Step by Step

LOS ANGELES COUNTY

Pedestrian Plans for Unincorporated Communities

APPENDICES

DRAFT
March 2019

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Appendix A

EXISTING PLANS AND PROJECTS REVIEW

COUNTY PLANNING AND ZONING LAWS

The Los Angeles County Code of Ordinances includes two sections which are relevant to pedestrian planning. Both Title 21, 'Subdivisions,' and Title 22, 'Planning and Zoning,' provide requirements, standards, and guidance for land uses, development density, street design, streetscape, and building design – these features will influence how the LA County Step by Step Pedestrian Plan may be implemented. Summaries of key sections are provided below:

Road Right-of-Way. Title 21 includes a minimum 40 feet road right-of-way requirement (21.24.090 - Right-of-way and Roadway Width Requirements—Cross-section Diagrams). Title 21 requires that "the safety and convenience of bicyclists and pedestrians, including children, senior citizens, and persons with disabilities are maintained." Road right-of-way requirements include appropriate sidewalk widths ranging from 6 feet to 12 feet in urban and rural areas when sidewalks are required. Title 21 includes alternate cross sections without sidewalks, however these are only permissible if: found not necessary to provide for the safety of pedestrians, do not serve residential or commercial land, do not serve pedestrian-heavy institutions, will not impact existing or proposed bicycle facilities, or would keep with the design and improvement of adjoining highways or streets.

Pedestrian ways. Title 21 includes requirements, design standards, and maintenance requirements for pedestrian ways (21.24.210). It allows for the requirement of a minimum 8-foot-wide pedestrian mid-way in blocks greater than 700 feet. It includes appropriate design standards to ensure people are comfortable and safe walking, including stairs for grades greater than 10 percent, open public access, allowing transparent fences, tree canopy for shade, and lighting.

Pedestrian access. Title 21 includes requirements for pedestrian access through condominium and community apartment projects (21.24.380) includes standards for landscaped pedestrian walkways and access. Requirement and standards on pedestrian lighting on private property should also be considered, particularly in communities where crime and safety are community concerns.

Cul-de-sacs. Cul-de-sacs are allowed by Title 21. Without pedestrian paths, cul-de-sacs can impede walkability. If there are fences or barriers,

cul-de-sacs can significantly lengthen the walking time and distance between places. Title 21 requires pedestrian access to cul-de-sacs (21.24.210) when the cul-de-sac is within 500 feet from a recreational facility, within 500 feet from an existing or proposed trail, one-quarter mile from a school, and one-quarter mile from a commercial area.

Mixed Use. Title 22 discusses requirements surrounding Mixed Use Development Zone (MXD) land use designation. MXD allows for a mixture of residential, commercial, and limited light industrial uses and buildings in close proximity to bus and rail transit stations. It identifies mixed use as an opportunity for communities to increase walking and reduce energy consumption. A high density residential development with a maximum density of 150 units per net acre is allowed in Mixed Use. While, it also calls for reduced parking requirements of two covered parking spaces per dwelling unit.

Title 22 includes Mixed Use design requirements to create "pedestrian character" including glass, transparency, entry orientation, facade, and rooflines, and required rear parking. It also includes performance standards to minimize noise, and standards for graffiti removal. Mixed Use improves walkability and reduces crime. A 2013 study of eight Los Angeles neighborhoods found that changing zoning by adding residential to a commercially zoned area was associated with a seven percent drop in crime.[1]

Permitted Uses in Residential. Title 22 allows for some non-residential uses in areas zoned single-family residential (22.20.070) by permitting home-based occupations and child care facilities within residential. In single-family residential it permits community gardens, child care, accessory uses, churches, libraries, townhouses (subject to permits and conditions).

Density. Title 22 allows for a maximum density of 150 dwelling units per acre in residential areas. Higher density (subject to certain conditions) is considered as pedestrian, bicycle and transit facilities in the County are expanded. Housing density is also regulated through land use designation.

Higher FARs of 1.0 or greater in commercial development create a more pedestrian-friendly environment.

1 Anderson, et al., 2013. Reducing Crime by Shaping the Built Environment with Zoning: An Empirical Study of Los Angeles.

COUNTYWIDE PLANS

Local

PURPOSEFUL AGING LOS ANGELES (2018)

In 2018, the County and City of Los Angeles adopted the Purposeful Aging Los Angeles (PALA) – An Age-Friendly Initiative. The Plan seeks to prepare the Los Angeles region for a rapidly aging population through an innovative, sustained initiative that unites public and private leadership, resources, ideas, and strategies. The Plan includes a recommendation to "support the ability of older adults to safely walk in their communities as a means of transportation, through infrastructure enhancements in areas with a high-density of older adults." These enhancements may include leading pedestrian intervals, refuge islands, curb extensions, and more.

VISION ZERO INITIATIVE (2017)

In 2017, the Los Angeles County Board of Supervisors established a Vision Zero Initiative for Los Angeles County and directed the California Highway Patrol and Public Health, Public Works, Health Services, Sheriff, Fire, and the Chief Executive Office to work together toward the goal of eliminating preventable traffic fatalities and severe injuries.

COUNTYWIDE COMPREHENSIVE PARK AND RECREATION NEEDS ASSESSMENT (2016)

This assessment examines park availability to residents, park accessibility, and new park needs. Less than half of the county's population (49 percent) lives within a half-mile of a park. The Parks Needs Assessment proposes (1) considering parks as key infrastructure needed to maintain and improve quality of life, (2) a new series of metrics to be used for determining park needs, (3) a needs-based allocation of funding for parks, and (4) emphasis on both community priorities and maintenance projects.

LOS ANGELES COUNTY GENERAL PLAN 2035 (2015)

The General Plan provides the policy framework for how and where unincorporated communities will develop through 2035. It establishes goals, policies, and programs to foster healthy, livable, and sustainable unincorporated communities. The General Plan guides growth countywide and lays a foundation for future community-based planning initiatives.

The Mobility Element of the General Plan provides an overview of the County's transportation network with a goal of making streets safer, accessible, and more convenient to walk, ride a bicycle or take transit. The General Plan establishes a program to prepare community pedestrian plans, with guidelines and standards to promote walkability and connectivity throughout unincorporated areas. Step by Step Los Angeles County is a pedestrian-focused component of the Mobility Element.

EQUITABLE DEVELOPMENT WORK PROGRAM (2015)

In 2015, the Los Angeles County Board of Supervisors directed Regional Planning, in coordination with Public Works, Public Health, Parks and Recreation, Community Development Commission, County Counsel, and Fire, to initiate an Equitable Development Work Program that promotes sustainable, healthy, and well-designed environments that enhance the quality of life and public well-being for all residents in the unincorporated areas.

COMMUNITY CLIMATE ACTION PLAN (CCAP) (2015)

The County prepared the CCAP to mitigate and avoid greenhouse gas (GHG) emissions associated with community activities in unincorporated areas. Strategies addressing transportation-related emissions focus on changes in building density and mixed-use development, increased transit services, enhanced pedestrian and bicycle paths, and expanded incentives and opportunities for alternative modes of travel that include electric vehicles.

BICYCLE MASTER PLAN (2012)

This plan proposes a vision for a diverse regional system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the county. The document provides direction for enhancing mobility options to increase bicycle ridership.

The plan identifies locations and potential routes for bicycle and pedestrian pathways, which helps inform planning for pedestrian access across unincorporated communities. Like Step by Step Los Angeles County, the Bicycle Master Plan is a component of the Mobility Element of the General Plan.

HEALTHY DESIGN ORDINANCE AND HEALTHY DESIGN WORKGROUP (2012)

The Healthy Design Ordinance changed the County's zoning and subdivision regulations to increase levels of physical activity and reduce obesity rates.

The Healthy Design Workgroup was formed as the result of a related board motion stating that it was the policy of the County to design public and private facilities in a manner that encourages pedestrian activity, bicycling, use of public transit, and outdoor physical activities and that an interdepartmental workgroup should be convened to further these goals. This group includes Public Health, Public Works, Regional Planning, Parks, Human Resources Rideshare, Consumer and Business Affairs, Beaches & Harbors, Fire, Internal Services, and Sheriff; as well as the Arts Commission and Chief Executive Office.

COMMUNITY PLANS

Long-range land use plans to guide the future development, conservation, and maintenance of unincorporated communities are summarized in their respective Community Pedestrian Plan.

Regional

SCAG REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY (2016)

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals.

METRO ACTIVE TRANSPORTATION STRATEGIC PLAN (2016)

Adopted by the Metro Board of Directors in 2016, the Active Transportation Strategic Plan (ATSP) is Metro's countywide effort to increase walking, bicycling, and transit use in Los Angeles County. The ATSP's policy and infrastructure recommendations will require collaboration between Metro, local and regional agencies, and other stakeholders to ensure implementation.

METRO FIRST LAST MILE STRATEGIC PLAN (2014)

This plan presents an approach for planning and implementing projects for the first and last mile of an individual's journey. Examples of First-Last Mile (FLM) projects include:

- Infrastructure for walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks)
- Facilities for making modal connections (e.g. park and ride, and bus/rail interface)
- Signage and wayfinding, and information and technology that eases travel (e.g. information kiosks and mobile applications)

State

ASSEMBLY BILL 32 (2006)

The California Global Warming Solutions Act was adopted to reduce the state's emissions of greenhouse gases to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050. The law requires the California Air Resources Board (CARB) to adopt a scoping plan indicating how the 2020 target for emission reductions may be achieved from significant greenhouse gas sources through regulations, market mechanisms, and other actions. The 2017 Climate Change Scoping Plan notes that the transportation sector is the largest source of carbon emissions in California, and that making it easier to walk instead of drive is key to meeting the state's emissions reduction goals.

ASSEMBLY BILL 321 (2007)

This state law allows a city or county to establish a 15 mph speed limit in school zones on streets with posted speed limits of 30 mph or less, when children are present.

ASSEMBLY BILL 390 (2017)

This state law makes it legal for pedestrians facing a flashing "Upraised Hand" symbol with a countdown pedestrian signal to proceed so long as he or she completes the crossing before the display of the steady 'DON'T WALK' or "Upraised Hand" symbol. Previously, state law said that it was illegal to step into a crosswalk if the count-down timer was already counting down—even if the person crossing the street had enough time to make it to the other side before the countdown ended.

CALIFORNIA BICYCLE AND PEDESTRIAN PLAN (2017)

"Toward an Active California," the state's Bicycle and Pedestrian Plan, is the first statewide plan that lays out the policies and actions that Caltrans and its partner agencies will take to double walking and triple bicycling trips by 2020.

CALIFORNIA TRANSPORTATION PLAN 2040 (2016)

This plan provides a common policy framework that guides transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. The Plan recommends enhancing outreach and education about bicycle and pedestrian facilities and serious injuries related to collisions by providing expertise on safety practices.

SENATE BILL 375 (2008)

The Sustainable Communities and Climate Protection Act was adopted to reduce greenhouse gas emissions from cars and light trucks. Locally, SB 375 required the Southern California Association of Governments (SCAG) to direct the development of the Sustainable Communities Strategy (SCS), which integrates planning elements of transportation, land use, and housing with greenhouse gas reduction targets.

Table A-1: Additional information from countywide plans, specific to Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos

Plan	Agency	Date	Summary
Los Angeles County Bicycle Master Plan	Los Angeles County Public Works	2012	Part of the Los Angeles County General Plan 2035, reports existing and proposed bicycle facilities in the County. **Lake Los Angeles** • Class II Bike Lane on 170th Street East from Avenue M to Avenue M-8 and from Avenue P to Palmdale Boulevard • Class III Bike Route on Avenue O from 90th Street East to 150th Street East • Class II Bike Lane on Avenue O from 150th Street East to 165th Street East and 170th Street East to 180th Street East • Class III Bike Route on Avenue P from 160th Street East to 170th Street East • Class III Bike Route on Mackenna's Gold Avenue / Rawhide Avenue from Avenue P to 170th Street East **Walnut Park** Class III Bikeways are proposed for Florence Avenue, Broadway and Seville Avenue. Class II facilities are proposed on: • Florence Avenue from Central Avenue (western Walnut Park limit) to Mountain View Avenue • Broadway from East 121 Street (western Walnut Park limit) to East Alondra Boulevard • Seville Avenue from East Florence Avenue to Broadway **West Whittier-Los Nietos** • Class III Bike Route along Rivera Road from Pioneer Boulevard to Norwalk Boulevard • Class III Bike Route along Saragosa Street/Pioneer Boulevard from Norwalk Boulevard to Los Nietos Road • Class III Bike Route along Norwalk Boulevard • Class III Bike Route along Broadway • Class III Bike Route along Mines Boulevard from San Gabriel River Bikeway to Washington Boulevard **Westmont/West Athens** • Class II Bike Lane along Vermont Avenue from 87th Street to El Segundo Boulevard • Class II Bike Lane along Normandie Avenue between 98th Street and El Segundo Boulevard • Bicycle Boulevard along Budlong Avenue between Manchester Avenue and El Segundo Boulevard • Class II Bike Lane along Imperial Highway between Van Ness Avenue and Vermont Avenue • Class III Bike Route along Denker Avenue between Century Boulevard and Imperial Highway • Class II Bike Lane along Western Avenue between 108th Street and El Segundo Boulevard • Bicycle Boulevard along Lohengrin Avenue / 110th Street between Imperial Highway and Budlong Avenue • Class II Bike Lane along 120th Street between Western Avenue and Vermont Avenue
Los Angeles County Public Works Low Impact Development (LID) Standards Manual	Los Angeles County Public Works	2014	Requires standalone street, road, highway, freeway project and street within larger projects construction of 10,000 square feet or more of impervious surface area to comply with the LID standards included in subsection 12.84.440.

Additional information from countywide plans, specific to Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos, continued

Plan	Agency	Date	Summary
Los Angeles County General Plan 2035	Department of Regional Planning	2015	Provides the policy framework for how and where the unincorporated County will grow through the year 2035, while recognizing and celebrating the County's wide diversity of cultures, abundant natural resources, and status as an international economic center. Comprising approximately 2,650 square miles, unincorporated Los Angeles County is home to over one million people. The General Plan accommodates new housing and jobs within the unincorporated areas in anticipation of population growth in the County. The General Plan also establishes a program to prepare community pedestrian plans, with guidelines and standards to promote walkability and connectivity throughout the unincorporated areas. The General Plan's Mobility Element includes specific recommendations for Complete Streets and safe and comfortable active transportation design, to be completed whenever appropriate and feasible. These include: • Lane width reductions to 10 or 11 feet in low speed environments with a low volume of heavy vehicles (wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected) • Low-speed designs • Access management practices developed through a community-driven process • Back-in angle parking at locations that have available roadway width and bike lanes, where appropriate • Accommodate pedestrians and bicyclists, and reduce motor vehicle collisions by implementing the following intersection designs, whenever appropriate and feasible: o Smaller corner curb radii to reduce crossing distances and slow turning vehicles o Traffic calming measures, such as bulb-outs, sharrows, medians, roundabouts, and narrowing or reducing the number of lanes (road diets) on streets o Crossings at all legs of an intersection o Shorter crossing distances for pedestrians o Pedestrian push buttons when pedestrian signals are not automatically recalled o Walk interval on recall for short crossings o Left-turn phasing o Right turn on red prohibitions o Signs to remind drivers to yield to pedestrians o Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops

Additional information from countywide plans, specific to Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos, continued

Plan	Agency	Date	Summary
Los Angeles Countywide Comprehensive Park and Recreation Needs Assessment	Department of Parks & Recreation	2016	Quantifies the need for parks and recreation resources in Los Angeles County and estimates the potential cost of meeting that need. **Lake Los Angeles** Assessed park needs in unincorporated communities of Lake Los Angeles, Pearblossom, Liano, and Valyeromo. Only two percent of these communities' population are within half-mile of a park, compared to countywide average of 49 percent. The community also prioritized a number of park facility improvements and additions including: • Building a new regional park ($14,850,925) • Add Skate Parks at Sorensen Park ($775,000) • Add Fitness Zones at Sorensen Park ($70,000) • Repair Infrastructure/General at Sorensen Park ($10,832,400) • Add Trails at Sorensen Park ($350,000) • Add Picnic Shelters at Stephen Sorensen Park ($250,000) • Add Covered Pavilion at Sorensen Park ($250,000) • Repair Infrastructure/General at Pearblossom Park ($802,000) **Walnut Park** Assessed park needs in Walnut Park. Forty percent of the Walnut Park population lives within half-mile of a park. The community prioritized a variety of recreational facilities in Walnut Park, including a new half-mile walking path with lighting around the perimeter of Walnut Nature Park and School. **West Whittier-Los Nietos** Thirty-seven percent of the West Whittier-Los Nietos population lives within half-mile of a park. The study estimates making repairs and adding amenities to Sorensen and Amigo Parks will cost $11.8 million. **Westmont/West Athens** Twenty-six percent of the Westmont/West Athens population lives within half- mile of a park. The study includes estimates for building two new community parks in Westmont/West Athens at a cost of $11,281,309.
Los Angeles County Board of Supervisors Vision Zero Motion	Board of Supervisors	2017	Approved February 14, 2017, this motion directs the Departments of Public Health and Public Works, in collaboration with other stakeholder agencies and nonprofit organizations, to implement a Vision Zero Initiative for County unincorporated areas. Vision Zero is a program aimed at eliminating traffic deaths on public streets.
Los Angeles County Traffic Signal Synchronization Program (TSSP)	Los Angeles County Public Works	TBD	Helps improve mobility on congested local highways and streets by making low-cost operation improvements. A typical project involves upgrading all traffic signals, installing vehicle detectors in pavement, coordinating the signal timing between intersections, and automatically adjusting traffic signals. This program presents an opportunity to create longer pedestrian crossing times during peak and off-peak traffic times. In West Whittier-Los Nietos, the county plans to upgrade Washington Boulevard and Slauson Avenue/Mulberry Drive.

Table A-2: Additional information from existing plans for Lake Los Angeles and the Antelope Valley

Plan	Agency	Date	Summary
Los Angeles County Code of Ordinances, California 22.44.360, Part 9, Rural Outdoor Lighting District	Department of Regional Planning	2012	Sets provisions for a rural outdoor lighting district, which dictates, among other standards, street light standards. Street lights are prohibited except where necessary at urban cross sections with sidewalks, curbs, and gutters, or at intersections and driveways on County roads, where 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.
Lake Los Angeles Community Standards District	Department of Regional Planning	2014	A Community Standards District (CSD) is a set of local zoning regulations to address a community's specific needs. The Lake Los Angeles Rural Town Council proposed the establishment of a CSD for the Lake Los Angeles Community and submitted a draft document as a proposal. At time of the Lake Los Angeles Community Pedestrian Plan's release, a CSD for Lake Los Angeles had not been finalized or adopted, although the project to establish a CSD was underway.
Antelope Valley Area Plan	Department of Regional Planning	2015	A component of the Los Angeles County General Plan, refines the countywide goals and policies in the General Plan 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. The Land Use Element includes vision and policy language for preserving rural town character and open space while still planning for land use patterns that reduce greenhouse gas emissions. These land use patterns include developing the rural town center to reduce vehicle miles traveled and ensuring a balance of residential and employment opportunities. The rural town center will "provide pleasant pedestrian environments and will be accessible by a range of transportation options to reduce Antelope Valley Area Plan vehicle trips, as directed in the policies of the Mobility Element." The rural town center is in Lake Los Angeles along Avenue O between 167th Street East and 172nd Street East, and along 170th Street East between Avenue O and Glenfall Avenue. The Mobility Element includes policies to promote walking including: • Link destinations with walkways and bikeways • Develop a multi-modal trail system • Improve existing and create new pedestrian paths • Pedestrian-scale design in Rural Town Center • Implement traffic-calming in high traffic areas such as school zones
High Desert Corridor Project	Los Angeles County Metropolitan Transportation Authority	2016	The High Desert Corridor (HDC) project will provide a new multi-modal link between SR-14 in Los Angeles County and SR-18 in San Bernardino County. The California Department of Transportation and Metro recently 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 and 160th Street.

Table A-3: Additional information from existing plans for Walnut Park

Plan	Agency	Date	Summary
Walnut Park Neighborhood Plan and Implementation Program	Department of Regional Planning	1987	A component of the Los Angeles County General Plan, refines the countywide goals and policies in the General Plan 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, Florence Avenue and Santa Fe Avenue.
Walnut Park Community Standards District	Department of Regional Planning	1987	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, and building and site design standards.
Walnut Park Community Parks and Recreation Plan	Department of Parks & Recreation	2015	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 trails for recreation. The plan suggests adding: **Green Streets,** which along with increased plantings along a street, includes the addition of street trees and storm water treatment basins, as well as traffic calming elements such as bulb outs, improved crosswalks, and lane width reductions. Pacific Boulevard and Santa Fe Avenue are good corridors for Green Street improvements, as they can increase access to existing public amenities, such as Walnut Nature Park and the YWCA (Pacific Boulevard), and create a potential green filter between the community's residential and industrial areas (Santa Fe Avenue). Additionally, if park nodes are developed along these corridors, Green Streets could improve access for people walking and bicycling. These types of improvements require partnership with Public Works, but could significantly enhance the overall urban greening of Walnut Park. **Community Trails**. Walnut Park residents want more places to walk safely in their community. The Green Vision Map includes a sidewalk trail along Pacific Boulevard, a trail around Walnut Elementary School, and a trail through the linear green space along the rail corridor. The trail along Pacific Boulevard could include widened sidewalks, where possible, or sidewalk markings, surface treatments, and directional signage. This trail could create a walking network between green spaces along this corridor, community amenities, and commercial spaces.

Table A-4: : Additional information from existing plans for Westmont/West Athens

Plan	Agency	Date	Summary
West Athens/ Westmont Community Plan	Los Angeles County Department of Regional Planning	1990	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	Los Angeles County Department of Regional Planning	2010	Analyzes existing conditions and provides recommendations. Envisions developing the Vermont Avenue I-105 freeway overpass and the Vermont/Athens Station into a multi-modal plaza, reducing the excessively wide center median and expanding the sidewalks to link the community north and south of the freeway. The 10-foot sidewalk on the Vermont Avenue overpass's east side and the 15-foot sidewalk on the west side could each be widened to 22 feet, without losing traffic capacity. The wider sidewalks immediately adjacent to the Vermont/Athens Station entrances offer an excellent opportunity to beautify the street, as well as amenities for transferring bus riders. The study proposes intersection improvements for pedestrian/bicycle access on 110th Street & Vermont Avenue, 112th Street & Vermont Avenue, Imperial Highway & Budlong Avenue, Imperial Highway & Vermont Avenue, I-105 ramps & Vermont Avenue, 120th Street & Vermont Avenue.
Los Angeles County Transit Oriented Districts Access Study	Los Angeles County Department of Regional Planning	2015	Assess station access capacity and needs within nine proposed Transit Oriented Districts throughout the county. Includes recommendations for improving the following intersections in Westmont/West Athens: **110th Street/112th Street and Vermont Ave** Add advanced yield markings, advanced yield signs, flashing beacons, and a curb extension on the southwest corner to cross Vermont Avenue. The same improvements are proposed for 112th Street and Vermont, but will be adding sidewalk and curb ramps to the Vermont Avenue median island on the north side of intersection instead of bulb-outs. **Imperial Highway and Budlong Ave** Recommendations include adding a signalized intersection for Imperial Highway and the east leg of Budlong Avenue, zebra-stripe crosswalks at the intersection of Budlong Avenue and Imperial Highway, pedestrian countdown signals to all crossings, audio signals to all crossings, advanced stop bars to all crossings, bulb-outs at each corner of the intersection, adding crossing islands to the intersection of Imperial Highway and Budlong Avenue, removing left turn pockets on Imperial Highway between east and west legs of Budlong Avenue and replacing with 2-way median Class IV bicycle lane. **Imperial Highway, Vermont Avenue and Southwest Boulevard** Recommendations include adding zebra-stripe crosswalks to all crossings, adding pedestrian countdown signals to all signalized crossings, adding audio signals to all signalized crossings, adding advanced stop bars to all crossings, removing pushbuttons and set walk phase to automatic, narrowing driveway and adding bulb-out to the northwest corner to cross Vermont Avenue, adding bus bulb with inset driveway to the southwest corner to cross Vermont Avenue, widening median islands on Vermont Avenue by removing taper, modifying noses of median islands and widening the width of curb ramps/median refuge area for ADA compliance, and adding additional median islands on Vermont Avenue to hatched areas between through and left turn lanes with median nose.

Additional information from existing plans for Westmont/West Athens, continued

Plan	Agency	Date	Summary
			I-105 Westbound Ramps & Vermont Avenue Recommendations include adding zebra-stripe crosswalks across approaches, adding audio signals to all crossings, adding advanced stop bars to southbound and westbound approaches, adding truncated domes to southwest corner, widening east and west sidewalks along Vermont Avenue by 10' between I-105 westbound and eastbound ramps, reducing curb radii on the northwest corner to cross I-105 ramps and Vermont Avenue, and coordinating with Caltrans and City of Los Angeles **I-105 Eastbound Ramps/116th Place & Vermont Avenue** Recommendations include opening pedestrian crossing across north leg to cross Vermont Avenue, adding zebra-stripe crosswalks across west, north, and east approaches, adding pedestrian countdown signals to all crossings, adding audio signals to all crossings, adding advanced stop bars to southbound and eastbound approaches, adding on north leg of intersection a median island to hatched area between southbound through and left turn lanes; add median nose to create refuge area, widening east and west sidewalks along Vermont Avenue by 10' between I-105 westbound ramps and I-105 eastbound ramps/116th Pl., reducing curb returns on southwest and southeast corners to cross I-105 ramps/116th Pl., adding pedestrian gate arms to the railroad crossings at the southwest and southeast corners, adding concrete railroad crossing track insets to southbound Vermont Avenue mirroring those present on northbound Vermont Avenue, adding bicycle/pedestrian connection from Vermont Avenue to 117th Street consisting of a short path and curb ramps, and coordinating with Caltrans, City of Los Angeles, and Union Pacific Railroad **120th Street & Vermont Avenue** Recommendations include adding zebra-stripe crosswalks to all crossings, audio signals to all crossings, advanced stop bars to all crossings, bulb-outs on the northwest corner to cross 120th Street and Vermont Avenue and on the southwest corner to cross 120th Street, and a bus bulb on the southwest corner to cross Vermont Avenue.

Additional information from existing plans for Westmont/West Athens, continued

Plan	Agency	Date	Summary
Westmont/West Athens Community Parks and Recreation Plan	Parks and Recreation	2016	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. Many of the proposals are recommended along the following Park Corridors: **Normandie Avenue Enrichment Parks Corridor** Many facilities for teens and older youth are located along Normandie Avenue, including Washington High School and the South Los Angeles Station Youth Activities League facility. The parks along this corridor could be focused on creating a safe network of recreational facilities for these groups that offer active sports and creative arts amenities. Partnership with local youth organizations to develop site designs and public art along this corridor would help to instill a sense of ownership with young people of the area. Additionally, there are bicycle and skate shops along Normandie Avenue where youth informally congregate. Partnerships with these small businesses to become informal overseers of public space could have valuable safety benefits. **Vermont Avenue Vitality Parks Corridor** Vermont Avenue has a dangerous reputation that leaves many community members wary of using the street. Los Angeles County Public Works and the City of Los Angeles recently installed streetscape improvements and community gardens as a part of an initiative to transform conditions along the corridor. New pocket parks could be added to build on the momentum of transformation. These parks should emphasize life and vitality, be designed for excellent supervision, and be well-patrolled. Although new green space will not reduce violence on its own, there are benefits to increased green space for reduced aggression and stress relief. **Imperial Empowerment Parks Corridor** Imperial Highway is a wide street that is mostly dedicated to vehicular traffic; however, it holds many important community amenities, including Los Angeles Southwest College and the South Los Angeles Station YAL facility. It is also a short distance from the Vermont/Athens Metro Rail Station and the commercial street closest to the station. Parks along this corridor could act as gateways for the community, with design features that distinguish Westmont and West Athens from other communities. Partnership with the college or other organizations to develop these concepts could help to empower the community to create their own style of public space. Partnership with Public Works to do streetscape improvements would help to formalize these corridors as green networks. These streets could be developed as “green streets,” with increased planting along the street, the addition of new street trees, and the addition of storm water treatment basins. Green Street improvements can also include traffic calming elements such as curb extensions, improved crosswalks and lane width reductions. With the exception of Vermont Avenue, where new street trees were recently added, there is limited tree canopy along these corridors. Increasing shade and plants could improve public perception of the streets and have psychological benefits for stress relief.

