reduce curb radius from Washington Boulevard to Pioneer High School	$50,000	80.0
County	Washington Boulevard / Millergrove Drive	West leg and frontage road	Restripe as yellow continental crosswalk	$5,000	80.0
		South and east legs, east leg of frontage road	Stripe continental crosswalk	$7,500	
County	Washington Boulevard / Vicki Drive	South leg	Stripe continental crosswalk	$2,500	85.0
County	Washington Boulevard / Norwalk Boulevard	All legs	Restripe as continental crosswalk	$10,000	85.0
		West and east legs	Install median refuge island	$60,000	
County	Washington Boulevard / Broadway	West leg	Modify median curb to end behind crosswalk	$10,000	80.0
		All Legs	Restripe to continental crosswalk	$10,000	
		Northwest and southwest corners	Evaluate driveway relocation or removal[2]	$10,000	
County	Washington Boulevard / Sorensen Avenue	All corners	Install curb extension	$160,000	55.0
		All legs	Restripe as continental crosswalk	$10,000	
County	Washington Boulevard (San Gabriel River Trail to Sorensen Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	80.0
County	Washington Boulevard / Appledale Avenue	Northeast corner	Stripe continental crosswalk to mark path from frontage road sidewalk	$2,500	55.0
County	Washington Boulevard / Crowndale Avenue	Northeast corner	Stripe continental crosswalk to mark path from frontage road sidewalk	$2,500	60.0
		Median ramp	Install new ADA compliant curb ramp where nonexistent	$8,000	

Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Westman Avenue				**Average Corridor Score: 57.0**	
County	Westman Avenue / Lochinvar Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	55.0
County	Westman Avenue / Nan Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Westman Avenue / Waddell Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	55.0
County	Westman Avenue / Wakeman Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	60.0
County	Westman Avenue (Washington Boulevard to Aeolian Street)	Both sides of street	Install sidewalks	$264,000	55.0
Whittier Boulevard				**Average Corridor Score: 69.4**	
Caltrans	Whittier Boulevard/ I-605 Northbound Ramp	East-west direction	Install advance yield marking	$1,000	75.0
		North leg	Restripe as continental crosswalk	$2,500	
Caltrans	Whittier Boulevard/ I-605 Southbound Ramp	East-west direction	Install advance yield marking	$1,000	75.0
		South leg	Restripe as continental crosswalk	$2,500	
County/ Caltrans	Whittier Boulevard / Lockheed Avenue	East leg	Restripe crosswalk to align with curb ramp on southeast corner	$2,500	70.0
County/ Caltrans	Whittier Boulevard / Norwalk Boulevard	East leg	Restripe as continental crosswalk to align with curb ramps	$2,500	65.0
County/ Caltrans	Whittier Boulevard / Glengarry Avenue	South leg	Restripe as continental crosswalk	$2,500	60.0
County/ Caltrans	Whittier Boulevard / Broadway	East leg	Restripe crosswalk to align with curb ramp on southeast corner	$2,500	75.0
County/ Caltrans	Whittier Boulevard / Western Avenue	South leg	Relocate stop bar before beginning curb return	$500	65.0
County/ Caltrans	Whittier Boulevard / Hadley Street	All legs	Restripe as continental crosswalk	$12,500	70.0
		South leg	Shorten median curb to end behind crosswalk	$10,000	
Total Capital Costs[3]					$14,051,800
Contingency (20% of total capital cost)					$2,810,360
Total P.E. (30% of total capital cost)					$4,215,540
Total Construction Engineering (50% of total capital cost)					$7,025,900
Project Total					**$28,103,600**

[1]All costs are based on 2018 estimates. Appropriate inflation and escalation increases may be applicable at time of implementation.

[2]Driveway related projects are contingent upon the County developing a process to consolidate, reduce widths of, or close excessive driveways, where feasible and appropriate, in accordance with Los Angeles County Code Title 16, and considering prior planning approval. See Chapter 4, Driveways section for more detail.

[3]Cost does not include treatments for which unit prices are listed as "Varies," including pedestrian-scale lighting, and studies for roadway reconfiguration. Costs for these treatments can vary widely depending on design. Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation and maintenance costs.

Figure 10-9: Proposed pedestrian projects in West Whittier-Los Nietos

PROPOSED PEDESTRIAN PROJECTS

0 0.2 0.4 MILES

DESTINATIONS
- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE
- ROAD NETWORK
- TRAFFIC SIGNAL

PROPOSED PROJECTS
- NEW OR IMPROVED CROSSING
- NEW OR IMPROVED CROSSING WITH BEACON/SIGNAL
- NEW TRAFFIC SIGNAL
- TRAFFIC CALMING
- NEW OR IMPROVED SIDEWALKS
- PEDESTRIAN-SCALE LIGHTING
- STREET TREES
- STUDY FOR POTENTIAL ROAD RECONFIGURATION
- TRAFFIC CALMING

Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation and maintenance costs.

PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific facilities help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2, while Table 10-7 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in West Whitter-Los Nietos.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs can be found in Chapter 5, while programs that are most important for West Whittier-Los Nietos are listed in Table 10-8.

Table 10-7: Actions for West Whitter-Los Nietos

Action	Lead Departments	Timeframe
C-1.1: Continue to support constituent requests, maintain, and seek new opportunities for public easements that shorten walking distances and encourage walking; where feasible and appropriate.	Public Works, Parks and Recreation	On-going
SC-1.1: Continue to explore ways to purchase, operate, and maintain pedestrian- scale lighting.	Public Works	On-going
SC-1.2: Support LED light installation on new and existing streetlight poles and, to reduce sidewalk clutter, consider combined street-scale and pedestrian-scale lighting on individual light poles, where feasible and appropriate.	Public Works	On-going
SC-1.3: Work with local businesses to maintain active building frontages (include outdoor restaurant seating) to promote sidewalk vitality and "eyes on the street." Update the related zoning code, Community Standards Districts, and/or Community Plans as necessary.	Member Departments of the Healthy Design Workgroup	On-going
SC-1.4: Identify areas where illicit activities, such as cruising and prostitution, occur and work with Public Works to strategically deploy traffic calming measures with the goal of reducing these activities, where feasible and appropriate.	Sheriff	On-going

Table 10-8: Programs for West Whitter-Los Nietos

Program	Description
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2) encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up. Los Angeles County's existing SRTS program is multifaceted and involves multiple County agencies to implement infrastructure projects around schools, in conjunction with school-based education and encouragement programs.
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors. More information can be found in Chapter 5, Program 2: Safe Passages.