Table A-5: Additional information from existing plans for West Whittier-Los Nietos

Plan	Agency	Date	Summary
Pedestrian Master Plan	Los Angeles County Public Works	2009	Identifies and plans for future sidewalk facilities in the West, South, and East Whittier Areas. Focuses on identifying and prioritizing projects near public elementary schools. Proposes a series of sidewalk construction projects, with priority rating on streets/sidewalks and suggested SRTS maps. The six West Whittier elementary schools considered in the report are Aeolian Elementary, Nelson Elementary, Phelan Elementary, Sorenson Elementary, Washington Elementary, and West Whittier Elementary.
Safe Routes to School Information and Maps	Los Angeles County Public Works	2009	Provides suggested route to school maps for Nelson Elementary, Phelan Elementary, Aeolian Elementary, Sorenson Elementary, Washington Elementary and West Whittier Elementary.
San Gabriel River Master Plan	Los Angeles County Public Works	2006	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 improved access to the river.
Lincoln Specific Plan	City of Whittier	2014	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. 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 for recreational amenities within walking distance of residential neighborhoods. Specific proposals include creating: **The Freedom Trail,** an enhanced multi-purpose trail that connects parks, land uses and the adjacent hospital. The walking/biking/running trail will run adjacent to one side of each of the two streets connecting the residential development to Whittier Boulevard and Sorensen Avenue. It will also connect to Independence Green and, through a passageway at the community perimeter wall on Lincoln's southerly edge, to Presbyterian Inter-community Hospital. The concept for the freedom Trail may also include exercise stations, rest areas and play areas along its route and/or as part of Independence Green. **Pedestrian and bicycle access points from Whittier Boulevard to a commercial area ("The Market")** at Whittier Boulevard and Sorenson Avenue. The Plan proposes pedestrian connections to The Market along Sorenson Avenue and a new intersection and traffic signal at the intersection of Keith Drive and Sorenson Avenue. **Independence Green**, a 2.6 acre active park connected to Keith Drive in West Whittier-Los Nietos by the Freedom Trail.

ONGOING TRANSPORTATION PROJECTS

The following tables detail the funded transportation projects in Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos. There are currently no funded ongoing transportation projects in Lake Los Angeles.

Table A-6: Ongoing transportation projects in Walnut Park

Project	Summary
Pacific-California Crosswalk Improvement	The County is making safety improvements for people walking at the intersection of Pacific Boulevard and California Street. The project increases the visibility of people walking to drivers and shortens the time in which they will be in the roadway. The improvements include signage, pavement markings and traffic calming features. Traffic calming elements include bulb-outs and curb ramps, crosswalk signs and markings, installation of crosswalks and installation double mounted pedestrian signs.
LA County Traffic Signal Synchronization Program (TSSP)	The TSSP is intended to help improve mobility on congested local highways and streets by making low-cost operation improvements. In Walnut Park, the county is currently working to upgrade Florence Avenue from Central Avenue in the Florence-Firestone area to the I-5 freeway ramps at the edge of Santa Fe Springs. Florence Avenue forms the northern border of Walnut Park.

Table A-7: Ongoing and Funded Transportation Projects Relevant to Westmont/West Athens

Project	Summary
Metro Green Line Vermont Intersection Improvements	The Metro ExpressLanes program recently awarded the Los Angeles County and City of Los Angeles funding to make pedestrian and bicycle safety improvements for those walking and bicycling to and from the Vermont / Athens Metro Rail Station. Changes will be made along Vermont Avenue between 110th and 120th Streets in Westmont, West Athens, and the City of Los Angeles. The project will make a variety of pedestrian-oriented safety improvements: • Vermont Ave/110th Street: Bulb-outs with ramps and truncated domes • Vermont Ave/112th Street: Sidewalk, curb ramps with truncated domes to median, and signal • Vermont Ave/Imperial Hwy: Automatic walk phase with pedestrian leading interval and pedestrian countdown signals, continental crosswalks and advanced stop bars on all legs, installation of a median refuge and widening of the existing median, modification of median noses to be ADA compliant with ramps and truncated domes and bulb-outs with ramps and truncated domes on the west side of street • Vermont Ave/I-105 eastbound and westbound ramps: Continental crosswalks and advanced stop bars • Vermont Avenue between 116th and 117th Street: Sidewalk widening on the eastside of street • Vermont Ave/120th Street: Automatic walk phase with pedestrian leading interval and pedestrian countdown signals, continental crosswalks and advanced stop bars, bulb-outs with ramps and truncated domes on west side of street Additional improvements include upgrading all push buttons to Accessible Pedestrian Signals with audio and vibration and relocated bus layover at 119th Street to reduce encroachment on bike lane.
Metro Green Line Vermont Station Wayfinding Signage	Design and installation of wayfinding signage within a 1.5-mile radius of the Metro Green Line Vermont/Athens station directing pedestrians, bicyclists, and other constituents to the station, Metro Park & Ride and other location points of interest.
Vermont Avenue Streetscape Improvements	Streetscape improvements along the west side of Vermont Avenue between 108th Street and 121st Street including installation of concrete pavers, decorative crosswalks, trees and planters.
Budlong Avenue Traffic Calming	Public Works is planning to install a bicycle boulevard and traffic calming features along Budlong Avenue between Manchester Avenue and El Segundo Boulevard. Specifically, a bulb-out is proposed at 112th St/Budlong Ave; yellow crosswalks at 119th St/Budlong Ave; a crosswalk and advanced warning signs at 120th St/ Budlong Ave; and a traffic circle at 122nd St/Budlong Ave, 124th St/Budlong Ave, and 127th St/Budlong Avenue.
Westmont/West Athens Roadway Improvement Projects	The County is working on a number of segments throughout Supervisor District 2, including: • Restriping 120th Street between Western Avenue and Vermont Avenue for Bike Lanes. Resurfacing and repairing selected sidewalks along s. 700 feet of the roadway west of Vermont Avenue • Resurfacing on Century Blvd between Halldale Avenue and Vermont, and installation of a new median island on either side of Normandie Avenue.

Ongoing and Funded Transportation Projects Relevant to Westmont/West Athens, continued

Project	Summary
Westmont/West Athens Bikeway Improvement Projects	As part of the Westmont Community Bikeway Access Improvements, the County is installing a Bicycle Boulevard on 110th Street between Denker Avenue and Budlong Avenue, and a Bike Route on Denker Avenue between Century Boulevard and Imperial Highway. The project vision emerged during two community meetings held in April 2013 during the Bicycle Boulevard Study. The Vermont Avenue Bike Lane project includes striping a Class II Bike Lane and installing bicycle racks on Vermont Avenue from Manchester Boulevard to El Segundo Boulevard. A portion of the median within 117th Street to 119th Street will be reduced in order to accommodate the bike lane.
Westmont Design Concept - Westmont Bikeway Access Improvements	Design concept for two bikeway segments: a Class III Bike Route along Denker Avenue between Century Boulevard and Imperial Highway, and a bicycle boulevard along 10th Street between Denker Avenue and Budlong Avenue. Proposes: • Replacing an existing two-way stop at Budlong Avenue with a traffic circle • Removing and reconstructing the cross-gutter at Budlong Avenue • Constructing curb extensions and enhanced crosswalks on all approaches of the Denker Avenue intersection • Constructing bulb-outs on the west approach of the Normandie Avenue intersection • Installing bicycle detections on Denker Avenue from Century Blvd to Imperial Highway (1.0 mile) • Modifying striping to implement the Class III Bike Route and bicycle boulevard.
Los Angeles County Traffic Signal Synchronization Program (TSSP)	The TSSP is intended to help improve mobility on congested local highways and streets by making low-cost operation improvements. In Westmont/West Athens, the County plans to upgrade Imperial Highway in 2017-2018 and El Segundo Blvd.

Table A-8: Ongoing transportation projects in Whittier-Los Nietos

Project	Summary
Los Nietos Safe Routes to School Infrastructure Improvements	Public Works will improve access to public schools in the Los Nietos community by creating active transportation infrastructure for the almost 3,000 students served by the schools in the area. Phase I improvements will be focused around four schools in the southern part of the community: Ada S. Nelson Elementary, Aeolian Elementary, Los Nietos Middle and Pioneer High School. Eighty percent of the project funding will go to pedestrian projects, and the remainder to bikeway projects. Improvements will include new signalized crosswalks, signage, curb ramps, curb extensions and pedestrian push buttons. The Los Angeles County Public Works has applied for Phase II funding for this project.
Norwalk Blvd. Reconstruction/ Resurfacing	Public Works is planning to install pedestrian improvements as part of a reconstruction/resurfacing project on Norwalk Boulevard (between Saragosa Street and Aeolian Street, excluding a portion within the City of Santa Fe Springs). Curb ramps will be installed as part of the reconstruction/resurfacing. The project also includes curb and gutter modifications, bus pads and updated traffic controls. Resurfacing will improve conditions on a Class III Bike Route.
Norwalk/Washington Intersection Improvements	Los Angeles County is updating the Norwalk Boulevard and Washington Boulevard intersection in the summer of 2016. The project includes restriping Washington Boulevard and increasing the curb radius for the Norwalk Boulevard right-turn lane. The plan provides suggested SRTS maps for two impacted schools, Nelson Elementary and Phelan Elementary. The project will also include new pavement markings and restoring affected pavement markings.

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Appendix B

EXISTING CONDITIONS

This appendix contains additional existing conditions data for Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos.

LAKE LOS ANGELES

Residential Density

At 1,601 people per square mile, Lake Los Angeles is ranked 220 (lowest) residential density out of 265 communities in Los Angeles County and the highest residential density out of 12 communities in the Antelope Valley. The majority of land in Lake Los Angeles is designated for residential uses, with commercial uses clustered on 170th Street East and Avenue P. Both of these intersections and the corridor along 170th Street are designated as Rural Town Center in the Antelope Valley Area Plan. These areas are prioritized for pedestrian-oriented design and connectivity to link between commercial development and the surrounding residential areas (Figure B-1 on next page).

Demographics

POPULATION, AGE, SEX

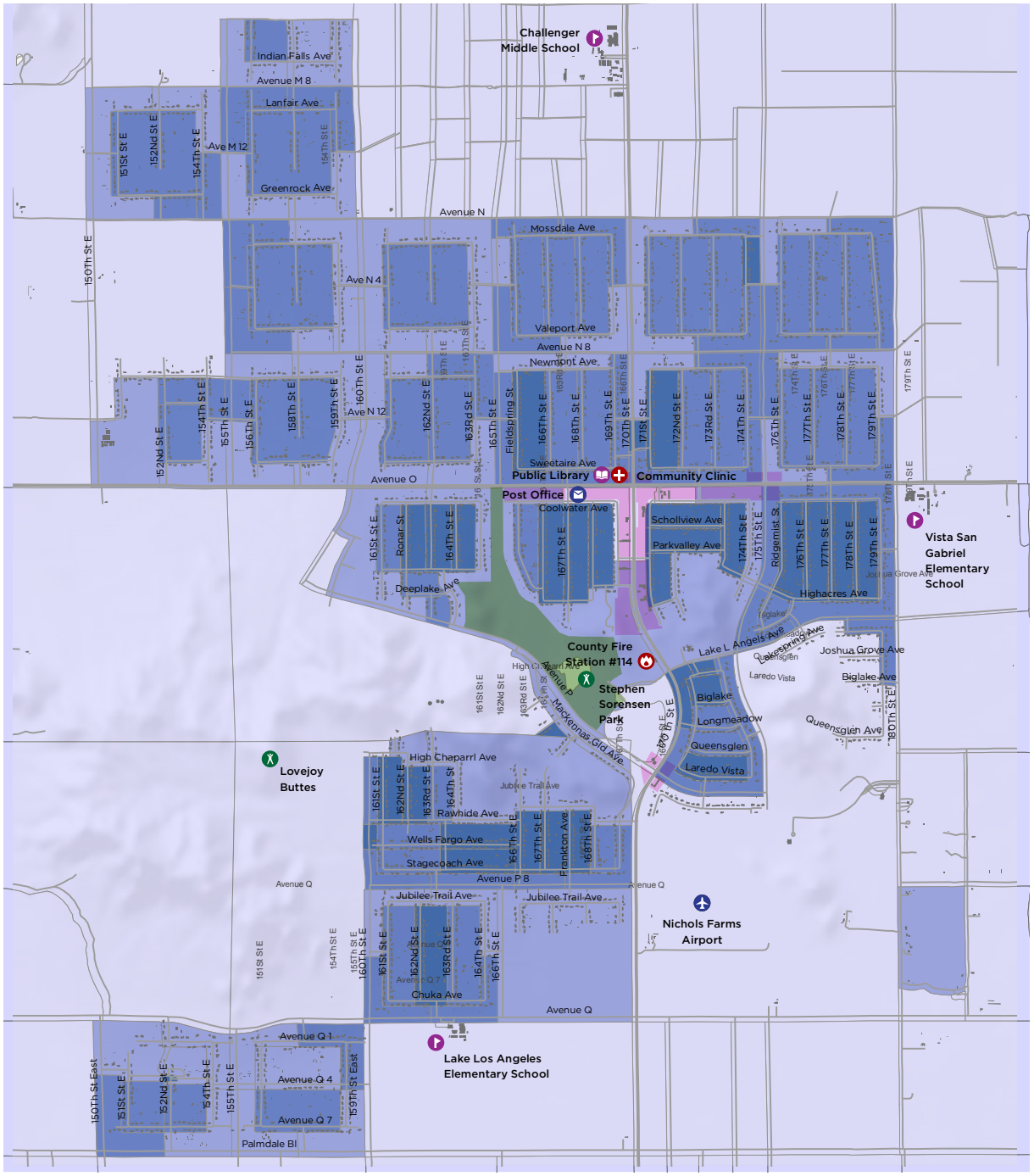
As of 2014, Lake Los Angeles had a population of 12,323. 49.8 percent of Lake Los Angeles' population is female, slightly lower than the County (50.7 percent). Lake Los Angeles is a relatively young community with 33.2 percent of the population under 18 years of age compared with 23.2 percent at the County level and 23.9 percent for the state. Because youth do not have drivers' licenses, they are more likely to depend on walking, bicycling, and transit to get around. Approximately 7.6 percent of Lake Los Angeles' population are seniors (age 65 and older)—significantly below the County level of 11.9 percent and California level of 12.5 percent. Seniors are

Table B-1: Population, age, and sex in Lake Los Angeles

	Total Population	Percent Female	Percent Under 18 Years	Percent 18-64 Years	Percent 65 and Older
Lake Los Angeles	12,323	49.8	33.2	59.2	7.6
Los Angeles County	10,017,068	50.7	23.2	64.9	11.9
California	38,332,521	50.3	23.9	63.6	12.5

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

Figure B-1: Lake Los Angeles residential density



Source: EPA Smart Location Database, 2016

RESIDENTIAL DENSITY

DESTINATIONS

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

EXISTING INFRASTRUCTURE

- ROAD NETWORK

RESIDENTIAL DENSITY (PPL/ACRE)

- 0
- 1 - 2
- 3 - 4
- 5 - 7

another population that may rely more on walking and transit as they age and are no longer able to drive. Seniors may also require special pedestrian planning considerations, such as extended crosswalk times and ADA compliant curb cuts.

HOUSEHOLD COMPOSITION

Household composition is important to consider because caretakers are often the sole transportation provider for children not old enough to drive. On an average day, caretakers spend more than one hour driving, traveling 29 miles and making more than five trips. In Lake Los Angeles, over 37 percent of households include children under the age 18. Moreover, nearly 13 percent of households include single parent families (Table B-2). Providing transportation for children to and from school and activities can be a time-consuming burden for all families, but especially for single-parent households. Improving pedestrian access for youth to travel to school and to parks can help reduce the time and mental stress of transporting children for these Lake Los Angeles households.

Table B-2: Household composition in Lake Los Angeles

	Total Households	Percent of Households with Children Under Age 18	Percent of Single-Parent Households with Children Under Age 18
Lake Los Angeles	3,388	37.5	12.9

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

Health

Because public health data is not always available at the Census Designated Place level, this plan uses health data at the zip code level when necessary. Lake Los Angeles is split between Zip Code 93591 and 93535, which also includes neighboring Antelope Valley communities with similar socio-demographics and built environment. See Table B-3 on following page.

Mental Health

As shown in Table B-4, about 11.9 percent of adults self-reported psychological stress in the Lake Los Angeles area, which is higher than the County average of eight percent. While the impact of walking on physical health is well known and documented, it is also important to note that walking has a demonstrated impact on improving mental health by increasing social interaction and reducing depression.

Table B-4: Mental health in Lake Los Angeles

Serious Psychological Distress (Adults age 18 years +)	
Percent in Zip Code 93535	12.2
Percent in Zip Code 93591	-
Percent in Zip Codes 93535 & 93591	11.9
Percent in Los Angeles County	8.0

Source: California Health Interview Survey, Neighborhood Edition, 2012

Table B-3: Mortality rates (total deaths, percentage of deaths, and ranking)

Cause of Death	Zip Code 93535			Zip Code 93591			Los Angeles County		
	Ranking	Total Number of Deaths	Death Rate*	Ranking	Total Number of Deaths	Death Rate*	Ranking	Total Number of Deaths	Death Rate*
Heart Disease	2	79	109.4	2	7	19.4	1	15,916	26.9
Malignant Neoplasms (Cancer)	1	104	144	1	11	30.6	2	14,330	24.2
Cerebrovascular Disease (Stroke)	7	21	29.1	5	3	8.3	3	3,401	5.7
Chronic Lower Respiratory Disease (CLRD)	4	37	51.2	5	3	8.3	4	2,809	4.7
Alzheimer's Disease	6	22	30.4	10	1	2.8	5	2,528	4.3
Unintentional Injuries	5	31	42.9	6	2	5.6	6	2,060	3.5
Diabetes Mellitus	8	16	22.2	10	1	2.8	7	2,220	3.8
Pneumonia and Influenza	10	7	9.7	6	2	5.6	8	2,053	3.5
Chronic Liver Disease and Cirrhosis	9	9	12.5	-	0	0.0	9	1,281	2.2
Essential Hypertension and Hypertensive Renal Disease	11	5	6.9	2	7	2.7	10	1,261	2.1
Intentional Self Harm (Suicide)	13	2	2.8	6	2	5.6	11	764	1.3
Nephritis, Nephrotic Syndrome and Nephrosis	12	3	4.2	-	0	0.0	12	890	1.5
All Other Causes	3	67	92.8	4	4	11.1		9,643	16.3
Total	-	403		-	260	100		59,156	100

*Death rate per 100,000 population

Source: Death Profiles by Zip Code, California Department of Public Health, 2012

Grocery Access

Access to fresh, affordable, nutritious food is important for health. For individuals with limited or no automobile access, walkable, bikeable or transit accessible grocery stores are necessary for a healthful diet. Food deserts are areas where residents' healthy food access is restricted due to the absence of grocery stores within convenient travel distance. According to the US Department of Agriculture, about 2.3 million people (about two percent of all US households) live more than one mile away from a supermarket and do not own a car.

Lake Los Angeles has one grocery store. According to the US Department of Agriculture, Lake Los Angeles qualifies as a "low access" community where a significant number of residents are more than one mile from food access.

Disadvantaged Communities

One objective of the Lake Los Angeles Pedestrian Plan is to serve disadvantaged communities by improving pedestrian infrastructure, safety, and accessibility. This goal is reflected in Caltrans Active Transportation Program (ATP) which allocates a minimum of 25 percent of program funding for sidewalks and bicycle amenities in disadvantaged communities. Proceeds from the state's cap-and- trade program (SB 535) are also allocated for improving public health, quality of life, and economic opportunity in California's most burdened communities. At the same time, these investments are reducing the emissions that cause climate change.

There is no universal definition for disadvantaged communities. California has included the term in several state laws, but the underlying criteria used to identify these communities has not been consistent. The ATP sets three possible criteria: 1) household median income, 2) California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen 2.0) and 3) percentage of students participating in the National School Lunch Program. California's cap-and-trade program currently also relies on CalEnviroScreen 2.0 to identify disadvantaged communities.

The Public Health Alliance of Southern California developed a composite index to identify cumulative health disadvantage in California. The purpose of the Health Disadvantage Index (HDI) is to help jurisdictions identify areas of need and prioritize public and private investments, resources and programs. HDI includes diverse non-medical economic, social, political and environmental factors that influence physical and cognitive function, behavior and disease. These factors are often called health determinants or social determinants of health and form the root causes of disadvantage.

Lake Los Angeles qualifies as a disadvantaged community based on National School Lunch Program Participation and Median Household Income. One of two census tracts (6037900104) qualifies it as a health disadvantaged community based on the Health Disadvantage Index, which ranks community health based on a composite

score based on an array of indicators (Table B-5). Based on these indicators, Lake Los Angeles may receive funding prioritization from the Caltrans Active Transportation Program and other funding sources.

Table B-5: Disadvantaged Community Indicators in Lake Los Angeles

	Result	Disadvantaged Community
CalEnviroScreen 2.0	25-55%	No
National School Lunch Program Free and Reduced Lunch Program Participation (Greater than 80% student participation)	Greater than 80% student participation	Yes
Median Household Income (Less than 80% California Median Household Income)	$40,227	Yes
Health Disadvantage Index (Top 25% are disadvantaged)	Census Tract 6037900103	No
	Census Tract 6037900104	Yes

Economic Indicators

The median household income for Zip Code 93535 is $42,837 and for Zip Code 93591 $39,880, approximately 23 and 28.6 percent respectively less than the County average. The Lake Los Angeles area also has a significantly higher poverty rate than the County average. The child poverty rate in Zip Code 93591 is almost 90 percent greater than the County average, as shown in Table B-6.

Improving pedestrian connections to public transit can reduce household expenditures on transportation, allowing for increased expenditures on healthcare, education, and nutritious food. According to the Bureau of Labor Statistics, 17.6 percent of household expenditures nationwide were on transportation in 2013, the second highest household expenditure behind housing. The benefits of active transportation can also result in lower healthcare cost burdening.

Table B-6: Poverty rates in Lake Los Angeles

	Percent in Zip Code 93535	Percent in Zip Code 93591	Percent in Zip Codes 93535 & 93591	Percent in Los Angeles County
Persons in Poverty	26.7	36.4		18.7
Children in Poverty	33.3	53.0		29.5
Median Household Income	$42,835	$39,880		$55,870

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

Pedestrian Environment

LEVELS OF WALKING AND DRIVING

One major objective of any pedestrian investment is to increase the percentage of people who choose to walk, rather than drive. Table B-7 shows the percent of work trips taken by mode in Lake Los Angeles, including walking.

According to ACS data, no employed Lake Los Angeles residents commute to work primarily by walking or by bicycling. Census data does not include the number of people who walk for recreation or for utilitarian purposes, or students who walk to school, and is therefore likely to undercount true walking rates. However, this rate is still lower than both the County and statewide rates.

Number of vehicles in a household is another factor that may impact reliance on walking to commute. Overall, more than 99 percent of residents have access to at least one car, but fewer with two or more vehicles available (see Table B-8).

Table B-8: Vehicles Available for Transportation to Work by Household in Lake Los Angeles

Vehicle Available per Household	Percent in Lake Los Angeles	Percent in Los Angeles County
No vehicle	0.8	4.3
1	35.1	22.4
2	36.4	38.3
3+	27.8	35.0

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

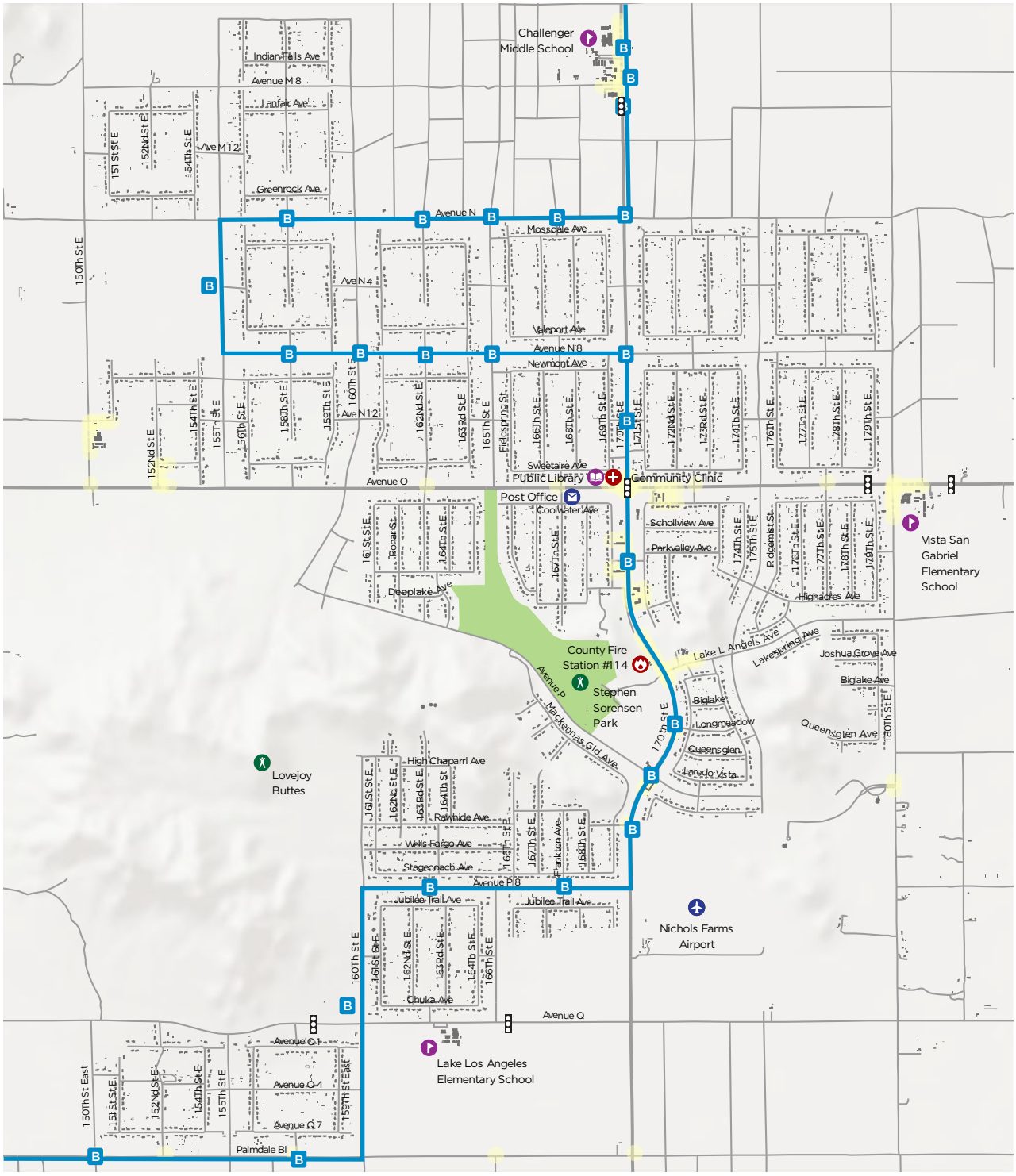
Only one percent of employed Lake Los Angeles residents primarily take transit to work, which may be because there is limited transit service in the community. Lake Los Angeles is served by one transit agency, Antelope Valley Transit, with only one bus line running through the community (Figure B-2, following page).

Table B-7: Journey to work mode share compared to the county, state, and nation

Mode	Percent Nationwide	Percent Statewide	Percent in Los Angeles County	Percent in Lake Los Angeles
Walk	2.8	2.7	2.9	0.0
Bicycle	0.6	1.1	0.9	0.0
Public Transit	5.1	5.2	7.0	1.0
Drive Alone	76.4	73.2	72.6	83.9
Carpool	9.6	11.1	10.3	9.2
Other	1.2	1.3	1.3	1.5
Worked from home	4.3	5.4	5.0	4.4

Source: American Community Survey, 2010-2014 Five-Year Estimates

Figure B-2: Map of transit access in Lake Los Angeles



TRANSIT ACCESS

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 PUBLIC TRANSIT NETWORK

- AVTA
- BUS STOPS

Pedestrian-Involved Collision Analysis

This section examines collisions that involved pedestrians in Lake Los Angeles between 2009 and 2016. It examines historical, geographic, and time of day trends over this five-year period, as well as factors at play in these collisions, to better understand why these collisions happened and how to reduce them in the future.

Reported collision data may not accurately reflect all collisions that occur in a community. In some cases, individuals may not report a collision to the Sheriff's Department for a variety of reasons such as fear or discomfort in interacting with law enforcement. This is especially true in disadvantaged communities such as Lake Los Angeles if economic hardship or legal issues interfere with individuals' ability to secure a legal driver's license, current automobile insurance, or legal work documentation. Moreover, even when collisions are reported the traffic report may be inaccurate. A study on the validity of police report data revealed that police report data is often inaccurate especially when reporting collision with indirect causes (DUI, fatigue, driver inexperience) and environmental causes (obstructed view, wet road conditions) . Some studies indicate that pedestrian and bicyclist-related collisions are incomplete due to lack of self-reporting.

HISTORICAL TRENDS

Between 2009 and 2016, there were a total of eight pedestrian involved collisions in Lake Los Angeles (Table B-9). On average, there were two pedestrian related collisions per year, which made up 10 percent of total collisions in the Lake Los Angeles area over that time period. The highest number of pedestrian involved collisions occurred in 2011 and 2016, with three collisions each year (21 percent of the total collisions during the year).

Table B-9: Pedestrian-involved collisions by year in Lake Los Angeles

Time Period	Pedestrian-Involved Collisions	Percent of Total Collisions
2009	1	8.0
2010	0	0.0
2011	3	21.4
2012	2	8.3
2013	2	13.3
2014	1	7.1
2015	1	4.5
2016	3	7.5
Total	13	--
Average per year	2	8.8

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

GEOGRAPHIC TRENDS

The majority of collisions involving pedestrians between 2009 and 2016 in Lake Los Angeles occurred along 170th Street East and Avenue O, where most of the residential and community activity generators and attractors are, such as the library and retail shops. Table B-10 shows the number of pedestrian-involved collisions along those corridors, and shows where these collisions occurred on a map of the area.

Table B-10: Roadways with the most pedestrian-involved collisions in Lake Los Angeles

Roadway	Pedestrian-Involved Collisions
170th Street East	7
Avenue O	3

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

TEMPORAL TRENDS

The majority of pedestrian-involved collisions which occurred in Lake Los Angeles between 2009 and 2016 took place between Tuesday and Thursday (Table B-11). The number of collisions ranged from one to three collisions per day of the week.

Table B-11: Highest pedestrian-involved collision days in Lake Los Angeles

Day	Pedestrian-Involved Collisions
Monday	2
Tuesday	3
Wednesday	2
Thursday	2
Friday	1
Saturday	1
Sunday	2
Total	13

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

The highest percentage of pedestrian-involved collisions occurred during dawn and dusk (46.2 percent). This could be related to increased vehicular traffic on roadways during these times or decreased visibility in the dark (Table B-12).

Table B-12: Pedestrian-involved collisions by time of day in Lake Los Angeles

Time of Day	Number of Collisions	Percent of Collisions	Percentage of Day (out of 24 hours)
Daylight (9AM-5PM)	5	38.5	33.0
Dawn and Dusk (6AM-9AM & 5PM-8PM)	6	46.2	25.0
Nighttime (8PM-6AM)	2	15.3	42.0
Commuting Hours Only (7AM-9AM & 4PM-6PM)	3	23.1	17.0

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

DEMOGRAPHIC TRENDS

The largest proportion of those involved in collisions (33 percent) were 55-64 years old, followed by under 18 years old (22 percent).

Table B-13: Pedestrian-involved collisions by age in Lake Los Angeles

Age of Victim	Number of Collisions	Percentage of Total
Under 18	5	38.5
18-24	1	7.5
25-34	0	0
35-44	0	0
45-54	2	15.5
55-64	4	31.0
65+	1	7.5
Total	13	100

COLLISION FACTORS

From 2009 to 2016, pedestrians were determined to be at fault in 54 percent of reported pedestrian-involved collisions in Lake Los Angeles (Table B-14). Pedestrian violations refer to collisions occurring while the pedestrian did not have the legal right-of-way, such as when crossing mid-block outside of a crosswalk. Pedestrian right-of-way violations refer to collisions occurring while the pedestrian had legal right-of-way and the motorist failed to yield, such as when a pedestrian is struck while crossing in a marked (or unmarked) crosswalk at an intersection. (In some instances, pedestrians struck while crossing in an unmarked crosswalk at an intersection may be incorrectly attributed as a pedestrian violation, rather than a pedestrian right-of-way violation, by law enforcement officers. Pedestrian violation statistics should therefore be approached with caution).

Table B-14: Pedestrian-involved collisions by violation category in Lake Los Angeles

Violation Category	Number of Collisions	Percentage of Total
Motorist At-Fault		
Unsafe Speed	1	7.5
Improper Turning	1	7.5
Hazardous Parking	1	7.5
Pedestrian Right of Way	1	7.5
Other Hazardous Violation	1	7.5
Pedestrian Violation	7	54.0
Other Than Driver (or Pedestrian)	1	7.5
Total	13	100

Half of the pedestrian-involved collisions which took place in Lake Los Angeles between 2009 and 2016 were classified as 'Hit and Run' (Table B-15). All four of these were filed as felonies, indicating that all of the hit and run incidents involved injuries.

Table B-15: Pedestrian-involved collisions by hit and run classification in Lake Los Angeles

Hit and Run	Number of Collisions	Percentage of Total
Yes	6	46.0
No	7	54.0
Total	13	100

Of the 13 reported cases of pedestrian-involved collisions from 2009-2016 in Lake Los Angeles, two involved a fatality, and 69 percent involved a severe or visible injury (Table B-16).

Table B-16: Pedestrian-involved collisions by severity in Lake Los Angeles

Severity	Number of Collisions	Percentage of Total
Fatal	2	15.5
Severe Injury	4	30.5
Visible Injury	5	38.5
Complaint of Pain	2	15.5
Total	13	100

WALNUT PARK

Residential Density

The majority of land in Walnut Park is designated for residential uses. However, residential density patterns are not uniform across Walnut Park. The map in Figure B-3 displays residential population density by Census block. Darker blocks with higher densities are prominent along three corridors, Santa Fe Boulevard, Pacific Boulevard and Seville Avenue. Denser residential areas create a critical mass of users for public facilities (e.g. schools, parks, bus stops, and libraries) and create a customer base for neighborhood businesses (e.g. restaurants, laundromats, childcare, and grocery stores). In Walnut Park, a diversity of uses like convenience stores, retail shops, restaurants, schools, churches, and park space are within walking distance (one-quarter mile) of the highest residential areas. The lowest density residential areas located in the eastern part of Walnut Park have fewer commercial uses and destinations within walking distance.

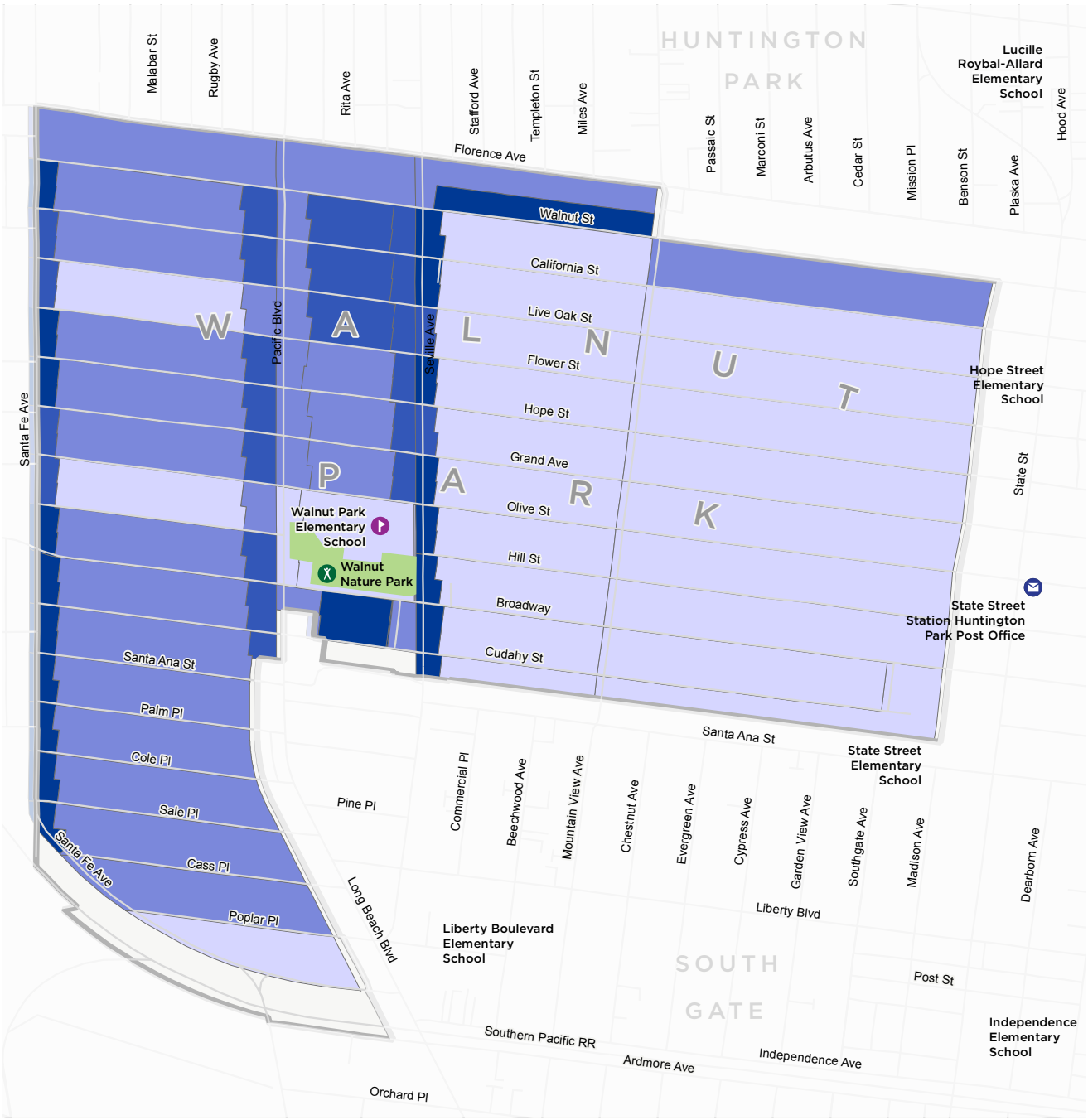
Although the County's General Plan designates most residential uses as very low density (Less than six dwelling units per acre (du/ac)), Walnut Park is one of the densest communities in Los Angeles County. At 22,028 people per square mile, it is ranked 8/265 (from highest to lowest density) among Los Angeles County communities. The result is severe overcrowding in Walnut Park.

Demographics

POPULATION, AGE, AND SEX

As of 2014, Walnut Park had a population of 16,039. Nearly 49.6 percent of Walnut Park's population is female, slightly higher than the County average (47.0 percent). Walnut Park is a relatively young community with 29.7 percent of the population under 18 years of age compared with 23.2 percent at the County level and 23.9 percent for the state. Because youth do not have drivers' licenses, they are more likely to depend on walking, bicycling, and transit to get around. Approximately 8.1 percent of Walnut Park's population are seniors (age 65 and older) — significantly below the County level of 11.9 percent and California level of 12.5 percent (Table B-17). Seniors are another population that may rely more on walking and transit as they age and are no longer able to drive. Seniors may also require special pedestrian planning considerations, such as extended crosswalk times and ADA compliant curb cuts.

Figure B-3: Walnut Park Residential Density



Source: EPA Smart Location Database, 2016

RESIDENTIAL DENSITY

0 0.1 0.2 MILES

DESTINATIONS

- SCHOOL
- PARK/RECREATION
- POST OFFICE

INFRASTRUCTURE

- ROAD NETWORK

RESIDENTIAL DENSITY (PPL/ACRE)

- 0-2
- 2-7
- 7-22
- 22-74

Health

Because public health data is not always available at the Census Designated Place level, 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. (Table B-18. following page.)

Grocery Access

Access to fresh, affordable, and nutritious food is important for health. For individuals with limited or no automobile access, walkable, bikeable or transit accessible grocery stores are necessary for a healthful diet. Food deserts are areas where residents' healthy food access is restricted due to the absence of grocery stores within convenient travel distance. According to the US Department of Agriculture, about 2.3 million people (or about two percent of all US households) live more than one mile away from a supermarket and do not own a car.

According to the US Department of Agriculture, Walnut Park does not qualify as a food desert. Walnut Park has four stores in the community that sell fresh and healthy food.

Disadvantaged Communities

One objective of the Walnut Park Pedestrian Plan is to serve disadvantaged communities by improving pedestrian infrastructure, safety, and accessibility. This goal is reflected in the Caltrans Active Transportation Program (Senate Bill 99, Assembly Bill 99, 2013), which allocates a minimum of 25 percent of program funding for disadvantaged communities. Twenty-five percent of proceeds from the state's cap-and-trade program are also allocated for improving public health, quality of life, and economic opportunity in California's disadvantaged communities.

There is no universal definition for disadvantaged communities. California has used the term disadvantaged communities in several state laws, but the underlying criteria used to identify these communities has not been consistent. The ATP sets three possible criteria: 1) household median income, 2) California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen 2.0) and 3) percentage of students participating in the National School Lunch Program. California's cap-and-trade program currently also relies on CalEnviroScreen 2.0 to identify disadvantaged communities.

Table B-17: Population, age, and sex in Walnut Park

	Total Population	Percent Female	Percent Under 18 Years	Percent 18-64 Years	Percent 65 and Older
Walnut Park	16,039	49.6	29.7	62.2	8.1
Los Angeles County	10,017,068	50.7	23.2	64.9	11.9
California	38,332,521	50.3	23.9	63.6	12.5

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

Table B-18: Mortality Rates (Total Deaths, Percentage of Deaths, and Ranking)

	Zip Code 90255*			Los Angeles County		
Cause of Death	Ranking	Total Number of Deaths	Death Rate**	Ranking	Total Number of Deaths	Death Rate**
Heart Disease	1	65	25.0	1	15,916	26.9
Malignant Neoplasms (Cancer)	2	57	21.9	2	14,330	24.2
Cerebrovascular Disease (Stroke)	3	21	8.1	3	3,401	5.7
Chronic Lower Respiratory Disease (CLRD)	9	6	2.3	4	2,809	4.7
Alzheimer's Disease	10	5	1.9	5	2,528	4.3
Unintentional Injuries	6	12	4.6	6	2,060	3.5
Diabetes Mellitus	4	17	6.5	7	2,220	3.8
Pneumonia and Influenza	7	8	3.1	8	2,053	3.5
Chronic Liver Disease and Cirrhosis	5	14	5.4	9	1,281	2.2
Essential Hypertension and Hypertensive Renal Disease	8	7	2.7	10	1,261	2.1
Intentional Self Harm (Suicide)	11	3	1.2	11	764	1.3
Nephritis, Nephrotic Syndrome and Nephrosis	11	3	1.2	12	890	1.5
All Other Causes		42	16.2		9,643	16.3
		260	100		59,156	100

*Walnut Park is in Zip Code 90255, which also includes Huntington Park

**Death rate per 100,000 population

Source: Death Profiles by Zip Code, California Department of Public Health, 2012

The Public Health Alliance of Southern California has developed a composite index to identify cumulative health disadvantage in California. The purpose of this Health Disadvantage Index (HDI) is to help identify areas of need and prioritize public and private investments, resources, and programs. HDI includes diverse non-medical economic, social, political, and environmental factors that influence physical and cognitive function, behavior, and disease. These factors are often called health determinants or social determinants of health and form the root causes of disadvantage. Walnut Park qualifies as a disadvantaged community on all four disadvantaged community indicators, which are outlined in Table B-19. Based on these indicators, Walnut Park may receive funding prioritization from the Caltrans Active Transportation Program and potentially other funding sources.

Table B-19: Disadvantaged community indicators for Walnut Park

	Result	Disadvantaged Community?
CalEnviroScreen 2.0	Top 20%	Yes
National School Lunch Program Free and Reduced Lunch Program Participation	Greater than 80% student participation	Yes
Median Household Income	$41,202 (Less than 80% California Median Household Income)	Yes
Health Disadvantage Index	Top 25% of Disadvantage Communities	Yes

Housing

The U.S. Census Bureau defines overcrowded housing as a unit with more than one person per room, including living and dining rooms. Households with more than one-and-a-half persons per room are considered severely overcrowded. Overcrowding can directly influence one's physical and mental health, childhood development, and education. In some cases, overcrowded housing conditions contribute to higher rates of infectious disease, higher mortality rates, and higher rates of mental illness and stress. Studies have found a relationship between overcrowding and respiratory health, meningitis, and tuberculosis in children. For adults, a relationship exists between overcrowding and some forms of cancer and respiratory disease.

Walnut Park has one of the highest rates of overcrowding in the nation, ranking third highest of 33,120 zip codes nationwide. Walnut Park's rate of household overcrowding is more than double that of Los Angeles County (31.7 percent compared to 12 percent), with renters experiencing more overcrowding than homeowners. Garage conversions are particularly prevalent in this community, which can be attributed to the lack of affordable housing in Walnut Park.

Overcrowding and active transportation are indirectly related because housing and transportation costs are the top two largest expenditures for American households. According to the Bureau of Labor Statistics, housing was the largest component (33.6 percent) of overall household expenditures in 2013, followed by transportation (17.6 percent). These costs have also been on the rise in recent years, increasing from 32.8 percent in 2012 to 33.6 percent in 2013. Individuals may opt to reduce housing costs by increasing room occupancy, resulting in overcrowding. Reducing transportation costs through walking can assist with the burden of housing costs.

Pedestrian Environment

LEVELS OF WALKING AND DRIVING

One major objective of any pedestrian investment is to increase the attractiveness and usefulness of walking. Table B-20 shows the percent of work trips taken by mode in Walnut Park, including walking.

Approximately 2.6 percent of employed Walnut Park residents commute to work by walking. Census data does not include the number of people who walk for recreation or for utilitarian purposes, students who walk to school, or people who walk from outside of Walnut Park, and is therefore likely to undercount true walking rates in the community. Overall, the rate of Walnut Park residents who walk to work is similar to the rate of those who walk in the County and statewide.

Number of vehicles in a household is another factor that may impact reliance on transit use or walking to commute. Compared to the County average, Walnut Park has more households with no vehicles available, but also more households with three or more vehicles available (see Table B-21). These patterns can be understood in the context of community economic challenges, including low incomes (relating to no-vehicle households) and overcrowding (relating to households with three or more vehicles).

Table B-21: Vehicles available for transportation to work by household

Vehicle Available per Household	Percent in Walnut Park	Percent in Los Angeles County
No vehicle	6.2	4.3
1	19.0	22.4
2	31.5	38.3
3+	43.2	35.0

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

According to ACS data, 9.6 percent of employed Walnut Park residents commute to work primarily by transit. This is significantly higher than the Los Angeles County average of seven percent, which is itself higher than state and national averages. Based on Metro 2016 Quality of Life Report, 86percent of bus riders and 68 percent of rail riders in Los Angeles County access transit by walking; therefore, it can be assumed that a number of transit riders in Walnut Park walk to the bus or rail stations in Florence-Firestone.

Table B-20: Journey to work mode share compared to the county, state, and nation

Mode	Percent Nationwide	Percent Statewide	Percent in Los Angeles County	Percent in Walnut Park
Walk	2.8	2.7	2.9	2.6
Bicycle	0.6	1.1	0.9	1.6
Public Transit	5.1	5.2	7.0	9.6
Drive Alone	76.4	73.2	72.6	68.0
Carpool	9.6	11.1	10.3	12.8
Other	1.2	1.3	1.3	1.1
Worked from home	4.3	5.4	5.0	4.2

Source: American Community Survey (ACS), 2010-2014 Five-Year Estimates (B08006)

The most significant regional transit connection near Walnut Park is the Florence Station of the Metro Blue Line, located less than a quarter-mile from the intersection of Florence Avenue and Santa Fe Avenue. Walnut Park itself is served extensively by transit, including Metro bus service on Pacific Boulevard (Rapid), Santa Fe Avenue, Pacific Boulevard, Seville Avenue, Broadway and Mountain View Avenue. Metro Shuttles #611 and #612 also serve the Walnut Park community. Major transit connections in Walnut Park are illustrated in Figure B-4 (following page). Los Angeles County Public Works also operates a circulatory bus that connects Walnut Park to the Blue Line station and parks located in Florence-Firestone.

Motor Vehicle Speeds and Volumes

Speeding on residential streets appears to be an issue, as the County has installed speed cushions on a number of east-west local streets. In fact, every residential street between Florence Avenue and Santa Ana Street features traffic calming devices for the purposes of speed reduction (see Table B-22). However, none of these streets feature traffic calming devices that reduce motor vehicle volumes (such as diverters).

Tree Canopy

Trees and landscaping play an important role in transforming the pedestrian realm and promoting walkability in a community. Tree canopy provides shade for people walking on hot days and creates a more attractive area for walking. Large trees and landscaping can provide a buffer between sidewalks and traffic, and also serve as traffic calming.

Table B-22: Existing Traffic Calming Devices in Walnut Park

Street	From	To	Type
Walnut Street	Santa Fe Avenue	Mountain View Avenue	Speed cushions
California Street	Pacific Boulevard	State Street	Speed cushions
Live Oak Street	Seville Avenue	State Street	Speed cushions
Flower Street	Pacific Boulevard	Seville Avenue	Speed cushions
Flower Street	Mountain View Avenue	State Street	Speed cushions
Hope Street	Seville Avenue	State Street	Speed cushions
Grand Avenue	Mountain View Avenue	State Street	Speed cushions
Olive Street	Seville Avenue	State Street	Speed cushions
Hill Street	Seville Avenue	State Street	Speed cushions
Broadway	Seville Avenue	State Street	Speed cushions
Cudahy Street	Seville Avenue	State Street	Speed cushions

Figure B-4: Walnut Park transit access

TRANSIT ACCESS

0 0.1 0.2 MILES

DESTINATIONS

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

EXISTING PUBLIC TRANSIT NETWORK

- BUS STOPS
- LA COUNTY (LINK)
- LA METRO (LOCAL)
- LA METRO (RAPID)
- LADOT DASH

The western portion of Walnut Park has the least tree canopy coverage relative to population at 69.6 percent in the southwestern portion and 65.2 percent in the northwestern and central portions. The northern portion has greater canopy coverage with only 58.6 percent census-weighted population lacking in canopy coverage, and 54.8 percent in the eastern portion. For perspective, according to the Public Health Alliance, Health Disadvantage Index, Walnut Park is ranked in the lowest fifth percentile (worst) for tree canopy coverage. Opportunities to increase tree canopy coverage, as well as landscape and other shade structures will be considered in the development of the Walnut Park Pedestrian Plan.

Pedestrian-Involved Coilision Analysis

This section examines collisions that involved pedestrians in Walnut Park between 2009 and 2016. It examines historical, geographic, and time of day trends over these past five years, as well as factors at play in these collisions, to better understand why these collisions happened and how to reduce them in the future.

Reported collision data may not accurately reflect all collisions that occur in a community. In some cases, individuals may not report a collision to the Sheriff's Department for a variety of reasons such as fear or discomfort in interacting with law enforcement. This is especially true in disadvantaged communities such as Walnut Park if economic hardship or legal issues interfere with individuals' ability to secure a legal driver's license, current automobile insurance, or legal work documentation. Moreover, even when collisions are reported the traffic report may be inaccurate. A study on the validity of police report data revealed that police report data is often inaccurate, especially when reporting collision with indirect causes (DUI, fatigue, driver inexperience) and environmental causes (obstructed view, wet road conditions). Collision level variables with the least reported accuracy included road character and collision severity. In addition, some studies indicate that pedestrian collision data is incomplete due to lack of self-reporting.

HISTORICAL TRENDS

Between 2009 and 2016, there were a total of 58 pedestrian-involved collisions in Walnut Park, as shown in Table B-23. On average, there were seven pedestrian related collisions per year, which made up 18 percent of total collisions in Walnut Park over that time period. The highest number of pedestrian involved collisions occurred in 2012, with 12 collisions (27 percent of the total collisions that year).

Table B-23: Pedestrian-Involved Collisions by Year in Walnut Park

Time Period	Pedestrian-Involved Collisions	Percent of Total Collisions
2009	5	19.2
2010	11	25.5
2011	9	17.3
2012	12	27.3
2013	8	15.4
2014	5	13.5
2015	5	11.4
2016	3	15.0
Total	58	--
Average	7	18.2

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

GEOGRAPHIC TRENDS

Twenty-one pedestrian-involved collisions occurred along Pacific Avenue, and eleven along Santa Fe Avenue, both major highways, during the study period. Table B-24 shows where these collisions occurred in Walnut Park.

Table B-24: Highest pedestrian-involved collision roadways in Walnut Park

Roadway	Pedestrian -Involved Collisions
Pacific Boulevard	21
Santa Fe Avenue	11
Florence Avenue	11
Seville Avenue	6
Broadway	6

TEMPORAL TRENDS

The number of pedestrian-involved collisions in Walnut Park between 2009 and 2016 ranged between 5 and 12 collisions per day of the week, with a higher number of pedestrian-involved collisions occurring on Thursdays, closely followed by Fridays and Sundays (Table B-25).

Table B-25: Highest pedestrian-involved collision days in Walnut Park

Day	Pedestrian-Involved Collisions
Monday	8
Tuesday	6
Wednesday	5
Thursday	12
Friday	11
Saturday	5
Sunday	11
Total	58

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

The highest percentage of pedestrian-involved collisions occurred from dawn to dusk, and during daylight (43 percent each). The percentage of collisions that occurred during commuting hours is also high, at 34.5 percent, compared to the percent of the day these hours represent, as shown in Table B-26.

Table B-26: Pedestrian-involved collisions by time of day in Walnut Park

Time of Day	Number of Collisions	Percent of Collisions	Percentage of Day (out of 24 hours)
Daylight (9AM-5PM)	25	43.1	33.0
Dawn and Dusk (6AM-9AM & 5PM-8PM)	25	43.1	25.0
Nighttime (8PM-6AM)	8	13.8	42.0
Commuting Hours Only (7AM-9AM & 4PM-6PM)	20	34.5	17.0

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

DEMOGRAPHIC TRENDS

The largest proportion of those involved in collisions (19 percent) were under 18 years old. Age groups 45-54 (17 percent) and 65 or older (17 percent) also had relatively high pedestrian-involved collision rates.

Table B-27: Pedestrian-involved collisions by age in Walnut Park

Age of Victim	Number of Collisions	Percentage of Total
Under 18	11	19.0
18-24	5	8.6
25-34	6	10.3
35-44	8	13.8
45-54	10	17.2
55-64	8	13.8
65+	10	17.2
Total	58	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

COLLISION FACTORS

In Walnut Park, from 2009 to 2016, pedestrian right-of-way violations and pedestrian violations were the most common type of violation recorded (approximately 46.6 percent and 31 percent respectively), indicating the involvement of pedestrians who failed to follow traffic rules and were found to be at fault during the great majority of the reported collisions (Table B-28). When pedestrians were not found to be at fault, collisions were most frequently caused by alcohol (10.3 percent) and improper turning (5.2 percent).

Pedestrian violations refer to collisions occurring while the pedestrian did not have the legal right-of-way, such as when crossing mid-block outside of a crosswalk. Pedestrian right-of-way violations refer to collisions occurring while the pedestrian had legal right-of-way and the motorist failed to yield, such as when a pedestrian is struck while crossing in a marked (or unmarked) crosswalk at an intersection. (In some instances, pedestrians struck while crossing in an unmarked crosswalk at an intersection may be incorrectly attributed as a pedestrian violation, rather than a pedestrian right-of-way violation, by law enforcement officers. Pedestrian violation statistics should therefore be approached with caution).

Table B-28: Violation category of pedestrian-involved collisions in Walnut Park

Violation Category	Number of Collisions	Percentage of Total
Pedestrian Right of Way	27	46.6
Pedestrian Violation	18	31
Driving or Bicycling Under the Influence of Alcohol or Drug	6	10.3
Improper Turning	3	5.2
Unsafe Speed	1	1.7
Unsafe Starting or Backing	1	1.7
Unknown	2	3.4
Total	58	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

Approximately 19 percent of these pedestrian-involved collisions which occurred in Walnut Park from 2009-2016 were classified as 'Hit and Run', as shown in Table B-29. Off these 11 collisions, 10 were filed as felonies, indicating that all of the hit and run incidents involved injuries, and one was a misdemeanor

Table B-29: Pedestrian-involved collisions by hit and run classification in Walnut Park

Hit and Run	Number of Collisions	Percentage of Total
Yes	11	19.0
No	47	81.0
Total	58	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

Of the 58 collisions involving pedestrians from 2009-2016 in Walnut Park, four were fatalities. While a third were minor injuries with only complaints of pain, the majority (59 percent) suffered either a severe or visible injury, as shown in Table B-30.

Table B-30: Pedestrian-involved collisions by severity in Walnut Park

Severity	Number of Collisions	Percentage of Total
Fatal	4	6.9
Severe Injury	11	19.0
Visible Injury	22	37.9
Complaint of Pain	21	36.2
Total	58	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

WESTMONT/WEST ATHENS

Residential Density

At approximately 17,000 people per square mile, Westmont/West Athens has the eighth highest residential density out of 265 communities in Los Angeles County. As shown in Figure B-5 (following page), the majority (64 percent) of land use in Westmont/West Athens is designated as residential, while 30 percent is commercial. Approximately 42 percent of the residential land is designated as lower density— single family homes under eight dwelling units per acre.

Demographics

POPULATION, AGE AND SEX

As of 2014, Westmont/West Athens had a population of 40,582. Nearly 53 percent of Westmont/West Athens's population is female, slightly above the County average of 47.0 percent.

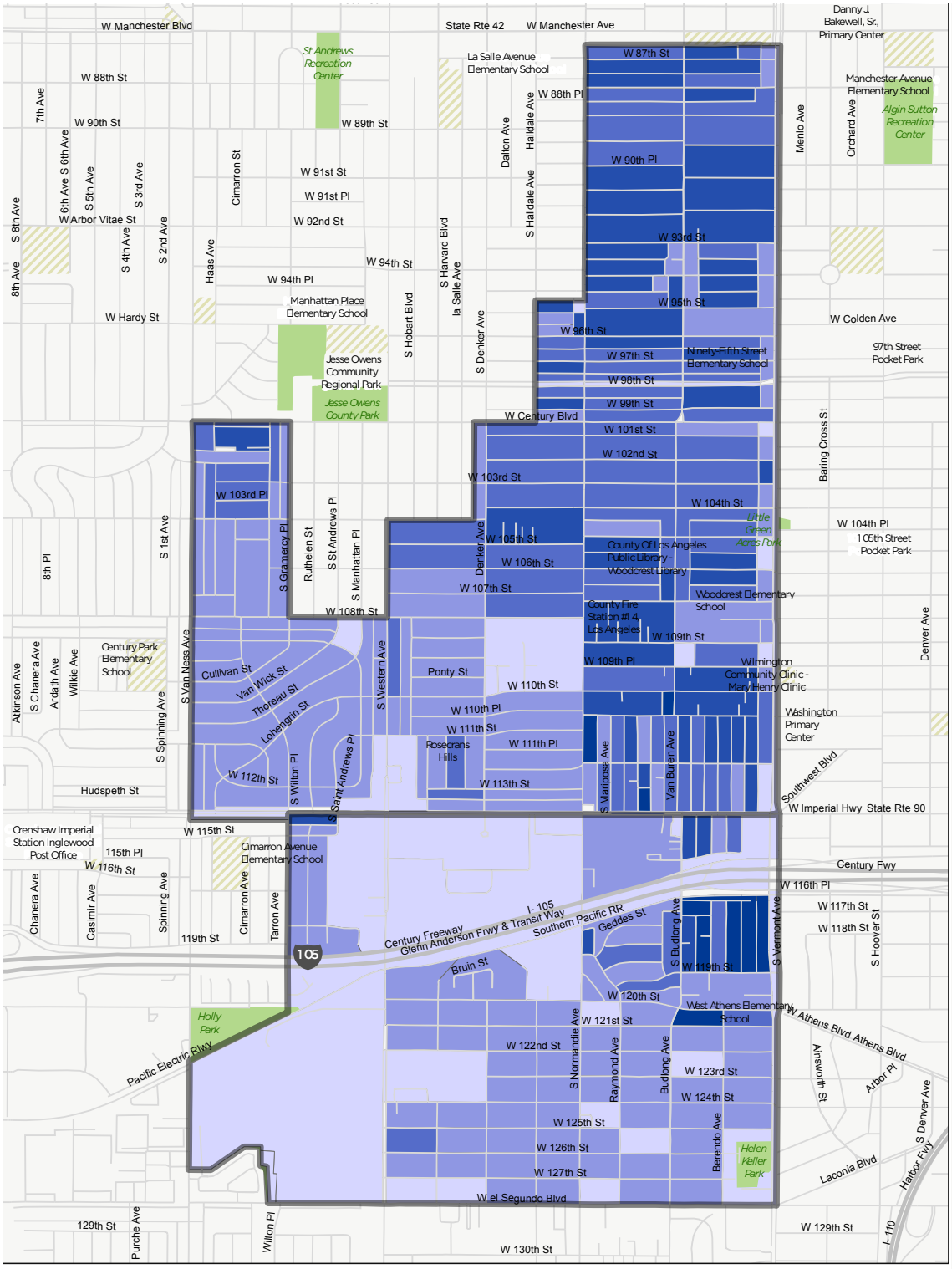
Westmont/West Athens is a relatively young community with 29.1 percent of the population under 18 years of age compared with 23.2 percent at the County level and 23.9 percent for the state. Because youth do not have drivers' licenses, they are more likely to depend on walking, bicycling and transit to get around. Approximately 8.9 percent of Westmont/West Athens' population are seniors (age 65 and older)—significantly below the County level of 11.9 percent and California level of 12.5 percent. Seniors are another population that may rely more on walking and transit as they age and are no longer able to drive. Seniors may also require special pedestrian planning considerations, such as extended crosswalk times and ADA compliant curb cuts.

Table B-31: Population, Sex, and Age in Westmont/West Athens

	Total Population	Percent Female	Percent Under 18 Years	Percent 18-64 Years	Percent 65 and Older
Westmont/West Athens	40,582	53.0	29.1	62.0	8.9
Los Angeles County	10,017,068	50.7	23.2	64.9	11.9
California	38,332,521	50.3	23.9	63.6	12.5

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

Figure B-5: Westmont/West Athens residential density



Source: EPA Smart Location Database, 2016

RESIDENTIAL DENSITY

MILES 0 0.2 0.4

DESTINATIONS

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

EXISTING INFRASTRUCTURE

- ROAD NETWORK

RESIDENTIAL DENSITY (PPL/ACRE)

- 0 - 8 PERSONS/ACRE
- 9 - 23 PERSONS/ACRE
- 24 - 37 PERSONS/ACRE
- 38 - 55 PERSONS/ACRE
- 56 - 122 PERSONS/ACRE

IMMIGRATION AND CITIZENSHIP

Immigrant status is related to health outcomes in varied and complex ways. Foreign-born individuals may face barriers to accessing jobs, education, and services due to social exclusion or linguistic isolation. However, there are also positive health outcomes known as the "healthy migrant effect." First generation immigrants are often healthier than U.S. born residents due to cultural diets, active lifestyle habits, or strong social ties within an immigrant community. These benefits often diminish with each later generation. As shown in Table 32, approximately 23 percent of Westmont/West Athens residents are foreign born, significantly less than the County average (35.7 percent).

Table 32: Immigration in Westmont/West Athens

	Percent in Westmont/ West Athens	Percent in Los Angeles County
U.S. Born	77.0	64.3
Foreign Born	23.0	35.7

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

LINGUISTIC ISOLATION

Over 18 percent of households in Westmont/ West Athens are linguistically isolated, meaning that all household members five years old and over have at least some difficulty with English. This is significantly higher than the 14.4 percent of Los Angeles County and nearly 10 percent of California households classified as "linguistically isolated" (Table B-33). Because most business and civic discourse is in English, the ability to communicate and comprehend English is a critical skill. While not all jobs require fluency in English, linguistic isolation serves as a barrier to obtaining most jobs (particularly living wage jobs) and to obtaining quality medical and social services. Assessing linguistically isolated households is important for identifying disadvantaged communities. It is also an important factor to consider for conducting community outreach for the development of the Westmont/West Athens Pedestrian Plan. Outreach events and materials should be translated in order to reach linguistically-isolated households.

Table B-33: Linguistically Isolated Households in Westmont/West Athens

Households that are Linguistically Isolated	
Percent in Westmont/West Athens	18.5
Percent in Los Angeles County	14.4
Percent Statewide	9.9

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

Health

Because public health data is not always available at the Census Designated Place level, this plan uses health data at the zip code level when necessary. Westmont/West Athens is in zip codes 90044 and 90047.

LIFE EXPECTANCY AND LEADING CAUSES OF DEATH

The most common causes of death can vary by geographic location, sex, age, race/ethnicity, education level, and occupation. A risk factor is something that is likely to increase the chances of a particular event, such as a specific disease

Table B-34: Mortality Rates (Total deaths, percentage of deaths, and ranking)

	Zip Code 90044,90047*			Los Angeles County		
Cause of Death	Ranking	Total Number of Deaths	Death Rate**	Ranking	Total Number of Deaths	Death Rate**
Heart Disease	1	245	26.7%	1	15,916	26.9%
Malignant Neoplasms (Cancer)	2	215	23.4%	2	14,330	24.2%
Cerebrovascular Disease (Stroke)	3	53	5.8%	3	3,401	5.7%
Chronic Lower Respiratory Disease (CLRD)	4	45	4.9%	4	2,809	4.7%
Alzheimer's Disease	9	21	2.3%	5	2,528	4.3%
Unintentional Injuries	8	22	2.4%	6	2,060	3.5%
Diabetes Mellitus	5	42	4.6%	7	2,220	3.8%
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Essential Hypertension and Hypertensive Renal Disease	7	23	2.5%	10	1,261	2.1%
Intentional Self Harm (Suicide)	12	6	0.7%	11	764	1.3%
Nephritis, Nephrotic Syndrome and Nephrosis	11	15	1.6%	12	890	1.5%
All Other Causes		183	20.0%		9,643	16.3%
Total	-	917	100%		59,156	100%

*Westmont/West Athens CDP is in Zip Code 90044, 90047

**Death rate per 100,000 population

Source: Death Profiles by Zip Code, California Department of Public Health, 2012

or medical condition. Lifestyle-related risk factors for the leading causes of death include an unhealthy diet, high blood pressure, smoking, insufficient physical activity, exposure to toxins and obesity. Table B-34 shows the leading causes of death in Westmont/West Athens.

GROCERY ACCESS

Access to fresh, affordable, nutritious food is important for health. For individuals with limited or no automobile access, walkable, bikeable or transit accessible grocery stores are necessary for a healthful diet. Food deserts are areas where residents' healthy food access is restricted due to the absence of grocery stores within convenient travel distance. According to the US Department of Agriculture, about 2.3 million people (or 2.2 percent of all US households) live more than one mile away from a supermarket and do not own a car.

Westmont/West Athens has two grocery stores that are within or adjacent to the unincorporated community boundary. According to the US Department of Agriculture, while Westmont/West Athens does not meet the strict one-mile distance definition of a food desert, a significant number of low-income residents live greater than half-mile from a grocery store. Overall, West Athens has greater grocery stores access than Westmont residents. Walking greater than half-mile may discourage residents from walking or may be too strenuous for the elderly or disabled.

DISADVANTAGED COMMUNITIES

One objective of the Westmont/West Athens Pedestrian Plan is to serve disadvantaged communities by improving pedestrian infrastructure, safety and accessibility. This goal is reflected in the Caltrans Active Transportation Program which allocates a minimum of 25 percent of program funding for disadvantaged communities. Twenty-five percent of proceeds from the state's cap-and-trade program are also allocated for improving public health, quality of life, and economic opportunity in California's disadvantaged communities.

There is no universal definition for disadvantaged communities. California has included the term in several state laws, but the underlying criteria used to identify these communities has not been consistent. The ATP sets three possible criteria: 1) household median income, 2) California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen 2.0) and 3) percentage of students participating in the National School Lunch Program. California's cap-and-trade program currently also relies on CalEnviroScreen 2.0 to identify disadvantaged communities.

The Public Health Alliance of Southern California developed a composite index to identify cumulative health disadvantage in California. The purpose of the Health Disadvantage Index (HDI) is to help jurisdictions identify areas of need and prioritize public and private investments, resources and programs. HDI includes diverse

non-medical economic, social, political and environmental factors that influence physical and cognitive function, behavior and disease. These factors are often called health determinants or social determinants of health, and form the root causes of disadvantage. Westmont/West Athens qualifies as a disadvantaged community on all four disadvantaged community indicators, which are outlined in Table B-35. Based on these indicators Westmont/West Athens may receive funding prioritization from the Caltrans Active Transportation Program and potentially other funding sources.

Table B-35: Disadvantaged community indicators in Westmont/West Athens

	Result	Disadvantaged Community
CalEnviroScore 2.0	Top 20%	Yes
National School Lunch Program Free and Reduced Lunch Program Participation	Greater than 80% student participation	Yes
Median Household Income (Less than 80% of state median)	$29,502	Yes
Health Disadvantage Index	Top 25%	Yes

Source: Health Disadvantage Index, 2016; American Community Survey, 5-year 2010-2014

OVERCROWDING

The U.S. Census Bureau defines overcrowded housing as a unit with more than one person per room, including living and dining rooms. Households with more than one-and-a-half persons per room are considered severely overcrowded. Overcrowding can directly influence one's physical and mental health, childhood development, and education. In some cases, overcrowded housing conditions contribute to higher rates of infectious disease, higher mortality rates, and higher rates of mental illness and stress. Studies have found a relationship between overcrowding and respiratory health, meningitis, and tuberculosis in children. For adults, a relationship exists between overcrowding and some forms of cancer and respiratory disease.

Westmont/West Athens has one of the highest rates of overcrowding in the nation, ranking 44th highest of 33,120 zip codes nationwide. Its household overcrowding rate of 24 percent is higher than the overall rate for Los Angeles County (12 percent), with renters experiencing more overcrowding than homeowners. Overcrowding and active transportation are indirectly related because housing and transportation costs are the two largest expenditures for American households. According to the Bureau of Labor Statistics housing was the largest component (33.6 percent) of overall household expenditures in 2013, followed by transportation (17.6 percent). These costs have also been on the rise in recent years, especially in Los Angeles County. Reducing household expenditures on transportation may allow for increased household expenditures on housing and lower room occupancy rates.

Pedestrian Environment

LEVELS OF WALKING AND DRIVING

One major objective of any pedestrian investment is to increase the attractiveness and usefulness of walking. Table B-38 shows the percent of work trips taken by mode, including walking.

Westmont/West Athens residents commute by walking far less than the Los Angeles County average. Insufficient jobs within walking distance may partially explain this mode share. Overall, the true walking rate in the community may be higher, as many people access transit by walking as well as to walk to school, run errands or for recreation. 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 seven percent in Los Angeles County). 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, therefore it can be assumed that a number of transit riders in Westmont/West Athens walk to the bus stops or rail station in their community.

Westmont/West Athens is well served by transit (Figure B-6, following page). A number of agencies offer public transit services that stop within the community:

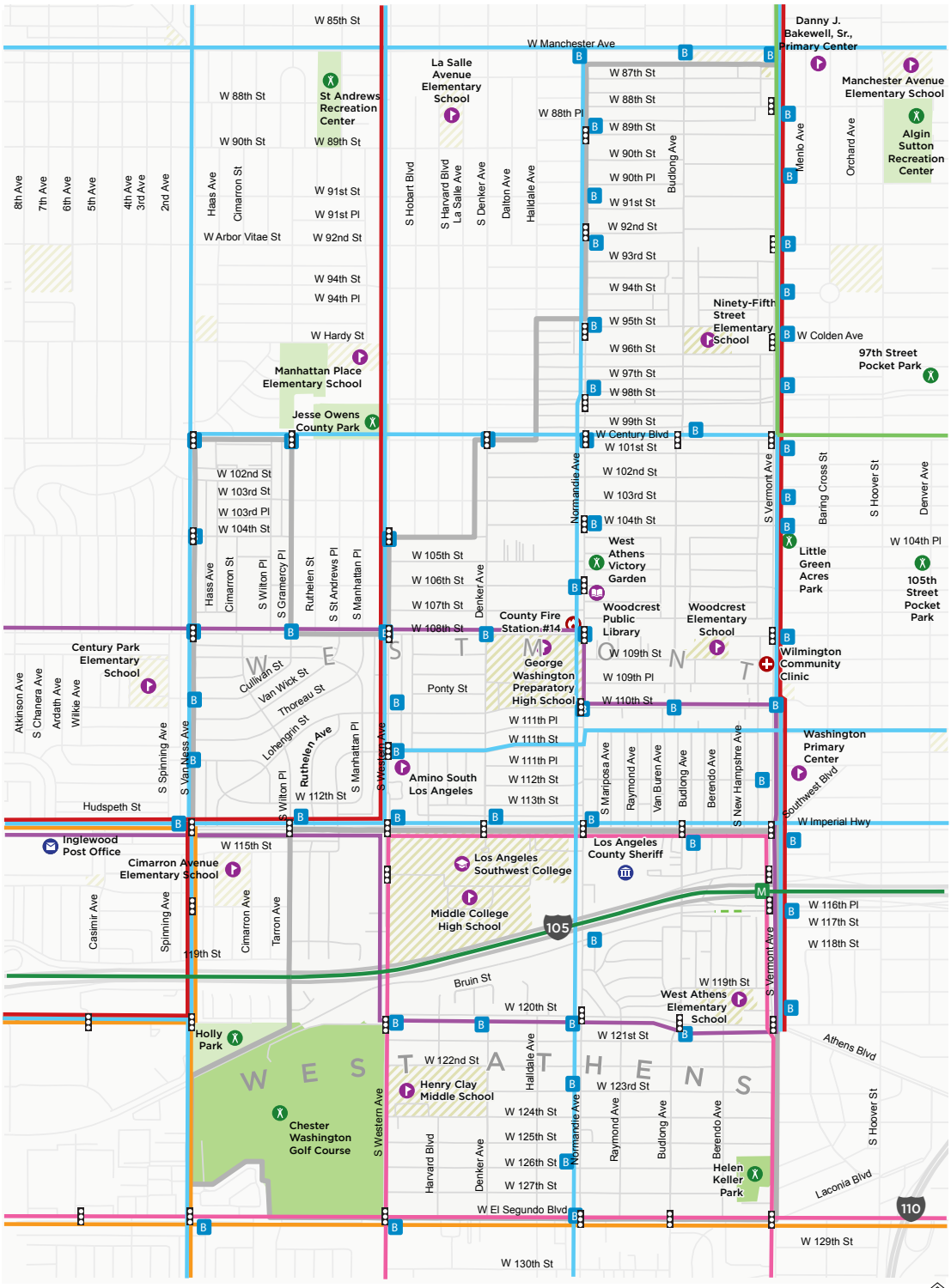
- Metro (bus routes, including a Rapid bus line, and Green Line stop)
- GTrans, the City of Gardena's transit provider (bus routes)
- City of Torrance (bus routes)
- Los Angeles County Public Works (Link/Athens shuttle)
- Department of Transportation, City of Los Angeles (Vermont/Main DASH)

Table B-36: Journey to work mode share compared to the county, state, and nation

Mode	Percent in West Athens	Percent in Westmont	Percent in Los Angeles County	Percent Nationwide	Percent Statewide
Walk	0.2	1.0	2.9	2.8	2.7
Bicycle	1.2	0.4	0.9	0.6	1.1
Public Transit	11.7	15.1	7.0	5.1	5.2
Drive Alone	66.1	68.8	72.6	76.4	73.2
Carpool	15.5	9.0	10.3	9.6	11.1
Other	0.5	1.1	1.3	1.2	1.3
Worked from home	4.9	5.3	5.0	4.3	5.4

Source: American Community Survey , 2010-2014 Five-Year Estimates (B08006)

Figure B-6: Westmont/West Athens transit access



TRANSIT ACCESS

DESTINATIONS

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

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

EXISTING PUBLIC TRANSIT NETWORK

- METRO RAIL ROUTE
- METRO RAIL STOPS
- BUS STOPS
- LADOT DASH
- LA COUNTY (LINK)
- GARDENA TRANSIT (GTRANS)
- TORRANCE TRANSIT
- LA METRO (LOCAL)
- LA METRO (RAPID)

TREE CANOPY

Trees and landscaping play an important role in transforming the pedestrian realm and promoting walkability in a community. Tree canopy provides shade for people walking on hot days and creates a more attractive area for walking. Large trees and landscaping can provide a buffer between sidewalks and traffic and also serve as traffic calming.

The northern and eastern portions of Westmont/West Athens have over 80 percent of the census-weighted population lacking canopy coverage. Tree canopy coverage in the southern and eastern portions is at approximately 50 percent. According to the Public Health Alliance's Health Disadvantage Index, Westmont/West Athens is ranked in the lowest 15th percentile for tree canopy coverage. Opportunities to increase tree canopy coverage, as well as landscaping and other shade structures are considered in the development of the Westmont/West Athens Pedestrian Plan.

Pedestrian-Involved Collision Analysis

This section examines collisions that involved pedestrians in Westmont/West Athens between 2009 and 2016. It examines historical, geographic, and time of day trends over this five-year period, as well as factors at play in these collisions, to better understand why these collisions happened and how to reduce them in the future.

Reported collision data may not accurately reflect all collisions that occur in a community. In some cases, individuals may not report a collision to the Sheriff's Department for a variety of reasons such as fear or discomfort in interacting with law enforcement. This is especially true in disadvantaged communities such as Westmont/West Athens if economic hardship or legal issues interfere with individuals' ability to secure a legal driver's license, current automobile insurance, or legal work documentation. Moreover, even when collisions are reported the traffic report may be inaccurate. A study on the validity of police report data revealed that police report data is often inaccurate, especially when reporting collisions with indirect causes (DUI, fatigue, driver inexperience) and environmental causes (obstructed view, wet road conditions). Collision level variables with the least reported accuracy included road character and collision severity. In addition, some studies indicate that pedestrian and bicyclist-related collision data is incomplete due to lack of self-reporting.

HISTORICAL TRENDS

Between 2009 and 2016, there were 240 pedestrian-involved collisions in Westmont/West Athens (Table B-37). On average, there were 30 pedestrian-involved collisions per year, which made up 15 percent of total collisions involving vehicles over that time period. The highest number of pedestrian-involved collisions (45) occurred in 2013.

Table B-37: Pedestrian-involved collisions by year in Westmont/West Athens

Time Period	Pedestrian-Involved Collisions	Percent of Total Collisions
2009	33	17.8
2010	21	13.5
2011	27	14.4
2012	32	17.5
2013	45	23.9
2014	30	14.6
2015	33	15.1
2016	19	7.5
Total	240	--
Average per year	30	15.2

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

GEOGRAPHIC TRENDS

Table B-38 shows the top five roadways with the most pedestrian-involved collisions based on data from 2009-2016. Fifty-six pedestrian-involved collisions occurred on Vermont Avenue, a major highway, while 52 collisions took place on Normandie Avenue, a secondary highway. Imperial Highway and Western Avenue, both major highways, saw 32 and 28 collisions during the study period, respectively.

Table B-38: Roadways with the most pedestrian-involved collisions in Westmont/West Athens

Roadway	Pedestrian-Involved Collisions
Vermont Avenue	54
Normandie Avenue	52
Imperial Highway	32
Western Avenue	28
120th Street	15

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

TEMPORAL TRENDS

The number of pedestrian-involved collisions in the Westmont/West Athens Area from 2009 to 2016 ranged between 23 to 44 collisions per day of the week, with a higher number of pedestrian-involved collisions occurring on Wednesdays and Thursdays, as shown in Table B-39.

Table B-39: Highest pedestrian-involved collision days in Westmont/West Athens

Day	Pedestrian-Involved Collisions
Monday	28
Tuesday	23
Wednesday	40
Thursday	44
Friday	38
Saturday	33
Sunday	34
Total	240

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

The highest percentage of pedestrian-involved collisions occurred during daylight hours (49 percent). Thirty-seven percent of the total pedestrian-involved collisions occurred during commuting hours (7AM to 9AM and 4PM to 6PM), even though these six hours make up only 17 percent of a 24-hour day, as shown in Table B-40. This may reflect increased vehicular traffic on roadways during these times.

Table B-40: Pedestrian-involved collisions by time of day in Westmont/West Athens

Time of Day	Number of Collisions	Percent of Collisions	Percentage of Day (out of 24 hours)
Daylight (9AM-5PM)	117	48.8	33.3
Dawn and Dusk (6AM-9AM & 5PM-8PM)	86	35.8	25.0
Nighttime (8PM-6AM)	36	15.0	41.7
Commuting Hours Only (7AM-9AM & 4PM-6PM)	89	37.1	16.7

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

DEMOGRAPHIC TRENDS

The largest proportion of those involved in collisions (39 percent) were under 18 years old. Age groups 45-54 (15 percent) and 18-24 (12 percent) also had relatively high pedestrian-involved collision rates.

Table 41: Pedestrian-involved collisions by age in Westmont/West Athens

Age of Victim	Number of Collisions	Percentage of Total
Under 18	93	38.8
18-24	29	12.1
25-34	25	10.4
35-44	24	10.0
45-54	35	14.6
55-64	25	10.4
65 or Older	9	3.8
Total	240	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

COLLISION FACTORS

Around 72 percent of pedestrian-involved collisions in Westmont/West Athens from 2009 to 2016 were pedestrian violations and pedestrian right-of-way violations. Pedestrian violations refer to collisions occurring while the pedestrian did not have the legal right-of-way, such as when crossing mid-block outside of a crosswalk. Pedestrian right-of-way violations

refer to collisions occurring while the pedestrian had legal right-of-way and the motorist failed to yield, such as when a pedestrian is struck while crossing in a marked (or unmarked) crosswalk at an intersection. (In some instances, pedestrians struck while crossing in an unmarked crosswalk at an intersection may be incorrectly attributed as a pedestrian violation, rather than a pedestrian right-of-way violation, by law enforcement officers. Pedestrian violation statistics should therefore be approached with caution). Other frequent violations included driving at an unsafe speed, improper turning, and violations at traffic signals and signs, as shown in Table B-42.

Table B-42: Violation category of pedestrian-involved collisions in Westmont/West Athens

Violation Category	Number of Collisions	Percentage of Total
Unsafe Speed	10	4.2
Improper Turning	9	3.6
Automobile Right of Way	8	3.3
Pedestrian Right of Way	66	27.5
Pedestrian Violation	108	45.0
Traffic Signals and Signs	8	3.3
Unsafe Starting or Backing	6	2.5
Other Improper Driving	1	0.4
Other Than Driver (or Pedestrian)	3	1.3
Other Hazardous Violation	1	0.4
Unknown	9	3.6
Total	240	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

Table B-43 shows that 60 of the pedestrian-involved collisions from 2009-2016 in Westmont/West Athens were classified as 'Hit and Run', with 59 collisions filed as felonies and one as a misdemeanor, indicating that the vast majority of collisions resulted in injury.

Table B-43: Pedestrian-involved collisions by hit and run classification in Westmont/West Athens

Hit and Run	Number of Collisions	Percentage of Total
Misdemeanor/Felony	60	25.0
Not Hit and Run	180	75.0
Total	240	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

Of the 240 collisions which involved pedestrians from 2009-2016 in Westmont/West Athens, 11 were fatalities. While 14 percent were collisions resulted in severe injuries, the majority (82 percent) involved a visible injury or complaint of pain, as shown in Table B-44.

Table B-44: Pedestrian-involved collisions by severity in Westmont/West Athens

Severity	Number of Collisions	Percentage of Total
Fatal	11	4.6
Severe Injury	33	13.8
Visible Injury	94	39.2
Complaint of Pain	102	42.5
Total	240	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

WEST WHITTIER-LOS NIETOS

Residential Density

West-Whittier-Los Nietos has a population density of 10,138.5 people per square mile. Figure B-7 shows residential population density by Census block. Residential density is evenly dispersed throughout the community. However, residential areas in the central part of West Whittier-Los Nietos are not within walking distance of commercial uses.

Demographics

POPULATION, AGE, SEX

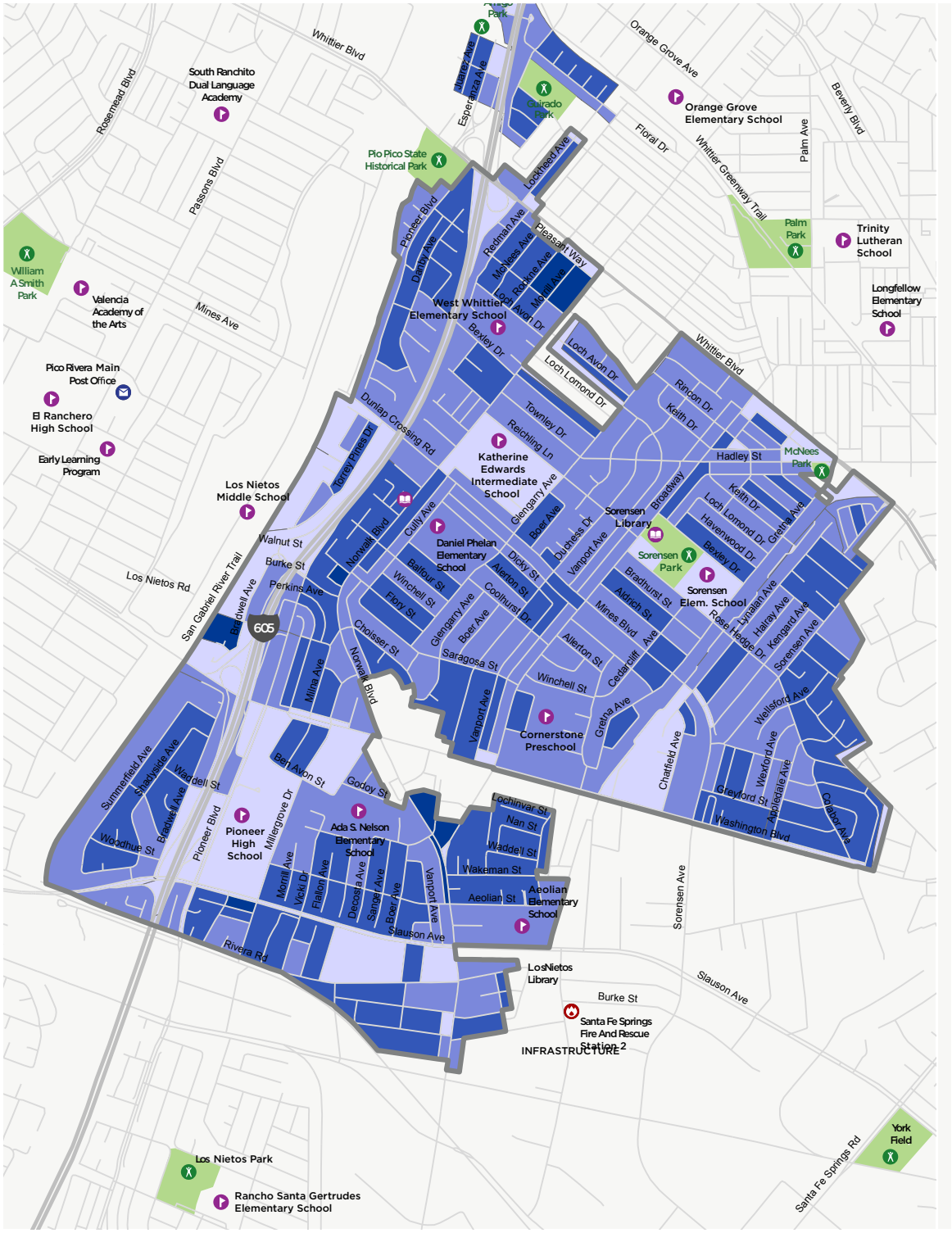
As of 2014, West Whittier-Los Nietos had a population of 26,590. Nearly 50.3 percent of West Whittier-Los Nietos' population is female, slightly lower than the County average (50.7 percent). Overall, West Whittier-Los Nietos has similar female-male and age demographics as the County. West Whittier-Los Nietos is a relatively young community: over a quarter of the population is under 18 years old, compared with 23.2 percent at the County level and 23.9 percent for California. Because youth do not have drivers' licenses, they are more likely to depend on walking, bicycling, and transit to get around. Approximately 12.1 percent of West Whittier-Los Nietos' population are seniors (age 65 and older). Seniors are another population that may rely more on walking and transit as they age and are no longer able to drive. Seniors may also require special pedestrian planning considerations, such as extended crosswalk times and ADA compliant curb cuts.

Table B-45: Population, Age, and Sex in West Whittier-Los Nietos

	Total Population	Percent Female	Percent Under 18 Years	Percent 18-64 Years	Percent 65 and Older
West Whittier-Los Nietos	26,590	50.3	26.4	62.0	12.1
Los Angeles County	10,017,068	50.7	23.2	64.9	11.9
California	38,332,521	50.3	23.9	63.6	12.5

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

Figure B-7: West Whittier-Los Nietos residential density



Source: EPA Smart Location Database, 2016

RESIDENTIAL DENSITY

MILES
0 0.2 0.4

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

INFRASTRUCTURE
- ROAD NETWORK

RESIDENTIAL DENSITY (PPL/ACRE)
- 0 - 7
- 8 - 19
- 20 - 41
- 42 - 100

Health

Because public health data is not always available at the Census Designated Place level, in some cases, this plan uses health data at the zip code level when necessary. West Whittier-Los Nietos is in Zip Code 90606 which also includes some neighboring communities with similar socio-demographics and built environment.

LIFE EXPECTANCY AND LEADING CAUSES OF DEATH

Table B-49 shows the leading causes of death for West Whittier-Los Nietos compared to the overall County.

Table B-46: Mortality rates (total deaths, percentage of deaths, and ranking)

	Zip Code 90606*			Los Angeles County		
Cause of Death	Ranking	Total Number of Deaths	Death Rate**	Ranking	Total Number of Deaths	Death Rate**
Heart Disease	1	68	30.0	1	15,916	26.9
Malignant Neoplasms (Cancer)	2	54	23.8	2	14,330	24.2
Cerebrovascular Disease (Stroke)	4	12	5.3	3	3,401	5.7
Chronic Lower Respiratory Disease (CLRD)	6	9	4.0	4	2,809	4.7
Alzheimer's Disease	3	15	6.6	5	2,528	4.3
Unintentional Injuries	7	8	3.5	6	2,060	3.5
Diabetes Mellitus	5	11	4.8	7	2,220	3.8
Pneumonia and Influenza	10	3	1.3	8	2,053	3.5
Chronic Liver Disease and Cirrhosis	9	4	1.8	9	1,281	2.2
Essential Hypertension and Hypertensive Renal Disease	8	7	3.1	10	1,261	2.1
Intentional Self Harm (Suicide)	11	2	0.9	11	764	1.3
Nephritis, Nephrotic Syndrome and Nephrosis	12	1	0.4	12	890	1.5
All Other Causes		33	14.5		9,643	16.3
Total		227	100		59,156	100

*West Whittier-Los Nietos is in Zip Code 90606, which also includes surrounding communities.

**Death rate per 100,000 population

Source: Death Profiles by Zip Code, California Department of Public Health, 2012

GROCERY ACCESS

Access to fresh, affordable, nutritious food is important for health. For individuals with limited or no automobile access, walkable, bikeable or transit accessible grocery stores are necessary for a healthful diet. Food deserts are areas where residents' healthy food access is restricted due to the absence of grocery stores within convenient travel distance. According to the US Department of Agriculture, about 2.3 million people (about two percent of all US households) live more than one mile away from a supermarket and do not own a car.

West Whittier-Los Nietos has one grocery store centrally located at Norwalk Boulevard and two located adjacent to the community on Whittier Boulevard. According to the US Department of Agriculture, the northwestern part of the community qualifies as a "low access" community where a significant number of residents are more than one mile from food access.

DISADVANTAGED COMMUNITIES

One objective of the West Whittier-Los Nietos Pedestrian Plan is to serve disadvantaged communities by improving pedestrian infrastructure, safety and accessibility. This goal is reflected in the Caltrans Active Transportation Program (ATP) which allocates a minimum of 25 percent of program funding for disadvantaged communities. Twenty-five percent of proceeds from the state's cap-and-trade program are also allocated for improving public health, quality of life, and economic opportunity in California's disadvantaged communities.

There is no universal definition for disadvantaged communities. California has included the term in several state laws, but the underlying criterion used to identify these communities has not been consistent. The ATP sets three possible criteria: 1) household median income, 2) California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen 2.0) and 3) percentage of students participating in the National School Lunch Program. California's cap-and-trade program currently also relies on CalEnviroScreen 2.0 to identify disadvantaged communities.

The Public Health Alliance of Southern California developed a composite index to identify cumulative health disadvantage in California. The purpose of the Health Disadvantage Index (HDI) is to help jurisdictions identify areas of need and prioritize public and private investments, resources and programs. HDI includes diverse non-medical economic, social, political and environmental factors that influence physical and cognitive function, behavior and disease. These factors are often called health determinants or social determinants of health, and form the root causes of disadvantage. West Whittier-Los Nietos qualifies as a disadvantaged community based on the Health Disadvantage Index, which ranks community health based on a composite score

based on an array of indicators, as summarized in Table B-47. Based on these indicators West Whittier-Los Nietos may receive funding prioritization from the Caltrans Active Transportation Program and potentially other funding sources.

Table B-47: Disadvantaged Community Indicators in West Whittier-Los Nietos

	Result	Disadvantaged Community?
CalEnviroScore 2.0	Greater than 75% percentile	Yes
National School Lunch Program Free and Reduced Lunch Program Participation (Greater than 80% student participation)	Greater than 75% student participation	Yes
Median Household Income (Less than 80% California Median Household Income)	$62,486	No
Health Disadvantage Index (Top 25% are disadvantaged)	Top 25% percentile	Yes

Source: Health Disadvantage Index, 2016; American Community Survey, 5-year 2010-2014

Pedestrian Environment

LEVELS OF WALKING AND DRIVING

One major objective of any pedestrian investment is to increase the attractiveness and usefulness of walking. Table B-48 shows the percent of work trips taken by mode in West Whittier-Los Nietos, including walking.

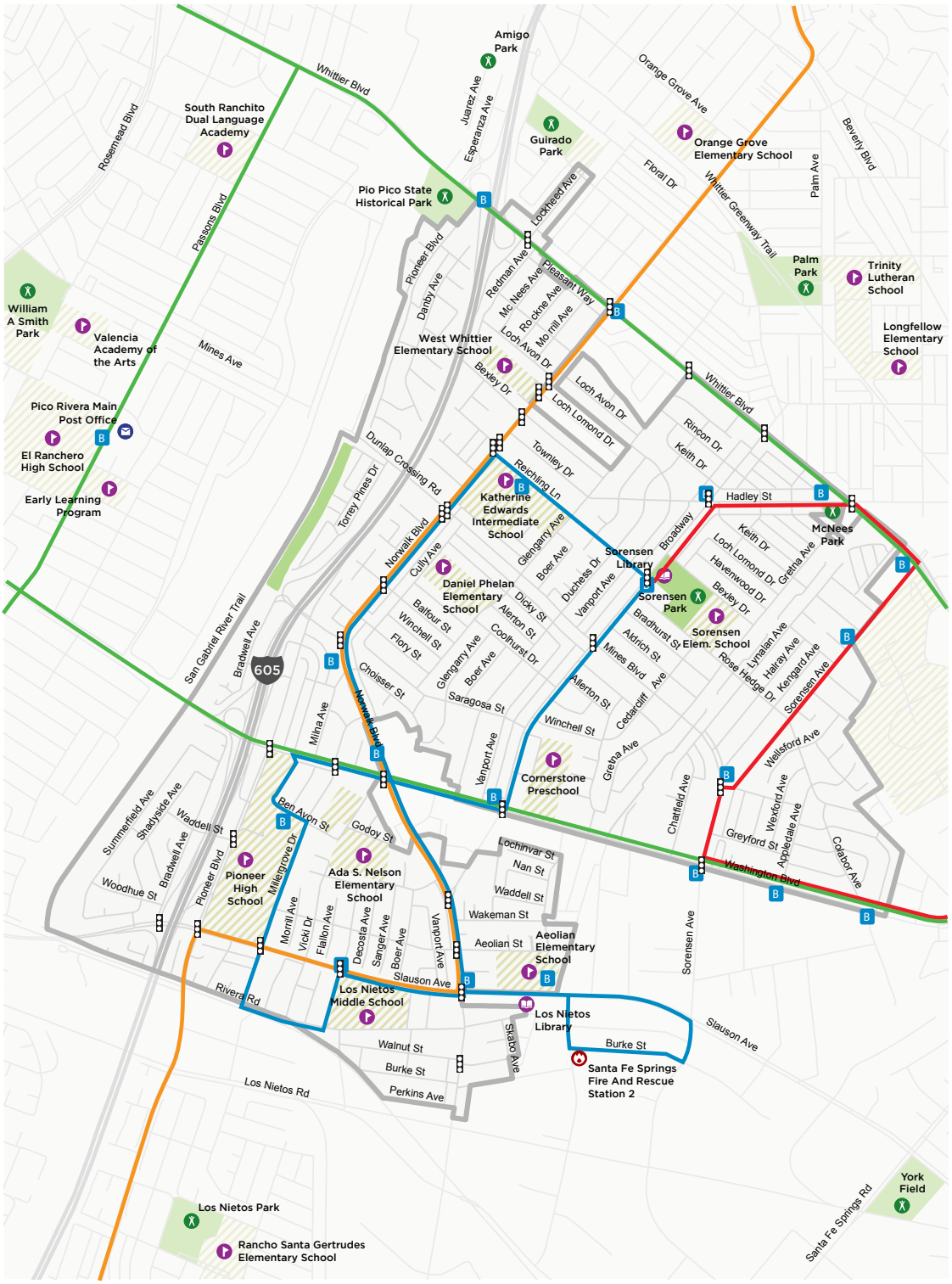
Approximately 1.5 percent of employed West Whittier-Los Nietos residents commute to work primarily by walking, which is about half the rate of those who walk to work in the County and statewide. Insufficient jobs within walking distance may partially explain this mode share. Overall, the true walking rate in the community may be higher, as many people access transit by walking as well as to walk to school, run errands or for recreation. Increased pedestrian investment would also encourage people to walk to transit.

Table B-48: Journey to work mode share compared to the county, state, and nation

Mode	Percent Nationwide	Percent Statewide	Percent in Los Angeles County	Percent in West Whittier-Los Nietos
Walk	2.8	2.7	2.9	1.5
Bicycle	0.6	1.1	0.9	0.7
Public Transit	5.1	5.2	7.0	2.0
Drive Alone	76.4	73.2	72.6	80.7
Carpool	9.6	11.1	10.3	9.8
Other	1.2	1.3	1.3	2.8
Worked from home	4.3	5.4	5.0	2.5

Source: American Community Survey, 2010-2014 Five-Year Estimates

Figure B-8: West Whittier-Los Nietos transit access



TRANSIT ACCESS

0 0.2 0.4 MILES

DESTINATIONS

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

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

EXISTING PUBLIC TRANSIT NETWORK

- BUS STOPS
- SUNSHINE SHUTTLE - ROUTE A
- NORWALK TRANSIT
- MONTEBELLO TRANSIT
- LOS NIETOS SHUTTLE

Currently, the number of West Whittier-Los Nietos residents who take public transit (two percent) is much lower than the County average at seven percent. Figure B-8 shows existing transit access in the community.

Number of vehicles in a household is another factor that may impact reliance on transit use or walking to commute. Overall, West Whittier-Los Nietos have higher proportions of commuters who have access to a car than in the County (see Table B-49). Almost half have three or more vehicles available in their household, compared with 38 percent, the County average.

Table B-49: Vehicles Available for Transportation to Work by Household

Vehicle Available per Household	Percent in West Whittier-Los Nietos	Percent in Los Angeles County
No vehicle	1.6	4.3
1	9.5	22.4
2	33.6	38.3
3+	55.2	35.0

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

West Whittier-Los Nietos is served by three transit agencies: The City of Norwalk's and City of Montebello's bus systems, and two shuttles (Sunshine and Los Nietos) provided by the County.

TREE CANOPY

Trees and landscaping can play an important role in transforming the pedestrian realm and promoting walkability in a community. Tree canopies provide shade for people walking on hot days and create a more attractive area for walking. Large trees and landscaping can provide a buffer between sidewalks and traffic and also serve as traffic calming.

The Northwestern portion of West Whittier-Los Nietos has the least tree canopy coverage relative to population in the southern and central portion. The northern portion has greater canopy coverage, with only 58.6 percent of census-weighted population lacking in canopy coverage. According to the Public Health Alliance's Health Disadvantage Index, West Whittier-Los Nietos is ranked in the lowest 10th percentile (worst) for tree canopy coverage. 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.

Pedestrian-Involved Collision Analysis

This section examines collisions that involved pedestrians in West Whittier-Los Nietos between 2009 and 2016. It examines historical, geographic, and time of day trends over this five-year period, as well as factors at play in these collisions, to better understand why these collisions happened and how to reduce them in the future.

Reported collision data may not accurately reflect all collisions that occur in a community. In some cases, individuals may not report a collision to the Sheriff's Department for a variety of reasons such as fear or discomfort in interacting with law enforcement. This is especially true in disadvantaged communities such as West Whittier-Los Nietos if economic hardship or legal issues interfere with individuals' ability to secure a legal driver's license, current automobile insurance, or legal work documentation.

Moreover, even when collisions are reported the traffic report may be inaccurate. A study on the validity of police report data revealed that police report data is often inaccurate especially when reporting collision with indirect causes (DUI, fatigue, driver inexperience) and environmental causes (obstructed view, wet road conditions). Accident level variable with the least reported accuracy included (road character, and collision severity). Some studies indicate that pedestrian and bicyclist-related collisions are incomplete due to lack of self-reporting.

HISTORICAL TRENDS

Between 2009 and 2016, there were 59 pedestrian involved collisions in West Whittier-Los Nietos (Table B-50). The average number of pedestrian-involved collisions that occurred within this time period is seven per year, which is five percent of the total collisions involving vehicles within West Whittier-Los Nietos (the majority of crashes took place on 605 freeway). The highest number of pedestrian-involved collisions was 13 collisions (6.8 percent of the total collisions) in 2009.

Table B-50: Pedestrian-involved collisions by year in West Whittier-Los Nietos

Time Period	Pedestrian-Involved Collisions	Percent of Total Collisions
2009	8	5.6
2010	4	3.5
2011	7	5.5
2012	4	3.5
2013	8	7.0
2014	9	6.3
2015	13	6.8
2016	6	3.4
Total	59	--
Average per year	7	5.2

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

GEOGRAPHIC TRENDS

Table B-51 displays the top five roadways with the most pedestrian-involved collisions based on data from 2009-2016. Washington Boulevard, a major highway, experienced the most pedestrian-involved collisions among roadways in West Whittier-Los Nietos during the study period with eight reported collisions. Broadway and Whittier Boulevard were close behind with seven and six pedestrian-involved crashes, respectively.

Table B-51: Highest pedestrian-involved collision roadways in West Whittier-Los Nietos

Roadway	Pedestrian-Involved Collisions
Washington Boulevard	8
Broadway	7
Whittier Boulevard	6
Slauson Avenue	4
605 Freeway on-ramps	4

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

TEMPORAL TRENDS

The number of pedestrian-involved collisions in Whittier-Los Nietos between 2009 and 2016 ranged between 2 and 15 collisions per day of the week, with a higher number of pedestrian-involved collisions occurring on Thursdays (Table B-52).

Table B-52: Highest pedestrian-involved collision days in West Whittier-Los Nietos

Day	Pedestrian-Involved Collisions
Monday	11
Tuesday	11
Wednesday	2
Thursday	15
Friday	4
Saturday	10
Sunday	6
Total	59

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

The highest percentage of pedestrian-involved collisions occurred during dawn and dusk (42 percent), even though these six hours make up only 25 percent of a 24-hour day (Table B-53).

Table B-53: Pedestrian-involved collisions by time of day in West Whittier-Los Nietos

Time of Day	Number of Collisions	Percent of Collisions	Percentage of Day (out of 24 hours)
Daylight (9AM-5PM)	21	35.6	33.3
Dawn and Dusk (6AM-9AM & 5PM-8PM)	24	40.7	25
Nighttime (8PM-6AM)	14	23.7	41.7
Commuting Hours Only (7AM-9AM & 4PM-6PM)	21	35.6	16.7

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

DEMOGRAPHIC TRENDS

The largest proportion of those involved in collisions (31 percent) were below 18 years old, followed the 18-24 set, at 20 percent (Table B-54).

Table B-54: Pedestrian-involved collisions by age in West Whittier-Los Nietos

Age of Victim	Number of Collisions	Percentage of Total
Under 18	18	30.5
18-24	12	20.3
25-34	9	15.3
35-44	4	6.8
45-54	5	8.5
55-64	3	5.1
65+	8	13.6
Total	59	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

COLLISION FACTORS

Over 70 percent of pedestrian-involved collisions in Whittier-Los Nietos from 2009 to 2016 were pedestrian violations and pedestrian right-of-way violations, indicating the involvement of pedestrians who failed to follow traffic rules and were found to be at fault during the great majority of the reported collisions. Other violations involved driving at an unsafe speed or under the influence of alcohol (Table B-55).

Pedestrian violations refer to collisions occurring while the pedestrian did not have the legal right-of-way, such as when crossing mid-block outside of a crosswalk. Pedestrian right-of-way violations refer to collisions occurring while the pedestrian had legal right-of-way and the motorist failed to yield, such as when a pedestrian is struck while crossing in a marked (or unmarked) crosswalk at an intersection. In some instances, pedestrians struck while crossing in an unmarked crosswalk at an intersection may be incorrectly attributed as a pedestrian violation, rather than a pedestrian right-of-way violation, by law enforcement officers. Pedestrian violation statistics should therefore be approached with caution.

Table B-55: Violation category of pedestrian-involved collisions in West Whittier-Los Nietos

Violation Category	Number of Collisions	Percentage of Total
Driving or Bicycling Under the Influence of Alcohol or Drug	3	5.1
Automobile Right of Way	1	1.7
Unsafe Speed	6	10.2
Pedestrian Right of Way	18	30.5
Pedestrian Violation	24	40.7
Traffic Signals and Signs	1	1.7
Other Hazardous Violation	1	1.7
Unsafe Starting or Backing	2	3.4
Not Stated	3	5.1
Total	59	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

Nine of the pedestrian-involved collisions were classified as 'Hit and Run' (Table B-56). Of the nine, eight were filed as felony indicating that there was an injury involved, and one was a misdemeanor.

Table B-56: Pedestrian-involved collisions by hit and run classification in West Whittier-Los Nietos

Hit and Run	Number of Collisions	Percentage of Total
Felony	9	15.3
Not Hit and Run	50	84.7
Total	59	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2016

From 2009-2016 there were 59 pedestrian-involved collisions in the Whittier-Los Nietos area, 42 percent were minor injuries with only complaints of pain. While nearly 60 percent involved a severe or visible injury, there were zero fatalities during this period (Table B-57).

Table B-57: Pedestrian-involved collisions by severity in West Whittier-Los Nietos

Severity	Number of Collisions	Percentage of Total
Fatal	0	0.0
Severe Injury	15	25.4
Visible Injury	19	32.2
Complaint of Pain	25	42.4
Total	59	100

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2013

Appendix C

PEDESTRIAN COUNTS

This appendix contains information about pedestrian counts completed in Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos.

LAKE LOS ANGELES

Pedestrian counts were conducted at eight locations in Lake Los Angeles in October and November of 2016. Up to three two-hour periods (AM peak, PM peak, and weekend midday) worth of data was collected for each location. Volumes were counted manually by observation and a summary of the volume data may be found in Table C-1. Geographic locations of each count can be seen in Figure C-1 on the following page. Vehicle traffic volume data was only available for Avenue O and 170th Street East.

From our analysis, peak pedestrian activity occurs on Avenue O near 180th Street East during the morning hours. This higher-than-average pedestrian count could be due to school trips to Vista San Gabriel Elementary School. Locations with available vehicle traffic data indicate that pedestrians make up an average above two percent of all traffic during the peak hour.

Table C-1: Pedestrian Count Locations & Pedestrian Peak Hour Traffic

Location Number	Primary Location	Secondary Location (Segment Between These Streets)	Peak Hour Volume	Peak Time	Vehicle Volume at Peak Time	Percent of Pedestrian to Peak Hour Traffic
1	170th Street East	East Avenue N4 & East Avenue N8	6	4:00 PM	399	1.5
2	East Avenue O	167th Street East & 170th Street East	8	7:45 AM	319	2.4
3	East Avenue N8	162nd Street East & 165th Street East	2	7:00 AM	N/A	N/A
4	Avenue Q	160th Street East & 163rd Street East	1	8:00 AM	N/A	N/A
5	East Avenue O	180th Street East & 177th Street East	42	7:30 AM	134	23.9
6	Trail/Wash Area	East Avenue O & Coolwater Avenue	8	5:00 PM	307	2.5
7	East Avenue P	170th Street East & Parkvalley Avenue	8	4:00 PM	N/A	N/A
8	170th Street East	East Avenue O & Parkvalley Avenue	6	7:00 AM	216	2.7

Source: Data Collected by LA County, 10/2016 – 11/2016; Vehicle Data Collected by LA County during weekdays in 2011, 2013, and 2015

Figure C-1: Lake Los Angeles pedestrian count locations

PEDESTRIAN COUNT LOCATIONS

0 0.25 0.5 MILE

DESTINATIONS

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

INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL
- STREET LIGHT

EXISTING PUBLIC TRANSIT NETWORK

- AVTA
- BUS STOPS

PEDESTRIAN COUNTER LOCATIONS

- # LOCATION NUMBER

WALNUT PARK

Pedestrian counts were conducted at eight locations in Walnut Park for a two-week period from August 18 to August 31, 2016. Pedestrian volumes were counted using an automatic machine - a summary of the data collected can be found in Table C-2. Geographic locations of each count can be seen in Figure C-2 on the following page.

Data shows that peak pedestrian activity occurs in the evening hours during weekdays, particularly on Fridays. Locations along Florence Avenue tends to show greater pedestrian volumes. However, the locations located on Seville Avenue and Pacific Boulevard indicate a greater pedestrian to vehicle ratio.

Table C-2: Walnut Park pedestrian counts summary

Location	Pedestrian Average Daily Traffic	% of Total Traffic	Peak Day of Week
Seville Avenue, north of Cudahy Street	802	6.1	Friday
Seville Avenue, south of Broadway	462	3.6	Friday
Santa Fe Avenue, west of Walter Street	460	2.0	Monday
Santa Fe Avenue, south of Hill Street	345	1.5	Wednesday
Pacific Boulevard	863	5.3	Friday
Florence Avenue, west of Miles Avenue	1,367	4.6	Saturday
Florence Avenue, west of Stafford Avenue	1,068	3.6	Friday
Florence Avenue, east of Santa Fe Avenue	640	2.2	Monday

Source: LA County, 10/2016 – 11/2016

Figure C-2: Walnut Park pedestrian count locations

PEDESTRIAN COUNT LOCATIONS

0 0.1 0.2 MILES

DESTINATIONS

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

INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

PEDESTRIAN COUNTER LOCATIONS

- # PEDESTRIAN COUNT LOCATIONS

LOCATION 1 – SEVILLE AVENUE, NORTH OF CUDAHY STREET (WEST SIDE)

Pedestrian counts were conducted on Seville Avenue north of Cudahy Street on the western side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-3, it can be noted that more pedestrians are present during the weekday than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during evening hours between 6:00 – 8:00 PM and 5:00 – 7:00 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Friday, which can be seen in Table C-4. Overall, the pedestrian volume contributes to roughly six percent of all trips that pass through this study location as seen in Table C-5.

Table C-3: Summary of pedestrian volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	802		820		754	
AM Peak Hour	59	9:00 AM	58	8:00 AM	62	11:00 AM
PM Peak Hour	97	5:30 PM	101	5:30 PM	88	5:00 PM
AM Peak 2-Hour	112	10:00 AM	105	9:30 AM	127	11:30 AM
PM Peak 2-Hour	168	5:30 PM	175	6:00 PM	150	5:00 PM

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-4: Pedestrian 24-hour volumes by day of week

Day of Week	Average Pedestrian Volume
Monday	813
Tuesday	804
Wednesday	748
Thursday	832
Friday	906
Saturday	843
Sunday	666

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-5: Pedestrian versus vehicle volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
802	12,428	6.1

Source: Pedestrian Data Collected by LA County, 8/18/16 – 8/31/16; Vehicle Data Collected by LA County, 11/15/2013

LOCATION 2 – SEVILLE AVENUE, SOUTH OF BROADWAY (EAST SIDE)

Pedestrian counts were conducted on Seville Avenue south of Broadway on the eastern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-6, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 2:30–4:30 PM and 2:30 – 4:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Friday, which can be seen in Table C-7. Overall, the pedestrian volume contributes to roughly 3.6 percent of all trips that pass through this study location as seen in Table C-8.

Table C-6: Summary of pedestrian volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	462		508		346	
AM Peak Hour	46	10:00 AM	48	9:30 AM	46	10:00 AM
PM Peak Hour	71	2:30 PM	78	2:30 PM	71	2:30 PM
AM Peak 2-Hour	82	10:30 AM	83	10:30 AM	82	10:30 AM
PM Peak 2-Hour	110	2:30 PM	120	2:30 PM	110	2:30 PM

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-7: Pedestrian 24-hour volumes by day of week

Day of Week	Average Pedestrian Volume
Monday	483
Tuesday	511
Wednesday	419
Thursday	511
Friday	618
Saturday	356
Sunday	336

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-8: Pedestrian versus vehicle volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
462	12,428	3.6

Source: Pedestrian Data Collected by LA County, 8/18/16 – 8/31/16; Vehicle Data Collected by LA County, 11/15/2013

LOCATION 3 – SANTA FE AVENUE, SOUTH OF WALTER STREET (WEST SIDE)

Pedestrian counts were conducted on Santa Fe Avenue south of Walter Street on the western side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-9, it can be noted that more pedestrians are present during the weekday than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 2:00 – 4:00 PM and 3:00 – 5:00 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Monday, which can be seen in Table C-10. Overall, the pedestrian volume contributes to roughly two percent of all trips that pass through this study location as seen in Table C-11.

Table C-9: Summary of pedestrian volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	460		538		265	
AM Peak Hour	82	8:00 AM	109	7:00 AM	82	8:00 AM
PM Peak Hour	87	2:30 PM	109	2:00 PM	87	2:30 PM
AM Peak 2-Hour	107	8:00 AM	133	6:30 AM	107	8:00 AM
PM Peak 2-Hour	124	2:30 PM	153	2:00 PM	124	2:30 PM

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-10: Pedestrian 24-hour volumes by day of week

Day of Week	Average Pedestrian Volume
Monday	589
Tuesday	520
Wednesday	523
Thursday	519
Friday	542
Saturday	287
Sunday	243

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-11: Pedestrian versus vehicle volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
460	22,902	2.0

Source: Pedestrian Data Collected by LA County, 8/18/16 – 8/31/16; Vehicle Data Collected by LA County, 11/15/2013

LOCATION 4 – SANTA FE AVENUE, SOUTH OF HILL STREET (EAST SIDE)

Pedestrian counts were conducted on Santa Fe Avenue south of Hill Street on the eastern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-12, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 1:30–3:30 PM and 2:30–4:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Wednesday, which can be seen in Table C-13. Overall, the pedestrian volume contributes to roughly 1.5 percent of all trips that pass through this study location as seen in Table C-14.

Table C-12: Summary of pedestrian volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	345		410		184	
AM Peak Hour	58	8:00 AM	76	7:00 AM	14	9:30 AM
PM Peak Hour	63	2:30 PM	77	2:00 PM	27	5:00 PM
AM Peak 2-Hour	79	8:00 AM	99	7:30 AM	29	11:30 AM
PM Peak 2-Hour	96	2:00 PM	119	1:30 PM	39	2:30 PM

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-13: Pedestrian 24-hour volumes by day of week

Day of Week	Average Pedestrian Volume
Monday	369
Tuesday	411
Wednesday	468
Thursday	419
Friday	383
Saturday	184
Sunday	184

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-14: Pedestrian versus vehicle volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
345	22,902	1.5

Source: Pedestrian Data Collected by LA County, 8/18/16 – 8/31/16; Vehicle Data Collected by LA County, 11/15/2013

LOCATION 5 – PACIFIC BOULEVARD, SOUTH OF WALNUT STREET (EAST SIDE)

Pedestrian counts were conducted on Pacific Boulevard south of Walnut Street on the eastern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-15, it can be noted that more pedestrians are present during the weekend than the weekdays. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the midday between 10:00 AM – 12:00 PM and 11:00 AM – 1:00 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Friday, which can be seen in Table C-16. Overall, the pedestrian volume contributes to roughly five percent of all trips that pass through this study location as seen in Table C-17.

Table C-15: Summary of pedestrian volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	863		855		883	
AM Peak Hour	73	9:30 AM	69	9:00 AM	83	10:30 AM
PM Peak Hour	71	2:00 PM	71	2:30 PM	71	12:30 PM
AM Peak 2-Hour	139	10:30 AM	131	10:00 AM	159	11:00 AM
PM Peak 2-Hour	123	2:00 PM	124	2:30 AM	120	12:30 PM

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-16: Pedestrian 24-hour volumes by day of week

Day of Week	Average Pedestrian Volume
Monday	848
Tuesday	814
Wednesday	819
Thursday	823
Friday	971
Saturday	933
Sunday	832

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-17: Pedestrian versus vehicle volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
863	15,487	5.3

Source: Pedestrian Data Collected by LA County, 8/18/16 – 8/31/16; Vehicle Data Collected by LA County, 11/15/2013

LOCATION 6 – FLORENCE AVENUE, SOUTH OF MILES AVENUE (SOUTH SIDE)

Pedestrian counts were conducted on Florence Avenue west of Miles Avenue on the southern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-18, it can be noted that more pedestrians are present during the weekend than the weekdays. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the evening between 7:30 – 9:30 PM and 7:30 – 9:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Saturday, which can be seen in Table C-19. Overall, the pedestrian volume contributes to roughly 4.6 percent of all trips that pass through this study location as seen in Table C-20.

Table C-18: Summary of pedestrian volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	1,367		854		2,649	
AM Peak Hour	112	5:00 AM	56	5:30 AM	251	3:00 AM
PM Peak Hour	253	8:00 PM	152	8:00 PM	508	7:30 PM
AM Peak 2-Hour	153	6:30 AM	79	8:00 AM	338	3:00 AM
PM Peak 2-Hour	407	7:30 PM	227	7:30 PM	857	7:30 PM

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-19: Pedestrian 24-hour volumes by day of week

Day of Week	Average Pedestrian Volume
Monday	728
Tuesday	773
Wednesday	750
Thursday	782
Friday	1,237
Saturday	4,031
Sunday	1,268

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-20: Pedestrian versus vehicle volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
1,367	28,197	4.6

Source: Pedestrian Data Collected by LA County, 8/18/16 – 8/31/16; Vehicle Data Collected by LA County, 11/15/2013

LOCATION 7 – FLORENCE AVENUE, WEST OF STAFFORD AVENUE (NORTH SIDE)

Pedestrian counts were conducted on Florence Avenue west of Stafford Avenue on the northern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-21, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the hours between 3:00 – 5:00 PM and 9:30 – 11:30 AM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Friday, which can be seen in Table C-22. Overall, the pedestrian volume contributes to roughly 3.6 percent of all trips that pass through this study location as seen in Table C-23.

Table C-21: Summary of pedestrian volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	1,068		1,085		1,025	
AM Peak Hour	88	9:30 AM	81	9:30 AM	106	9:30 AM
PM Peak Hour	92	2:30 PM	94	3:00 PM	85	1:00 PM
AM Peak 2-Hour	163	8:30 AM	151	8:00 AM	192	9:30 AM
PM Peak 2-Hour	165	2:30 AM	170	3:00 PM	151	1:30 PM

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-22: Pedestrian 24-hour volumes by day of week

Day of Week	Average Pedestrian Volume
Monday	1,106
Tuesday	1,057
Wednesday	1,052
Thursday	1,009
Friday	1,203
Saturday	999
Sunday	1,052

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-23: Pedestrian versus vehicle volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
1,068	28,197	3.6

Source: Pedestrian Data Collected by LA County, 8/18/16 – 8/31/16; Vehicle Data Collected by LA County, 11/15/2013

LOCATION 8 – FLORENCE AVENUE, EAST OF SANTA FE AVENUE (SOUTH SIDE)

Pedestrian counts were conducted on Florence Avenue east of Santa Fe Avenue on the southern side of the roadway. A summary of our analysis may be seen in the following three tables. From Table C-24, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak 2-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the afternoon between 2:30 – 4:30 PM and 1:30 – 3:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Monday, which can be seen in Table C-25. Overall, the pedestrian volume contributes to roughly two percent of all trips that pass through this study location as seen in Table C-26.

Table C-24: Summary of pedestrian volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	640		653		607	
AM Peak Hour	69	9:00 AM	74	9:00 AM	58	9:30 AM
PM Peak Hour	66	2:00 PM	70	2:30 PM	57	1:30 PM
AM Peak 2-Hour	113	9:00 AM	117	8:30 AM	100	9:30 AM
PM Peak 2-Hour	116	2:00 PM	122	2:30 PM	100	1:30 PM

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-25: Pedestrian 24-hour volumes by day of week

Day of Week	Average Pedestrian Volume
Monday	692
Tuesday	621
Wednesday	641
Thursday	627
Friday	684
Saturday	604
Sunday	611

Source: Data Collected by LA County, 8/18/16 – 8/31/16

Table C-26: Pedestrian versus vehicle volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
640	28,197	2.2

Source: Pedestrian Data Collected by LA County, 8/18/16 – 8/31/16; Vehicle Data Collected by LA County, 11/15/2013

WESTMONT/WEST ATHENS

Pedestrian counts were conducted at 16 locations in Westmont/West Athens for two two-week periods from April 27 to May 10, 2016 and May 13 to May 26, 2016. Volumes were counted using an automatic machine and a summary of the data may be found in Table C-27.

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.

Table C-27: Westmont/West Athens Pedestrian Counts Summary

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

Source: LA County, 10/2016 – 11/2016

Figure C-3: Westmont/West Athens pedestrian count locations

WESTMONT & WEST ATHENS STUDY AREA

DESTINATIONS

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

INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

PEDESTRIAN COUNTER LOCATIONS

- # LOCATION NUMBER

LOCATION 1 – NORMANDIE AVENUE, NORTH OF 108TH STREET (WESTSIDE)

Pedestrian counts were conducted on Normandie Avenue north of 108th Street on the western side of the roadway. A summary of our analysis may be seen in the following three tables. From Table C-28, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 2:30 – 4:30 PM and 2:30 – 4:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Tuesday, which can be seen in Table C-29. Overall, the pedestrian volume contributes to roughly one percent of all trips that pass through this study location as seen in Table C-30.

Table C-28: Summary of pedestrian volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	198		247		135	
AM Peak Hour	32	7:30 AM	40	7:00 AM	14	9:00 AM
PM Peak Hour	37	2:30 PM	46	2:30 PM	18	1:30 PM
AM Peak 2-Hour	46	8:30 AM	55	7:00 AM	27	11:30 AM
PM Peak 2-Hour	56	2:30 PM	68	2:30 PM	28	2:30 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-29: Pedestrian 24-hour volumes by day of week

Day of Week	Average Pedestrian Volume
Monday	232
Tuesday	272
Wednesday	254
Thursday	263
Friday	221
Saturday	154
Sunday	116

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-30: Pedestrian versus vehicle volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
198	19,114	1.0

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 2 – NORMANDIE AVENUE NORTH OF 107TH STREET (EASTSIDE)

Pedestrian counts were conducted on Normandie Avenue north of 107th Street on the eastern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-31, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 3:00–5:00 PM and 2:00–4:00 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Thursday, which can be seen in Table C-32. Overall, the pedestrian volume contributes to roughly two percent of all trips that pass through this study location as seen in Table C-33.

Table C-31: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	336		399		195	
AM Peak Hour	51	8:00 AM	65	7:00 AM	19	9:30 AM
PM Peak Hour	59	3:00 PM	74	3:00 PM	26	3:30 PM
AM Peak 2-Hour	74	8:00 AM	89	7:00 AM	40	10:30 AM
PM Peak 2-Hour	92	3:00 PM	113	3:00 PM	43	2:00 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-32: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	416
Tuesday	416
Wednesday	386
Thursday	421
Friday	351
Saturday	231
Sunday	159

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-33: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
336	19,114	1.7

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 3 – VERMONT AVENUE, SOUTH OF MANCHESTER AVENUE (EASTSIDE)

Pedestrian counts were conducted on Vermont Avenue south of Manchester Avenue on the eastern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-34, it can be noted that more pedestrians are present during the weekend than the weekdays. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during midday hours between 11:30 AM – 1:30 PM and 11:30 AM – 1:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Saturday, which can be seen in Table C-35. Overall, the pedestrian volume contributes to roughly four percent of all trips that pass through this study location as seen in Table C-36.

Table C-34: Summary of pedestrian volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	1,196		832		2,107	
AM Peak Hour	163	10:00 AM	69	9:30 AM	398	11:00 AM
PM Peak Hour	162	3:00 PM	89	3:30 AM	346	1:00 PM
AM Peak 2-Hour	318	11:30 AM	142	11:30 AM	757	11:30 AM
PM Peak 2-Hour	276	2:00 PM	144	2:00 PM	608	1:00 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-35: Pedestrian 24-hour volumes by day of week

Day of Week	Average Pedestrian Volume
Monday	775
Tuesday	755
Wednesday	871
Thursday	930
Friday	829
Saturday	3,316
Sunday	897

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-36: Pedestrian versus vehicle volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
1,196	25,709	4.4

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 4 – VERMONT AVENUE, SOUTH OF 88TH STREET (EASTSIDE)

Pedestrian counts were conducted on Vermont Avenue south of 88th Street on the eastern side of the roadway. A summary of our analysis may be seen in the following three tables. From Table C-37, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 3:30 – 5:30 PM and 3:00 – 5:00 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Wednesday, which can be seen in Table C-38. Overall, the pedestrian volume contributes to roughly 3.7 percent of all trips that pass through this study location as seen in Table C-39.

Table C-37: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	978		968		1,001	
AM Peak Hour	64	10:00 AM	62	10:00 AM	64	10:30 AM
PM Peak Hour	134	4:00 PM	131	4:00 PM	134	4:00 PM
AM Peak 2-Hour	123	10:30 AM	119	10:30 AM	123	11:30 AM
PM Peak 2-Hour	233	3:30 PM	232	3:30 PM	233	3:00 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-38: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	960
Tuesday	941
Wednesday	1,057
Thursday	923
Friday	974
Saturday	1,029
Sunday	962

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-39: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
978	25,709	3.7

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 5 – VERMONT AVENUE, SOUTH OF 104TH PLACE (EASTSIDE)

Pedestrian counts were conducted on Vermont Avenue south of 104th Place on the eastern side of the roadway. A summary of our analysis may be seen in the following three tables. From Table C-40, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 3:30 – 5:30 PM and 2:30 – 4:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Monday, which can be seen in Table C-41. Overall, the pedestrian volume contributes to roughly two percent of all trips that pass through this study location as seen in Table C-42.

Table C-40: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	499		545		385	
AM Peak Hour	38	9:00 AM	42	9:00 AM	27	9:30 AM
PM Peak Hour	61	3:00 PM	68	3:00 PM	42	2:00 PM
AM Peak 2-Hour	71	10:30 AM	72	10:30 AM	68	11:30 AM
PM Peak 2-Hour	95	3:00 PM	105	3:00 PM	70	2:30 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-41: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	602
Tuesday	524
Wednesday	531
Thursday	592
Friday	475
Saturday	460
Sunday	310

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-42: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
499	27,295	1.8

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 6 – VERMONT AVENUE, NORTH OF 104TH STREET (WESTSIDE)

Pedestrian counts were conducted on Vermont Avenue north of 104th Street on the western side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-43, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 3:30 – 5:30 PM and 3:30 – 5:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Monday, which can be seen in Table C-44. Overall, the pedestrian volume contributes to roughly one percent of all trips that pass through this study location as seen in Table C-45.

Table C-43: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	351		356		340	
AM Peak Hour	29	9:00 AM	30	9:00 AM	29	9:30 AM
PM Peak Hour	48	3:30 PM	46	3:30 PM	54	4:00 PM
AM Peak 2-Hour	53	9:00 AM	53	9:00 AM	52	10:00 AM
PM Peak 2-Hour	79	3:30 PM	79	3:30 PM	78	3:30 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-44: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	386
Tuesday	374
Wednesday	354
Thursday	345
Friday	349
Saturday	330
Sunday	321

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-45: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
351	27,295	1.3

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 7 – NORMANDIE AVENUE, NORTH OF 97TH STREET (EASTSIDE)

Pedestrian counts were conducted on Normandie Avenue north of 97th Street on the eastern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-46, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 3:30 – 5:30 PM and 1:30 – 3:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Sunday, which can be seen in Table C-47. Overall, the pedestrian volume contributes to roughly one percent of all trips that pass through this study location as seen in Table C-48.

Table C-46: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	262		257		272	
AM Peak Hour	23	8:30 AM	23	8:30 AM	22	10:00 AM
PM Peak Hour	28	3:30 PM	28	3:30 PM	28	3:30 PM
AM Peak 2-Hour	39	9:30 AM	38	9:30 AM	42	11:30 AM
PM Peak 2-Hour	45	3:00 PM	46	3:00 PM	43	1:30 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-47: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	246
Tuesday	292
Wednesday	271
Thursday	229
Friday	257
Saturday	247
Sunday	297

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-48: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
262	20,521	1.3

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 8 – NORMANDIE AVE. NORTH OF 97TH ST. (WESTSIDE)

Pedestrian counts were conducted on Normandie Avenue north of 97th Street on the western side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-49, it can be noted that more pedestrians are present during the weekend than the weekdays. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 4:00 – 6:00 PM and 3:30 – 5:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Saturday, which can be seen in Table C-50. Overall, the pedestrian volume contributes to roughly 4.6 percent of all trips that pass through this study location as seen in Table C-51.

Table C-49: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	996		966		1,063	
AM Peak Hour	72	10:00 AM	65	10:00 AM	87	9:30 AM
PM Peak Hour	115	4:00 PM	119	4:00 PM	107	4:00 PM
AM Peak 2-Hour	150	11:30 AM	139	11:30 AM	173	11:30 AM
PM Peak 2-Hour	199	4:00 PM	202	4:00 PM	192	3:30 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-50: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	926
Tuesday	971
Wednesday	972
Thursday	968
Friday	999
Saturday	1,071
Sunday	1,055

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-51: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
996	20,521	4.6

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 9 – IMPERIAL HIGHWAY WEST OF NEW HAMPSHIRE AVENUE (NORTHSIDE)

Pedestrian counts were conducted on Imperial Highway west of New Hampshire Avenue on the northern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-52, it can be noted that more pedestrians are present during the weekdays than the weekends. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the hours between 7:00 – 9:00 AM and 4:30 – 6:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Sunday, which can be seen in Table C-53. Overall, the pedestrian volume contributes to roughly 0.6 percent of all trips that pass through this study location as seen in Table C-54.

Table C-52: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	183		205		129	
AM Peak Hour	32	8:00 AM	36	7:30 AM	23	9:30 AM
PM Peak Hour	33	4:30 PM	29	4:30 PM	42	4:30 PM
AM Peak 2-Hour	43	7:30 AM	48	7:00 AM	32	9:00 AM
PM Peak 2-Hour	48	4:30 PM	39	4:30 PM	73	4:30 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-53: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	206
Tuesday	145
Wednesday	235
Thursday	168
Friday	123
Saturday	135
Sunday	269

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-54: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
183	29,535	0.6

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 10 – IMPERIAL HIGHWAY, WEST OF VERMONT AVENUE (SOUTHSIDE)

Pedestrian counts were conducted on Imperial Highway west of Vermont Avenue on the southern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-55, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 2:30 – 4:30 PM and 2:30 – 4:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Tuesday, which can be seen in Table C-56. Overall, the pedestrian volume contributes to roughly 2.6 percent of all trips that pass through this study location as seen in Table C-57.

Table C-55: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	779		756		831	
AM Peak Hour	42	9:30 AM	44	9:30 AM	39	10:00 AM
PM Peak Hour	148	2:30 PM	121	2:30 PM	209	3:00 PM
AM Peak 2-Hour	88	11:00 AM	83	11:00 AM	98	12:00 PM
PM Peak 2-Hour	248	2:30 PM	213	2:30 PM	326	2:30 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-56: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	884
Tuesday	902
Wednesday	656
Thursday	680
Friday	608
Saturday	835
Sunday	826

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-57: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
779	29,535	2.6

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 11 – 120TH STREET, EAST OF WESTERN AVENUE (SOUTHSIDE)

Pedestrian counts were conducted on 120th Street east of Western Avenue on the southern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-55, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during midday hours between 10:30 AM – 12:30 PM and 10:00 AM – 12:00 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Wednesday, which can be seen in Table C-56. Overall, the pedestrian volume contributes to roughly two percent of all trips that pass through this study location as seen in Table C-57.

Table C-58: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	459		575		170	
AM Peak Hour	56	10:00 AM	71	10:30 AM	18	8:30 AM
PM Peak Hour	49	1:30 PM	60	1:00 PM	20	3:00 PM
AM Peak 2-Hour	97	10:00 AM	122	10:30 AM	35	10:00 AM
PM Peak 2-Hour	77	2:00 PM	96	1:30 PM	30	3:00 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-59: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	567
Tuesday	487
Wednesday	648
Thursday	583
Friday	591
Saturday	224
Sunday	116

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-60: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
459	19,692	2.3

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 12 – CENTURY BOULEVARD, WEST OF NORMANDIE AVENUE (SOUTHSIDE)

Pedestrian counts were conducted on Century Boulevard west of Normandie Avenue on the southern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-61, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 2:30 – 4:30 PM and 3:30 – 5:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Thursday, which can be seen in Table C-62. Overall, the pedestrian volume contributes to roughly 0.4 percent of all trips that pass through this study location as seen in Table C-63.

Table C-61: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	126		136		102	
AM Peak Hour	13	7:30 AM	14	7:30 AM	9	7:00 AM
PM Peak Hour	31	3:00 PM	37	2:30 PM	16	3:30 PM
AM Peak 2-Hour	22	9:00 AM	23	8:30 AM	19	10:30 AM
PM Peak 2-Hour	40	3:00 PM	46	2:30 PM	26	3:30 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-62: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	132
Tuesday	140
Wednesday	135
Thursday	147
Friday	127
Saturday	108
Sunday	96

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-63: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
126	32,507	0.4

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 13 – CENTURY BOULEVARD, EAST OF DENKER AVENUE (NORTHSIDE)

Pedestrian counts were conducted on Century Boulevard east of Denker Avenue on the northern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-64, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 2:30 – 4:30 PM and 1:00 – 3:00 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Monday, which can be seen in Table C-65. Overall, the pedestrian volume contributes to roughly 0.2 percent of all trips that pass through this study location as seen in Table C-66.

Table C-64: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	67		69		60	
AM Peak Hour	9	8:00 AM	10	8:00 AM	8	8:30 AM
PM Peak Hour	9	2:00 PM	9	2:30 PM	9	1:00 PM
AM Peak 2-Hour	14	8:30 AM	15	8:00 AM	13	9:30 AM
PM Peak 2-Hour	14	2:00 PM	15	2:30 PM	13	1:00 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-65: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	74
Tuesday	66
Wednesday	72
Thursday	70
Friday	67
Saturday	63
Sunday	57

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-66: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
67	32,507	0.2

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 14 – EL SEGUNDO BOULEVARD, WEST OF BUDLONG AVENUE (NORTHSIDE)

Pedestrian counts were conducted on El Segundo Boulevard west of Budlong Avenue on the northern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-67, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during morning hours between 8:30 – 10:30 AM and 9:30 – 11:30 AM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Thursday, which can be seen in Table C-68. Overall, the pedestrian volume contributes to roughly 0.2 percent of all trips that pass through this study location as seen in Table C-69.

Table C-67: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	67		85		24	
AM Peak Hour	12	8:30 AM	14	8:00 AM	8	9:30 AM
PM Peak Hour	9	2:00 PM	12	2:00 PM	4	3:00 PM
AM Peak 2-Hour	19	9:00 AM	22	8:30 AM	10	9:30 AM
PM Peak 2-Hour	13	1:30 PM	17	2:00 PM	5	1:00 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-68: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	75
Tuesday	71
Wednesday	77
Thursday	108
Friday	94
Saturday	29
Sunday	20

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-69: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
67	44,434	0.2

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 15 – EL SEGUNDO BOULEVARD, EAST OF BUDLONG AVENUE (SOUTHSIDE)

Pedestrian counts were conducted on El Segundo Boulevard east of Budlong Avenue on the southern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-70, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the hours between 2:00 – 4:00 PM and 9:00 – 11:00 AM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Monday, which can be seen in Table C-71. Overall, the pedestrian volume contributes to roughly 0.5 percent of all trips that pass through this study location as seen in Table C-72.

Table C-70: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	212		254		108	
AM Peak Hour	25	9:00 AM	30	9:00 AM	13	8:00 AM
PM Peak Hour	30	3:00 PM	37	2:00 PM	12	5:00 PM
AM Peak 2-Hour	45	9:30 AM	54	9:30 AM	23	9:00 AM
PM Peak 2-Hour	45	3:00 PM	55	2:00 PM	18	4:30 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-71: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	301
Tuesday	231
Wednesday	252
Thursday	259
Friday	228
Saturday	133
Sunday	83

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-72: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
212	44,434	0.5

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

LOCATION 16 – WESTERN AVENUE, SOUTH OF 106TH STREET (WESTSIDE)

Pedestrian counts were conducted on Western Avenue south of 106th Street on the western side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-73, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak 2-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the afternoon hours between 5:00 – 7:00 PM and 3:30 – 5:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Friday, which can be seen in Table C-74. Overall, the pedestrian volume contributes to roughly three percent of all trips that pass through this study location as seen in Table C-75.

Table C-73: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	807		823		767	
AM Peak Hour	57	8:30 AM	58	7:30 AM	54	10:30 AM
PM Peak Hour	131	5:00 PM	142	5:30 PM	104	4:30 PM
AM Peak 2-Hour	95	9:30 AM	88	8:30 AM	114	11:00 AM
PM Peak 2-Hour	216	4:30 PM	233	5:00 PM	175	3:30 PM

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-74: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	797
Tuesday	743
Wednesday	751
Thursday	816
Friday	1,010
Saturday	806
Sunday	729

Source: Data Collected by LA County, 4/27/16 – 5/10/16

Table C-75: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
807	25,147	3.1

Source: Data Collected by LA County, 4/27/16 – 5/10/16; Vehicle Data Collected by LA County, 9/12/2013

WEST WHITTIER-LOS NIETOS

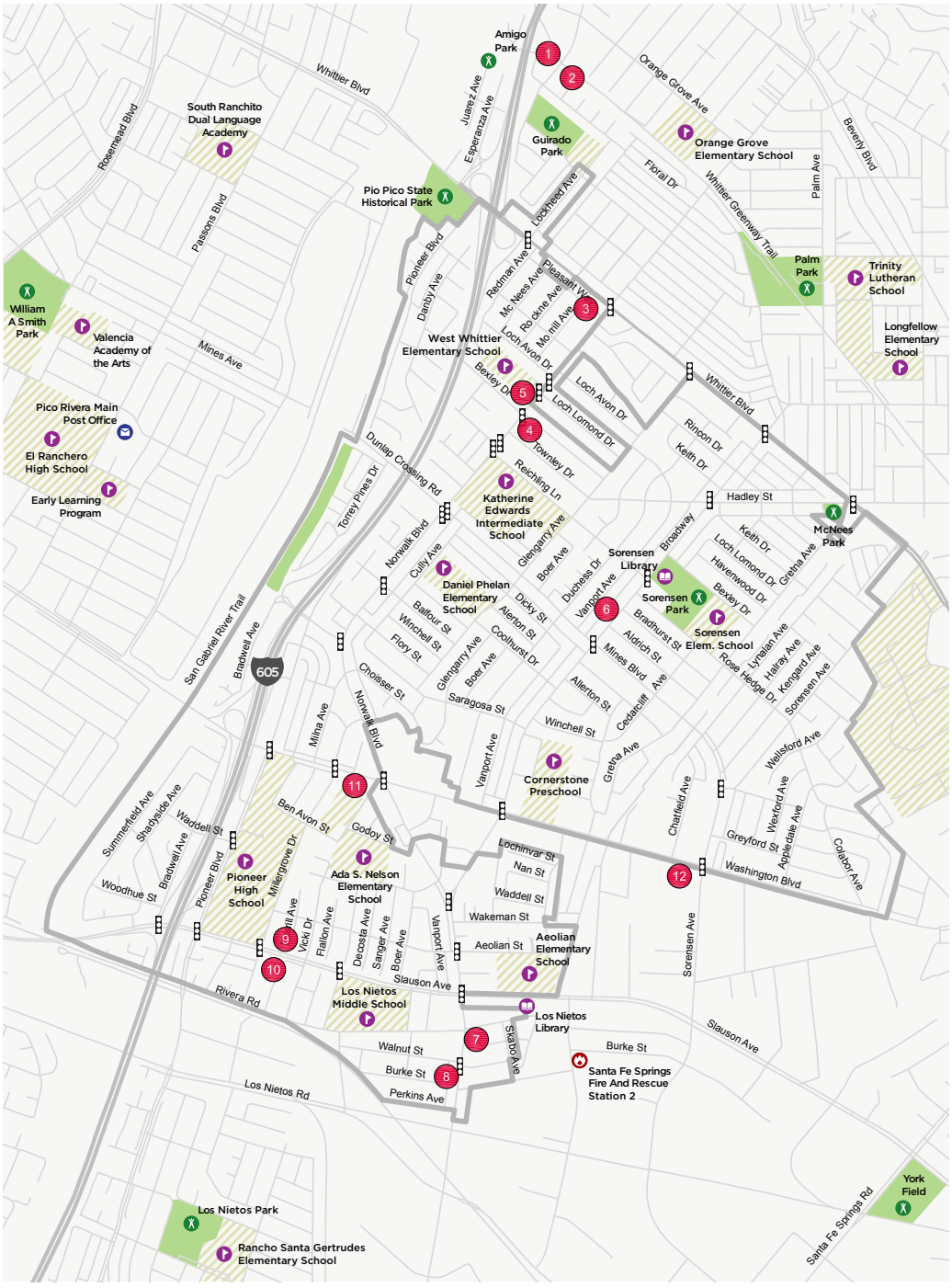
Pedestrian counts were conducted at 16 locations in West Whittier-Los Nietos for two two-week periods from September 29 to October 12, 2016 and October 15 to October 28, 2016. Volumes were counted using an automatic machine. Data shows that peak pedestrian activity tends to occur in the afternoon hours during weekdays. Locations in the northern parts of the community have greater pedestrian to vehicle ratios. The greatest 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 may be found in Table C-76.

Table C-76: West Whittier-Los Nietos Pedestrian Counts Summary

Location	Pedestrian Average Daily Traffic	Peak Day of Week
Pioneer Boulevard, north of Floral Drive (west)	46	Thursday
Pioneer Boulevard, north of Floral Drive (east)	133	Saturday
Whittier Boulevard, north of Norwalk Boulevard	378	Tuesday
Norwalk Boulevard, south of Bexley Drive	120	Thursday
Norwalk Boulevard, north of Bexley Drive	271	Tuesday
Broadway, north of Aldrich Street	129	Wednesday
Norwalk Boulevard, south of Rivera Road	114	Tuesday
Norwalk Boulevard, west of Walnut Street	74	Tuesday
Slauson Avenue, east of Millergrove Drive (north)	52	Friday
Slauson Avenue, east of Millergrove Drive (south)	80	Tuesday
Washington Boulevard, west of Vicki Drive	168	Saturday
Washington Boulevard, west of Sorensen Avenue	230	Thursday

Source: LA County, 10/2016 – 11/2016

Figure C-4: Pedestrian count locations and transit access in West Whittier-Los Nietos



PEDESTRIAN COUNT LOCATIONS

0 0.2 0.4 MILES

DESTINATIONS

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

INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

PEDESTRIAN COUNTER LOCATIONS

- # LOCATION NUMBER

LOCATION 1 – PIONEER BOULEVARD, NORTH OF FLORAL DRIVE (WESTSIDE)

Pedestrian counts were conducted on Pioneer Boulevard north of Floral Drive on the western side of the roadway. A summary of the analysis may be seen in the following two tables. From Table C-77, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during morning hours between 7:00 – 9:00 AM and 10:30 AM – 12:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Thursday, which can be seen in Table C-78.

Note: This location is not located within West Whittier or Los Nietos limits.

Table C-77: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	46		57		34	
AM Peak Hour	12	7:30 AM	16	7:30 AM	7	8:30 AM
PM Peak Hour	10	2:30 PM	13	2:00 PM	6	2:30 PM
AM Peak 2-Hour	18	8:30 AM	23	7:00 AM	11	10:30 AM
PM Peak 2-Hour	13	2:00 PM	16	2:00 PM	8	2:00 PM

Source: Data Collected by LA County, 9/29/16 – 10/12/16

Table C-78: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	62
Tuesday	N/A
Wednesday	N/A
Thursday	68
Friday	40
Saturday	28
Sunday	32

Source: Data Collected by LA County, 9/29/16 – 10/12/16

LOCATION 2 – PIONEER BOULEVARD, NORTH OF FLORAL DRIVE (EAST SIDE)*

Pedestrian counts were conducted on Pioneer Boulevard north of Floral Drive on the eastern side of the roadway. A summary of the analysis may be seen in the following two tables. From Table C-79, it can be noted that more pedestrians are present during the weekend than the weekdays. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during afternoon hours between 4:00 – 6:00 PM and 2:00 – 4:00 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Saturday, which can be seen in Table C-80.

*Note: This location is not located within West Whittier or Los Nietos limits.

Table C-79: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	133		132		136	
AM Peak Hour	15	8:00 AM	15	8:00 AM	16	8:30 AM
PM Peak Hour	28	3:30 PM	21	4:00 PM	38	2:00 PM
AM Peak 2-Hour	29	8:00 AM	25	7:00 AM	37	9:00 AM
PM Peak 2-Hour	36	3:00 PM	32	4:00 PM	43	2:00 PM

Source: Data Collected by LA County, 9/29/16 – 10/12/16

Table C-80: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	125
Tuesday	N/A
Wednesday	N/A
Thursday	130
Friday	141
Saturday	155
Sunday	116

Source: Data Collected by LA County, 9/29/16 – 10/12/16

LOCATION 3 – WHITTIER BOULEVARD, WEST OF NORWALK BOULEVARD (SOUTHSIDE)

Pedestrian counts were conducted on Whittier Boulevard west of Norwalk Boulevard on the southern side of the roadway. A summary of the analysis may be seen in the following two tables. From Table C-81, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during evening hours between 4:00 – 6:00 PM and 6:30 – 8:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Tuesday, which can be seen in Table C-82.

Note: This location does not have associated vehicle counts.

Table C-81: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	378		399		326	
AM Peak Hour	27	10:00 AM	27	10:00 AM	26	10:30 AM
PM Peak Hour	44	4:30 PM	48	3:30 PM	33	7:00 PM
AM Peak 2-Hour	53	10:30 AM	57	10:30 AM	45	10:00 AM
PM Peak 2-Hour	72	4:30 PM	77	4:00 PM	61	6:30 PM

Source: Data Collected by LA County, 9/29/16 – 10/12/16

Table C-82: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	392
Tuesday	428
Wednesday	391
Thursday	383
Friday	401
Saturday	347
Sunday	304

Source: Data Collected by LA County, 9/29/16 – 10/12/16

LOCATION 4 – NORWALK BOULEVARD, SOUTH OF BEXLEY DRIVE (EASTSIDE)

Pedestrian counts were conducted on Norwalk Boulevard south of Bexley Drive on the eastern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-83, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak 2-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during morning hours between 7:30 – 9:30 AM and 8:00 – 10:00 AM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Thursday, which can be seen in Table C-84. Overall, the pedestrian volume contributes to roughly 0.7 percent of all trips that pass through this study location as seen in Table C-85.

Table C-83: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	120		134		86	
AM Peak Hour	24	7:30 AM	29	7:30 AM	12	8:30 AM
PM Peak Hour	20	2:00 PM	22	2:00 PM	15	2:00 PM
AM Peak 2-Hour	33	7:30 AM	37	7:30 AM	21	8:00 AM
PM Peak 2-Hour	29	2:30 PM	32	2:30 PM	21	2:00 PM

Source: Data Collected by LA County, 9/29/16 – 10/12/16

Table C-84: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	139
Tuesday	135
Wednesday	124
Thursday	159
Friday	113
Saturday	85
Sunday	87

Source: Data Collected by LA County, 9/29/16 – 10/12/16

Table C-85: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
120	17,329	0.7

Source: Data Collected by LA County, 9/29/16 – 10/12/16; Vehicle Data Collected by LA County, 6/11/2013

LOCATION 5 – NORWALK BOULEVARD, NORTH OF BEXLEY DRIVE (WESTSIDE)

Pedestrian counts were conducted on Norwalk Boulevard north of Bexley Drive on the western side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-86, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the hours between 7:30 – 9:30 AM and 2:30 – 4:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Tuesday, which can be seen in Table C-87. Overall, the pedestrian volume contributes to roughly 1.5 percent of all trips that pass through this study location as seen in Table C-88.

Table C-86: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
4-Hour Volume	271		342		91	
AM Peak Hour	75	8:00 AM	101	7:30 AM	10	9:30 AM
PM Peak Hour	56	1:30 PM	73	1:30 PM	13	2:30 PM
AM Peak 2-Hour	90	7:30 AM	119	7:30 AM	17	9:00 AM
PM Peak 2-Hour	73	1:30 PM	94	1:30 PM	19	2:30 PM

Source: Data Collected by LA County, 9/29/16 – 10/12/16

Table C-87: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	370
Tuesday	373
Wednesday	372
Thursday	313
Friday	284
Saturday	100
Sunday	83

Source: Data Collected by LA County, 9/29/16 – 10/12/16

Table C-88: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
271	17,329	105

Source: Data Collected by LA County, 9/29/16 – 10/12/16; Vehicle Data Collected by LA County, 6/11/2013

LOCATION 6 – BROADWAY NORTH OF ALDRICH STREET (EASTSIDE)

Pedestrian counts were conducted on Broadway north of Aldrich Street on the eastern side of the roadway. A summary of our analysis may be seen in the following three tables. From Table C-89, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak 2-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the afternoon hours between 4:30 – 6:30 PM and 4:00 – 6:00 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Wednesday, which can be seen in Table C-90. Overall, the pedestrian volume contributes to roughly 1.5 percent of all trips that pass through this study location as seen in Table C-91.

Table C-89: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	129		140		102	
AM Peak Hour	15	7:30 AM	16	7:30 AM	12	8:30 AM
PM Peak Hour	18	5:30 PM	20	5:00 PM	15	5:30 PM
AM Peak 2-Hour	23	7:00 AM	25	7:00 AM	20	8:00 AM
PM Peak 2-Hour	29	4:30 PM	32	4:30 PM	22	4:00 PM

Source: Data Collected by LA County, 9/29/16 – 10/12/16

Table C-90: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	141
Tuesday	139
Wednesday	160
Thursday	134
Friday	127
Saturday	101
Sunday	103

Source: Data Collected by LA County, 9/29/16 – 10/12/16

Table C-91: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
129	11,814	1.1

Source: Data Collected by LA County, 9/29/16 – 10/12/16; Vehicle Data Collected by LA County, 6/11/2013

LOCATION 7 – NORWALK BOULEVARD, SOUTH OF RIVERA ROAD (EASTSIDE)

Pedestrian counts were conducted on Norwalk Boulevard south of Rivera Road on the eastern side of the roadway. A summary of our analysis may be seen in the following three tables. From Table C-92, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the morning hours between 10:30 AM – 12:30 PM and 8:30 – 10:30 AM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Tuesday, which can be seen in Table C-93. Overall, the pedestrian volume contributes to roughly 0.5 percent of all trips that pass through this study location as seen in Table C-94.

Table C-92: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	114		130		73	
AM Peak Hour	13	9:30 AM	13	10:00 AM	12	9:00 AM
PM Peak Hour	16	1:30 PM	18	1:00 PM	10	2:00 PM
AM Peak 2-Hour	25	10:00 AM	28	10:30 AM	16	8:30 AM
PM Peak 2-Hour	23	1:00 PM	27	1:00 PM	15	1:30 PM

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-93: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	125
Tuesday	145
Wednesday	118
Thursday	134
Friday	131
Saturday	83
Sunday	62

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-94: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
114	23,065	0.5

Source: Data Collected by LA County, 10/15/16 – 10/28/16; Vehicle Data Collected by LA County, 6/26/2014

LOCATION 8 – NORWALK BOULEVARD, NORTH OF WALNUT STREET (WESTSIDE)

Pedestrian counts were conducted on Norwalk Boulevard north of Walnut Street on the western side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-95, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the hours between 2:30 – 4:30 PM and 8:30 – 10:30 AM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Tuesday, which can be seen in Table C-96. Overall, the pedestrian volume contributes to roughly 0.3 percent of all trips that pass through this study location as seen in Table C-97.

Table C-95: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	74		77		65	
AM Peak Hour	9	8:30 AM	8	8:30 AM	14	8:30 AM
PM Peak Hour	15	2:30 PM	17	2:00 PM	8	4:30 PM
AM Peak 2-Hour	14	8:30 AM	13	8:30 AM	18	8:30 AM
PM Peak 2-Hour	20	2:30 PM	24	2:30 PM	11	3:00 PM

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-96: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	47
Tuesday	104
Wednesday	75
Thursday	86
Friday	76
Saturday	75
Sunday	55

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-97: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
74	23,065	0.3

Source: Data Collected by LA County, 10/15/16 – 10/28/16; Vehicle Data Collected by LA County, 6/26/2014

LOCATION 9 – SLAUSON AVENUE, EAST OF MILLERGROVE DRIVE (NORTHSIDE)

Pedestrian counts were conducted on Slauson Avenue east of Milllergrove Drive on the northern side of the roadway. A summary of our analysis may be seen in the following three tables. From Table C-98, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the hours between 3:00 – 5:00 PM and 9:00 – 11:00 AM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Friday, which can be seen in Table C-99. Overall, the pedestrian volume contributes to roughly 0.2 percent of all trips that pass through this study location as seen in Table C-100.

Table C-98: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	52		58		39	
AM Peak Hour	7	8:00 AM	7	7:30 AM	6	9:30 AM
PM Peak Hour	10	2:00 PM	12	3:00 PM	5	12:00 PM
AM Peak 2-Hour	11	8:30 AM	11	8:00 AM	10	9:00 AM
PM Peak 2-Hour	14	2:30 PM	16	3:00 PM	8	2:30 PM

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-99: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	55
Tuesday	53
Wednesday	59
Thursday	58
Friday	65
Saturday	44
Sunday	35

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-100: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
52	33,532	0.2

Source: Data Collected by LA County, 10/15/16 – 10/28/16; Vehicle Data Collected by LA County, 6/26/2014

LOCATION 10 – SLAUSON AVENUE, EAST OF MILLERGROVE DRIVE (SOUTHSIDE)

Pedestrian counts were conducted on Slauson Avenue east of Milllergrove Drive on the southern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-101, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the hours between 4:00 – 6:00 PM and 7:00 – 9:00 AM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Tuesday, which can be seen in Table C-102. Overall, the pedestrian volume contributes to roughly 0.2 percent of all trips that pass through this study location as seen in Table C-103.

Table C-101: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	80		93		47	
AM Peak Hour	12	7:30 AM	12	7:30 AM	12	7:30 AM
PM Peak Hour	14	4:00 PM	18	4:30 PM	6	3:00 PM
AM Peak 2-Hour	16	7:00 AM	17	7:00 AM	15	7:00 AM
PM Peak 2-Hour	20	3:30 PM	25	4:00 PM	9	2:00 PM

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-102: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	74
Tuesday	123
Wednesday	91
Thursday	81
Friday	98
Saturday	54
Sunday	41

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-103: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
80	33,532	0.2

Source: Data Collected by LA County, 10/15/16 – 10/28/16; Vehicle Data Collected by LA County, 6/26/2014

LOCATION 11 – WASHINGTON BOULEVARD, WEST OF VICKI DRIVE (SOUTHSIDE)

Pedestrian counts were conducted on Washington Boulevard west of Vicki Drive on the southern side of the roadway. A summary of our analysis may be seen in the following three tables. From Table C-104, it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the afternoon hours between 3:00 – 5:00 PM and 1:30 – 3:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Saturday, which can be seen in Table C-105. Overall, the pedestrian volume contributes to roughly 0.4 percent of all trips that pass through this study location as seen in Table C-106.

Table C-104: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	168		169		166	
AM Peak Hour	13	9:00 AM	12	8:30 AM	16	9:30 AM
PM Peak Hour	25	3:00 PM	24	3:30 PM	26	1:30 PM
AM Peak 2-Hour	30	10:30 AM	26	10:30 AM	41	11:00 AM
PM Peak 2-Hour	38	2:30 PM	37	3:00 PM	43	1:30 PM

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-105: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	130
Tuesday	193
Wednesday	169
Thursday	170
Friday	182
Saturday	208
Sunday	124

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-106: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
168	41,171	0.4

Source: Data Collected by LA County, 10/15/16 – 10/28/16; Vehicle Data Collected by LA County, 10/22/2014

LOCATION 12 – WASHINGTON BOULEVARD, WEST OF SORENSEN AVENUE (SOUTHSIDE)

Pedestrian counts were conducted on Washington Boulevard west of Sorenson Avenue on the southern side of the roadway. A summary of the analysis may be seen in the following three tables. From Table C-107 it can be noted that more pedestrians are present during the weekdays than the weekend. The peak two-hour period with the highest number of pedestrian counts for weekdays and weekends tend to occur during the afternoon hours between 2:00 – 4:00 PM and 1:30 – 3:30 PM, respectively. The highest average pedestrian 24-hour volumes tend to occur on Thursday, which can be seen in Table C-108. Overall, the pedestrian volume contributes to roughly 0.6 percent of all trips that pass through this study location as seen in Table C-109.

Table C-101: Summary of Pedestrian Volumes

	Total Average		Average Weekday		Average Weekend	
24-Hour Volume	230		245		190	
AM Peak Hour	18	8:30 AM	18	8:00 AM	18	10:00 AM
PM Peak Hour	28	2:30 PM	28	2:00 PM	29	3:00 PM
AM Peak 2-Hour	35	10:30 AM	35	10:30 AM	35	10:00 AM
PM Peak 2-Hour	46	2:00 PM	47	2:00 PM	45	1:30 PM

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-102: Pedestrian 24-Hour Volumes by Day of Week

Day of Week	Average Pedestrian Volume
Monday	204
Tuesday	253
Wednesday	258
Thursday	266
Friday	246
Saturday	231
Sunday	150

Source: Data Collected by LA County, 10/15/16 – 10/28/16

Table C-103: Pedestrian versus Vehicle Volume

Average Pedestrian Volume	Average Vehicle Volume	% of Pedestrians to Total in Area
230	36,650	0.6

Source: Data Collected by LA County, 10/15/16 – 10/28/16; Vehicle Data Collected by LA County, 5/17/2006

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Appendix D

IMPLEMENTATION

This appendix provides an overview of potential funding sources to the County for implementing pedestrian infrastructure improvements and programs. It also provides detailed prioritization scores for each project proposed in the Community Pedestrian Plan chapters.

FUNDING SOURCES

At the time this Plan was developed, there were numerous potential local, regional, and state funding sources available to the County to help implement the recommended projects and programs. Many of these sources 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.

Local and Regional Sources

PROPOSITION A

The Proposition A sales tax, approved by voters in 1980, is a one-half of 1% tax on most retail sales in the County. As a condition of voter approval, twenty-five percent (25%) of the Proposition A tax revenues are earmarked to be used by the County and cities in developing and/or improving local public transit, paratransit and related transportation infrastructure. Los Angeles County receives almost $19 million in local returns from Proposition A each year. Local return funds are administered by the County with Metro oversight.

Eligible Projects/Programs: Streets / roads, operations and maintenance, construction, transit-related pedestrian improvements, Transportation Demand Management (TDM), ADA-compliant street improvements in relation to public transit facilities (i.e., curb cuts, boarding/ alighting concrete pads)

PROPOSITION C

Proposition C is a voter enacted (1990) one-half cent sales tax for public transit purposes and is administered by Metro. These funds can be leveraged by bonding for capital projects. Twenty percent of the revenue generated is allocated for the Local Return Fund, which is distributed to cities and the County on a per capita basis

exclusively for public transit purposes. These funds are intended to exclusively benefit public transit. Los Angeles County receives almost $16 million in local returns each year. Local return funds are administered by the County with Metro oversight.

Eligible Projects/Programs: Congestion management programs, Transportation Demand Management (TDM), ADA-compliant street improvements in relation to public transit facilities (i.e., curb cuts, boarding/alighting concrete pads), Pavement Management System Projects.

MEASURE M

Measure M sets aside 16 percent of Los Angeles County's sales tax local return to pay for major public transit projects, such as extending light rail to LAX. Additionally, revenue funds street and sidewalk repairs throughout the county, new bike paths, and earthquake retrofits for bridges. Los Angeles County is estimated to receive an average of $14 million in Measure M local returns each year. Local return funds are administered by the County with Metro oversight.

Eligible Projects/Programs: Streets / roads, operations and maintenance, construction, transit-related pedestrian improvements

MEASURE R

Approved by voters in 2008, Measure R is a 30-year countywide one-half cent sales tax that generates annual revenue for a variety of transportation purposes. Local Returns can be used by the County to fund projects at the County's discretion. The remainder of Measure R funding is allocated to regional transit and highway infrastructure construction projects overseen by Metro. Los Angeles County receives almost $13 million in local returns each year. Local return funds are administered by the County with Metro oversight.

Eligible Projects/Programs: Pedestrian infrastructure, streetscape enhancements, signal upgrades

MEASURE A

Approved by voters in November 2016, Los Angeles County's Measure A, the Safe, Clean Neighborhood Parks and Beaches Measure, is an annual parcel tax of 1.5 cents per square foot of development that is included on the annual property tax bill of a property. Measure A was developed to meet the needs identified in the Countywide Comprehensive Parks and Recreation Needs Assessment completed in May 2016 and is expected to generate $94 million annually. The Needs Assessment provides detailed information from all 88 cities and unincorporated areas within Los Angeles County about the quality of local parks, access to parks and recreation facilities and overall park needs. It includes project lists developed and prioritized by members of each community.

The County is estimated to receive about $4 million each year in local return funding for park related projects for the unincorporated areas. This funding is allocated by Study Areas, of which 47 are unincorporated areas. The funding generated in a Study Area is intended to be spent in that area. However, exceptions are possible if it can be demonstrated that the funding of a park project in an adjacent or nearby Study Area will benefit the Study Area where the funds are originally generated. Measure A local return funds for the unincorporated Study Areas are administered by the Department of Parks and Recreation with oversight from the Regional Park and Open Space District (RPOSD). The balance of Measure A dollars will be available to the County through competitive grant programs run by the RPOSD.

Eligible Projects/Programs: Trails, pedestrian improvements (i.e. – new or repaired sidewalks, new roadway crossings, pedestrian scale lighting) along roadways that connect to parks, the planting and maintenance of street trees, as well as programs that promote health such as walking clubs or programs that facilitate safe places to play such as Safe Passages to Parks programs.

QUIMBY IN-LIEU FEES

The purpose of the 1975 Quimby Act is to ensure that communities have adequate parks and recreational amenities, including trails and walking paths, and require developers to help mitigate the impacts of property improvements within jurisdictions adopting the Quimby Act. It allows the County to acquire and/or develop adequate public park space to meet the additional demand generated by the new subdivision. The number of acres of park space obligation is based upon the residential density as measured by the average household size. The base fee is calculated using the acres of park space obligation, minus the amount of park space, if any, provided by the subdivider, multiplied by the representative land value for the appropriate PPA. The representative land values are adjusted annually by the Los Angeles County Department of Parks and Recreation, in consultation with the Auditor-Controller, based on the percentage movement in the Consumer Price Index (CPI) as published by the U.S. Bureau of Labor Statistics. The County only allows in-lieu fees to be used in the Park Planning Area (PPA) where the fees are collected.

Eligible Projects/Programs: To develop new or rehabilitate existing neighborhood or community park or recreational facilities, including trails and walking paths, in the PPA where the in-lieu fees are collected.

DEVELOPMENT AGREEMENT FEES

Development Agreements are negotiated agreements between a jurisdiction and a private entity seeking vested development approvals. Payments or the construction of facilities are often negotiated and may include pedestrian improvements. In the past, sidewalk widening, transit station upgrades, wayfinding, lighting and crossing enhancements have been negotiated.

Eligible Projects/Programs: Los Angeles County has flexibility regarding pedestrian improvements in the project area often informed by adopted plans and policies.

SPECIAL TAXING AUTHORITIES

Seventeen counties have approved local ballot measures that permit the collecting of additional local sales taxes for transportation purposes. Los Angeles County could develop a Transportation Demand Management (TDM) tax or special assessment to fund improvements and programs for non-motorized transportation, through a citizen vote

Eligible Projects/Programs: If new ballot measures are approved, the County would have flexibility in choosing which projects and/or programs to fund.

MELLO-ROOS COMMUNITY FACILITIES ACT

The Mello-Roos Community Facilities Act allows for special assessment or benefit districts to be created and special taxes assigned to fund infrastructure and other improvements in an area. These improvements can include pedestrian facilities, and other infrastructure such as that required for utilities. These special taxes must be approved by two-thirds of the voters in a proposed district, unless the local agency is a school or community college district. The City of Davis, California has used the funds to create a pedestrian and bicycle overpass.

Eligible Projects/Programs: Intersection spot improvements, sidewalk projects.

AB2766 AIR QUALITY MANAGEMENT DISTRICT (AQMD)

Since 1991, the AB2766 Subvention Program has provided a funding source for cities and counties to meet requirements of Federal and State Clean Air Acts and for implementation of motor vehicle measures in the AQMD Air Quality Management Plan (AQMP). AQMD administers funds which may be used for pedestrian projects, such as bus shelters, information access equipment, traffic

calming, commute trip reduction and incentive programs, multi-use paths, and education programs. Only the unincorporated communities located within the Los Angeles basin are part of the South Coast Air Quality Management District (unincorporated communities in Antelope Valley are not).

Eligible Projects/Programs: The program has funded a number of employer-based trip reduction programs (TDM programs) in the past. While there is no pedestrian specific project category, these projects may fall under TDM or Miscellaneous Projects.

METRO EXPRESSLANES NET TOLL REVENUE RE-INVESTMENT GRANT PROGRAM

State law requires the net toll revenues generated from the Metro ExpressLanes be reinvested in the corridor from which they were derived, pursuant to an approved expenditure plan. Gross toll revenues from the ExpressLanes program are first used to cover the direct expenses related to the maintenance, administration and operation, including marketing, toll collection, and enforcement activities related to the ExpressLanes. Any remaining revenue produced is used in the corridor for which it was generated through the Net Toll Revenue Reinvestment Grant Program. A portion of the grants allocated through this program can be used for active transportation projects like pedestrian paths, Metro line connection improvements, and corridor revitalizations. Recent rounds of the grant program allocated over $10 million to active transportation.

Eligible Projects/Programs: Transit, system connectivity/active transportation, roadway improvements

METRO CALL-FOR-PROJECTS

Metro periodically accepts Call-for-Projects applications in eight modal categories to promote pedestrian projects that promote walking as a viable form of transportation. Eligible projects may include: sidewalk construction, extensions and widening; curb ramps (as part of sidewalk reconstruction); enhanced pedestrian crossing features; landscaping; signage; lighting; and street furniture. Improvements must be for the use of the general public, located within a public right-of-way in a public easement, or some other guarantee of public use. Design and right-of-way acquisition are eligible expenses as long as they are directly related-to and part of the project's construction.

Eligible Projects/Programs: Transportation Demand Management (TDM); Bicycle Improvements; Pedestrian Improvements such as sidewalk construction, extensions and widening; curb ramps (as part of sidewalk reconstruction); enhanced pedestrian crossing features; landscaping; signage; lighting; and street furniture

METRO OPEN STREETS PROGRAM

Metro will allocate up to $2 million annually, through a competitive application process, to fund local Open Streets events in Los Angeles County cities. The first cycle announced in 2014 funded 12 open streets events to occur in 2015 and 2016.

Eligible Projects/Programs: Regional car-free events that are regionally diverse, connected to transit stations, regional bikeways and major activity centers.

METRO TRANSIT-ORIENTED DEVELOPMENT PLANNING GRANTS

This is up to a $5 million fund to spur the adoption of transit-supportive land use and other regulatory plans around station areas in order to increase access to and utilization of public transit. Eligibility is for Los Angeles County jurisdictions with land use authority within one-half mile of existing, planned, or proposed transit stations.

Eligible Projects/Programs: Transit oriented development plans, streetscape plans, associated project-specific Environmental Impact Reports (EIRs).

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS SUSTAINABILITY PLANNING GRANT PROGRAM

The Sustainability Planning Grants Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Typically, this funding is available after the Regional Transportation Plan/ Sustainable Communities Strategy is adopted every four years.

Eligible Projects/Programs: Pedestrian and Safe Routes to School Plans, pop-up infrastructure demonstration projects and open street events, transit-oriented development plans and related types of transportation and land uses plans.

SPECIAL ROAD DISTRICT FUND

The Special Road District Fund is an ad-valorem property tax on Los Angeles County unincorporated area properties. Each Supervisor District received allocated money from this tax, for a total average annual revenue of $6 million.

Eligible Projects/Programs: Roadway operations, maintenance, and construction

LIGHTING MAINTENANCE DISTRICTS

There are 20 Lighting Maintenance Districts in Los Angeles County with over 99,000 streetlights administered by Public Works. They include ad-valorem property taxes and assessment for operations and maintenance of street lighting for unincorporated areas and 19 cities in the County, which generates an average annual revenue of $25 million.

Eligible Projects/Programs: Limited to street lighting, and include replacing old and outdated lighting systems, and upgrading existing lighting with LED lamps and other energy efficient systems.

LANDSCAPE MAINTENANCE DISTRICTS

Landscape Maintenance Districts (LMDs) are formed by a special benefit assessment for operations and maintenance of designated landscaping improvements in some County unincorporated areas. LMDs provide enhanced landscaping improvements, maintenance, and services beyond those generally provided by the County. LMDs currently exist within Landscaping and Lighting Act (LLA) District Numbers 1, 2, and 4. The County generates an average annual revenue of $22 million for landscaping improvements.

Eligible Projects/Programs: Uses are limited to landscaping, and include grading, clearing, removal of debris, and the installation of irrigation or electrical facilities, as well as the construction of facilities that are necessary or useful in providing these services.

State Sources

CALIFORNIA OFFICE OF TRAFFIC SAFETY (OTS) GRANT PROGRAM

The Office of Traffic Safety's mission is to obtain and effectively administer traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions. Each October through November, OTS mails Requests for Concept Papers to more than 3,000 eligible agencies outlining the opportunity to participate in the program and the requirements to compete for available funds. Pedestrian safety is one of eight earmarked priority areas for funding. Enforcement and education programs and the development and distribution of materials to improve safety are all eligible under this program. Successful applications are often submitted by local police departments.

Eligible Projects/Programs: Pedestrian safety, older driver programming, impaired or distracted driver programming, police traffic services, including DUI checkpoints.

TRANSPORTATION DEVELOPMENT ACT ARTICLE III (SB 821)

The Transportation Development Act (TDA) Article III (SB 821) uses monies collected from the state gasoline tax to provide grants through Regional Transportation Planning agencies to fund transportation improvements. The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for allocating this money on a per capita basis to cities within Los Angeles County with a focus on active transportation and public transit development. These cities have the option to either draw down the funds or to place them on reserve. Local allocations of TDA funds are administered by the

City with State oversight. The County is eligible to receive an average of $1.4 million from TDA Article III funding annually.

Eligible Projects/Programs: Supportive activities of pedestrian projects that are eligible including engineering expenses, right-of-way acquisition, construction and acquisition, construction and reconstruction, retrofitting existing pedestrian facilities, and installing pedestrian facilities such as benches, drinking fountains, rest rooms, and showers.

ACTIVE TRANSPORTATION PROGRAM

The California State Legislature has consolidated a number of state-funded programs centered on active transportation into a single program after the consolidation of federal funding sources in MAP-21 and again under the FAST Act. The resulting, Active Transportation Program (ATP) consolidated the federal programs, the Safe Routes to Schools Program, and the Recreational Trails Program. ATP's authorizing legislation (signed into law in 2013) includes placeholder language to allow ATP to receive funding from the newly established Cap-and-Trade Programs in the future.

The Statewide Competitive ATP has $240 million available through the 2020/2021 fiscal cycles. California Transportation Commission scripts guidelines and allocates funds for the ATP, and Caltrans Division of Local Assistance administers the program.

Goals of the ATP are currently defined as the following:

- Increasing the proportion of trips accomplished by walking;
- Increasing safety and mobility for active transportation users;
- Advancing active transportation efforts of regional agencies to achieve the greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities fully share in the benefit of the program; and,
- Providing a broad spectrum of projects to benefit many types of active transportation users.

Eligible Projects/Programs: Safe Routes to School Plans, Active Transportation Plans, bicycle path and pedestrian route improvements, traffic calming improvements, trail enhancements

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STIP funds are available for new construction projects that add capacity to the transportation network. Funding is a mix of state, federal, and local taxes and fees; and consists of two components: Caltrans' Interregional Transportation Improvement Program (ITIP) and regional

transportation planning agencies' Regional Transportation Improvement Program (RTIP). Pedestrian projects may be programmed under ITIP and RTIP.

Eligible Projects/Programs: Facilities for pedestrians and bicycles, safety and educational activities for pedestrians and bicyclists, and landscaping, and scenic beautification

STATE HIGHWAY ACCOUNT

Section 157.4 of the Streets and Highways Code requires Caltrans to set aside $360,000 for the construction of non-motorized facilities that will be used in conjunction with the state highway system. Funding is divided into different project categories: Minor B projects (less than $42,000) are funded by a lump sum allocation by the CTC and are used at the discretion of each Caltrans District office; Minor A projects (estimated to cost between $42,000 and $300,000) must be approved by the CTC; and Major projects (more than $300,000) must be included in the State Transportation Improvement Program and approved by the CTC.

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

The SHOPP program includes projects designed to maintain the safety and operational integrity of the state highway system. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g. traffic signalization) and roadside rest areas. It does not include through lane addition projects meant to increase capacity. SHOPP projects are selected at the discretion of Caltrans.

Eligible Projects/Programs: Traffic calming improvements, pedestrian improvements such as curb ramps, sidewalks, lighting and drainage improvements, ADA facility upgrades, roadway improvements

STATE HIGHWAY USERS TAX

The State Highway Users tax is a per gallon gas tax that is apportioned by the State Controller and allocated directly to cities and counties and it is within their discretion to determine local priorities. This tax generates an average annual revenue of $145 million for the County.

Eligible Projects/Programs: Construction, improvement, and maintenance of public streets and highways; research and planning for mass transit; construction and improvement of public mass transit guideways; pedestrian facilities

REGIONAL SURFACE TRANSPORTATION PROGRAM FEDERAL EXCHANGE AND STATE MATCH

This program allows the County to exchange its annual apportionment of federal Regional Surface Transportation Program (RSTP) funds for state funds. The exchange maximizes the ability of Public Works to use the funds for a variety of projects including pedestrian improvements. The

funds are distributed on a fair share and competitive basis. The County is expected to receive an annual revenue of $1 million from this program.

Federal Sources

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects. More specifically, states and local governments can move forward with critical transportation projects with the confidence that they will have a federal partner over the long-term (at least five years).

FAST allows changes and reforms to many federal transportation programs, including streamlining the approval processes for new transportation projects and providing new safety tools.

Eligible Projects/Programs: Access enhancements to public transportation, bridges/overpass for pedestrians and bicyclists, pedestrian improvements such as crosswalks, curb cuts and ramps, streetscaping projects

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

The FAST Act expanded the existing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP). The Program places more of the decision-making power in the hands of state and local governments. The FAST Act simplifies the list of uses eligible for program funds and increases the number of ways that funds can be used for local roads and rural minor collectors. The Transportation Alternatives Program (TAP) is a set-aside program of this block grant. The new program requires 55 percent of program funds be distributed within each state on the basis of population, compared to 50 percent under STP.

Eligible Projects/Programs: Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, historic preservation and vegetation management, and environmental mitigation efforts

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The amount of CMAQ funds available to applicants depends on the state's population share, and on the degree of air pollution. Recent revisions were made to bring CMAQ more in line with the new MAP-21 legislation. Studies that are part of the project development pipeline (e.g., preliminary engineering) are eligible for funding. "An assessment of the project's expected emission reduction benefits should be completed prior to

project selection."

Eligible Projects/Programs: Funds are available for transportation projects that are likely to contribute to reducing air pollution, and that are included in the regional MPO's current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO

BUS, AND BUS FACILITIES PROGRAM: STATE OF GOOD REPAIR

The Bus and Bus Facilities Program can be used for projects to provide access for pedestrians to public transportation facilities through improvements such as building shelters, and installing wheelchair lifts on buses.

Eligible Projects/Programs: Public transportation improvements such as bus shelters and wheelchair lifts

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

HSIP is a data-driven funding program- eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Both infrastructure and non-infrastructure projects are eligible for HSIP funds. Pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the respective states Strategic Highway Safety Plan. In California, HSIP is administered by Caltrans.

Eligible Projects/Programs: Safety improvement projects such as pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones

COMMUNITY DEVELOPMENT BLOCK GRANTS

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvement projects. Federal CDBG grantees may use funds for activities that include (but are not limited to):

- Acquiring property
- Building public facilities and improvements (such as streets, sidewalks, community and senior citizen centers and recreational facilities)
- Planning and administrative expenses (such as costs related to developing a consolidated plan and managing Community Development Block Grant funds);
- Provide public services for youths, seniors, or the disabled; and
- Initiatives such as neighborhood watch programs

Paths, trails, and greenway projects that enhance accessibility are the best fit for this funding source.

Eligible Projects/Programs: Community development projects as identified above

TRANSPORTATION INVESTMENTS GENERATING ECONOMIC RECOVERY (TIGER) PROGRAM

TIGER funds may be used for innovative, multimodal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. These include pedestrian projects. The project minimum is $10 million.

Eligible Projects/Programs: Streetscape improvement projects, improvements to public transit access, connectivity projects

U.S. ENVIRONMENTAL PROTECTION AGENCY – BROWNFIELDS PROGRAM

Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfields sites. Revolving Loan Fund (RLF) grants provide funding for a grant recipient to capitalize a revolving loan fund and to provide sub-grants to carry out cleanup activities at brownfield sites.

Eligible Projects/Programs: Assessments of and cleanup activities at brownfield sites

U.S. ENVIRONMENTAL PROTECTION AGENCY – SMART GROWTH PROGRAM

EPA's Smart Growth Program helps communities improve their development practices and get the type of development they want. The Smart Growth Program works with local, state, and national experts to discover and encourage development strategies that protect human health and the environment, create economic opportunities, and provide attractive and affordable neighborhoods for people of all income levels.

The program conducts research, produces reports and other publications and provides examples of outstanding smart growth communities and projects. It also works with tribes, states, regions, and communities through grants and technical assistance. These partnerships bring together diverse interests to encourage better growth and development. The program helps to support education and outreach by contributing to Smart Growth Online and the New Partners for Smart Growth conference.

Eligible Projects/Programs: Activities that improve the quality of development and protect human health and the environment

Other Sources

VOLUNTEER AND PUBLIC-PRIVATE PARTNERSHIPS

Volunteer programs may be developed to substantially reduce the cost of implementing

some routes, particularly shared-use paths. For example, a local college design class may use a shared-use route as a student project by working with a local landscape architectural or engineering firm. Work events could be formed to help clear the right -of- way for the route. A local construction company may donate or discount services beyond what the volunteers perform.

A public-private partnership involves an agreement between a public agency and a private party, in which the private party delivers a public service or project to the public agency. Projects can be funded solely by the private party or through a collection of private monies and taxpayer dollars.

PRIORITIZATION SCORES

This section provides detailed prioritization scoring for the proposed project lists identified in each Community Pedestrian Plan chapter. Table D-1 shows the prioritization framework used, and tables D-2 to D-5 show the prioritization scoring breakdown for projects proposed in Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos.

Table D-1: 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	Improving 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. Improvements to the pedestrian built environment can make walking more comfortable, convenient, and safe. This criterion uses Health Disadvantaged Index data to prioritize areas with poor health.	Project is located in an area that is in the top 10%, according to the Health Disadvantage Index (10 points)	10
		Project is located in an area that is in the top 25%, according to the Health Disadvantage 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

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 an Arterial / 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 plans.	Project adds an improvement or addresses a concern identified during community outreach	5
		Project is listed in an existing plan	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**

Table D-2: Proposed pedestrian improvements and cost estimates in Lake Los Angeles

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
165th Street East							
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	5.0	5.0	0.0
			Install with physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies			
170th Street East							
County	170th Street East / Avenue M	Southbound on 170th East Street, south of Avenue M	Install speed feedback sign	$10,000	5.0	5.0	0.0
County	170th Street East / Avenue M8	West leg	Restripe as continental crosswalk	$2,500	5.0	5.0	0.0
		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	5.0	5.0	0.0
		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	$300,000			
County	170th Street East / Avenue N4	West leg	Restripe as continental crosswalk and align with shared-use path	$2,500	5.0	5.0	0.0
		North leg	Install pedestrian-activated warning system	$80,000			
County	170th Street East / Avenue N12	North and west legs	Stripe continental crosswalk	$5,000	5.0	5.0	0.0
		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	5.0	5.0	0.0
		All	Install wayfinding signage	Varies			
County	170th Street East / Town Center Plaza	Vacant Lot	Turn vacant lot into pedestrian plaza	Varies	5.0	5.0	0.0
County	170th Street East / Park Valley Avenue	South and west legs	Stripe continental crosswalk	$5,000	5.0	5.0	0.0
		South leg	Install pedestrian-activated warning system	$80,000			
		Northwest, southwest, and southeast corners	Install curb treatment with ADA-compliant ramps	$24,000			

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
											Average Corridor Score:	45.0
10.0	0.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	0.0	0.0	45.0
											Average Corridor Score:	57.5
5.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
5.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
5.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	40.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	40.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	40.0
10.0	10.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	15.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	75.0
10.0	15.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	80.0

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

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	170th Street East / Lake Los Angeles Avenue	All legs	Stripe continental crosswalk	$10,000	5.0	5.0	0.0
		All corners	Install curb treatment with ADA-compliant ramp	$24,000			
		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	$300,000			
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	5.0	5.0	0.0
County	170th Street East / Avenue P	All legs	Stripe continental crosswalk	$10,000	5.0	5.0	0.0
		Northeast and southwest corners	Install curb treatment with ADA-compliant ramp	$24,000			
		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	$300,000			
County	170th Street East (Avenue P to Palmdale Boulevard)		Extend shared-use path to Palmdale Boulevard	$1,350,000	5.0	5.0	0.0
County	170th Street East / Palmdale Boulevard	Northbound on 170th Street East, north of Palmdale Boulevard	Install speed feedback sign	$10,000	5.0	5.0	0.0
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	5.0	5.0	0.0
			Install pedestrian-scale lighting	Varies			
180th Street East							
County	180th Street East / Glenfall Avenue	West leg	Relocate stop bar behind pedestrian path	$500	5.0	5.0	0.0
County	180th Street East / Lake Los Angeles Avenue	West leg	Relocate stop bar behind pedestrian path	$500	5.0	5.0	0.0
County	180th Street East / Biglake Avenue	West leg	Relocate stop bar behind pedestrian path	$500	5.0	5.0	0.0
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	5.0	5.0	0.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	45.0
10.0	20.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	80.0
10.0	5.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	55.0
10.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	55.0
10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
10.0	20.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	80.0
											Average Corridor Score:	45.0
10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	45.0
10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	45.0
10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	40.0

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

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
Avenue N							
County	Avenue N / 165th Street East	East and south legs	Stripe continental crosswalk	$5,000	5.0	5.0	0.0
		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	5.0	5.0	0.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies			
Avenue N8							
County	Avenue N8 / 165th Street East	East and north legs	Stripe continental crosswalk	$5,000	5.0	5.0	0.0
		North leg	Install pedestrian-activated warning system	$80,000			
County	Avenue N8 / 170th Street East	All legs	Stripe continental crosswalk	$10,000	5.0	5.0	0.0
		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 the street	Install 2-way shared-use path	$1,350,000	5.0	5.0	0.0
			Install buffering treatment, such as western-style fencing or landscaping, to prevent vehicle incursion	Varies			
			Install pedestrian-scale lighting	Varies			
County	Avenue N8 / 180th Street East	West leg	Stripe continental crosswalk	$2,500	5.0	5.0	0.0
Avenue O							
County	Avenue O / 145th Street East	Eastbound on Avenue O, east of 145th Street East	Install speed feedback sign	$10,000	5.0	5.0	0.0
			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	5.0	5.0	0.0
		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	5.0	5.0	0.0
County	Avenue O / 165th Street East	North and west legs	Stripe continental crosswalk	$5,000	5.0	5.0	0.0
		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	5.0	5.0	0.0
County	Avenue O / 172nd Street East	North and south legs	Stripe continental crosswalk	$5,000	5.0	5.0	0.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
												Average Corridor Score: 40.0
10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	0.0	10.0	5.0	45.0
10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	35.0
												Average Corridor Score: 43.8
10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	0.0	10.0	5.0	55.0
10.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	40.0
10.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	40.0
10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	10.0	5.0	40.0
												Average Corridor Score: 53.2
10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	45.0
10.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	0.0	45.0
10.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	0.0	45.0
10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	55.0

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

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Avenue O / 175th Street East	West leg	Stripe continental crosswalk	$2,500	5.0	5.0	0.0
			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	$350,000	5.0	5.0	0.0
			Install pedestrian-scale lighting	Varies			
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	5.0	5.0	0.0
County	Avenue O / 180th Street East	North leg	Stripe yellow continental crosswalk	$2,500	5.0	5.0	0.0
		South leg	Restripe yellow continental crosswalk	$2,500			
		East leg	Install pedestrian signal	$150,000			
		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	$75,000			
		East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$300,000			
County	E Avenue O / 185th Street E	Westbound on Avenue O, west of 185th Street East	Install speed feedback sign	$10,000	5.0	5.0	0.0
			Install gateway signage indicating entrance to Lake Los Angeles community	$25,000			
Avenue P							
County	Avenue P (160th Street East to 170th Street East)	North side of street	Install two-way shared-use path	$1,395,000	5.0	5.0	0.0
			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							
County	Avenue P8 (160th Street East to 170th Street East)	North side of street	Install two-way shared-use path	$900,000	5.0	5.0	0.0
			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	5.0	5.0	0.0
		West leg	Install pedestrian-activated warning system	$80,000			

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	50.0
10.0	15.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	65.0
10.0	10.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	45.0
10.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	45.0
											Average Corridor Score:	55.0
10.0	10.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	0.0	0.0	55.0
											Average Corridor Score:	48.8
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	40.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0

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

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Avenue P8 / 165th Street East	West and south legs	Stripe yellow continental crosswalk	$5,000	5.0	5.0	0.0
		West leg	Install pedestrian-activated warning system	$80,000			
County	Avenue P8 / 170th Street East	West leg	Stripe continental crosswalk	$2,500	5.0	5.0	0.0
E Avenue Q							
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	5.0	5.0	0.0
County	Avenue Q / 163rd Street East	-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$300,000	5.0	5.0	0.0
		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	5.0	5.0	0.0
County	Avenue Q (150th 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	5.0	5.0	0.0
			Install pedestrian-scale lighting	Varies			
Lake Los Angeles Avenue							
County	Lake Los Angeles Avenue/180th Street East	West leg	Stripe continental crosswalk	$2,500	5.0	5.0	0.0
			Relocate stop bar behind path	$500			
County	Lake Los Angeles Avenue (170th Street East to 180th Street East)	South side of street	Install two-way shared-use path	$810,000	5.0	5.0	0.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies			
Sorensen Park							
County	Avenue P / Sorensen Park entrances	Path, parking lot, and park entrances	Install signage to alert motorists of pedestrian crossing	$5,000	5.0	5.0	0.0
County	New path (Lake Los Angeles Avenue to Avenue P)	All	Install two-way shared-use path[2]	$270,000	5.0	5.0	0.0
			Install pedestrian-scale lighting	Varies			
County	New path (Avenue O to Sorensen Park)	All	Install two-way shared-use path[2]	$900,000	5.0	5.0	0.0

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

[2]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.

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
											Average Corridor Score:	42.5
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	45.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	45.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	40.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	45.0
											Average Corridor Score:	47.5
10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	0.0	40.0
											Average Corridor Score:	48.3
10.0	5.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	0.0	0.0	45.0
10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	0.0	40.0

Table D-3: Proposed pedestrian improvements and cost estimates in Walnut Park

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
Broadway							
County	Broadway between Santa Fe Avenue and Pacific Boulevard	Mid-block	Stripe yellow continental crosswalk	$2,500	5.0	5.0	5.0
			Install pedestrian-activated warning system	$80,000			
County	Broadway (Santa Fe Avenue to Seville Avenue)	Both sides of street	Plant street trees	$50,000	5.0	5.0	5.0
County	Broadway (Santa Fe Avenue to Seville Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	5.0	5.0	5.0
Florence Avenue							
County	Florence Avenue / Pacific Boulevard	Southwest corner	Evaluate driveway relocation or removal[2]	$10,000	5.0	5.0	5.0
		All legs	Install accessible pedestrian push buttons	$12,000			
County	Florence Avenue / Rita Avenue	South side of street (mid-block)	Install curb extension	$40,000	5.0	5.0	5.0
County	Florence Avenue (Pacific Boulevard to Seville Avenue)	South side of street	Widen sidewalks and relocate obstructions	$56,250	5.0	5.0	5.0
Flower Street							
County	Flower Street (Seville Avenue to Mountain View Avenue)	-	Install speed bumps	$5,000	5.0	5.0	5.0
Mountain View Avenue							
County / City of Huntington Park	Mountain View Avenue / Florence Avenue	West, south, and east legs	Restripe as continental crosswalks	$2,500	5.0	5.0	5.0
County	Mountain View Avenue / Walnut Street	Northwest corner	Install new ADA compliant curb ramp where nonexistent	$8,000	5.0	5.0	5.0
County	Mountain View Avenue / California Street	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	5.0	5.0	5.0
County	Mountain View Avenue / Olive Street	All corners	Install curb extension	$160,000	5.0	5.0	5.0
		North and west legs	Stripe yellow continental crosswalks	$5,000			
		-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$300,000			
County	Mountain View Avenue / Hill Street	West leg	Relocate stop bar behind pedestrian path	$500	5.0	5.0	5.0

Prioritization												Total Prioritization Score
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
											Average Corridor Score: 75.0	
10.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	0.0	10.0	5.0	65.0
10.0	20.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	0.0	10.0	5.0	85.0
10.0	20.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	5.0	75.0
											Average Corridor Score: 71.7	
10.0	10.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
5.0	5.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0
5.0	10.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	0.0	70.0
											Average Corridor Score: 60.0	
10.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
											Average Corridor Score: 60.8	
5.0	10.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0
10.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	55.0
10.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	65.0

Proposed pedestrian improvements and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Mountain View Avenue / Broadway	North and west legs	Stripe yellow continental crosswalk	$5,000	5.0	5.0	5.0
Pacific Boulevard							
County	Pacific Boulevard / California Street	North leg	Install pedestrian-activated warning system	$80,000	5.0	5.0	5.0
		Northwest and northeast corners	Install curb extensions at crosswalk	$80,000			
County	Pacific Boulevard / Live Oak Street	All corners	Install curb extension	$160,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
			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	5.0	5.0	5.0
			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	5.0	5.0	5.0
			Install accessible pedestrian push button	$12,000			
			Modify signal timing to increase crossing interval	$3,500			
		All corners	Install curb extension	$160,000			
County	Pacific Boulevard / Cudahy Street	North leg	Stripe continental crosswalk	$2,500	5.0	5.0	5.0
			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	$50,000	5.0	5.0	5.0

Prioritization												Total Prioritization Score
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	70.0
											Average Corridor Score:	80.6
10.0	20.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	85.0
10.0	10.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	70.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	70.0
10.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	15.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	85.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	80.0
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	100.0

Proposed pedestrian improvements and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Pacific Boulevard (Florence Avenue to Cudahy Street)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0
Santa Fe Avenue							
County	Santa Fe Avenue / Florence Avenue	Southwest corner	Evaluate driveway relocation or removal at gas station[2]	$10,000	5.0	5.0	5.0
		All legs	Modify signal timing to increase crossing interval	$3,500			
			Install accessible pedestrian push button	$12,000			
County	Santa Fe Avenue / California Street	South and east legs	Stripe continental crosswalk	$5,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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			

Prioritization												Total Prioritization Score
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	90.0
											Average Corridor Score:	70.4
10.0	10.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	60.0
10.0	20.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	85.0

Proposed pedestrian improvements and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Santa Fe Avenue / Broadway	All legs	Restripe as yellow continental crosswalk	$10,000	5.0	5.0	5.0
			Modify signal timing to increase crossing interval	$3,500			
			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 corner curb radii	$200,000			
County	Santa Fe Avenue / Cudahy Street	South and east legs	Stripe yellow continental crosswalk	$5,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
		Southeast corner and southwest leg	Install curb extension	$80,000			
		South leg	Install pedestrian signal	$150,000			
County	Santa Fe Avenue / Sale Place	Southeast corner	Evaluate driveway relocation or removal[2]	$10,000	5.0	5.0	5.0
County	Santa Fe Avenue / Cass Place	Northwest and northeast corner	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
		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 crosswalk	$5,000	5.0	5.0	5.0
		North-south direction	Install advance yield marking	$1,000			
		South leg	Install traffic signal with pedestrian signal head	$300,000			
County	Santa Fe Avenue / Independence Avenue	East leg	Stripe continental crosswalk	$2,500	5.0	5.0	5.0
County	Santa Fe Avenue / Southern Pacific Railroad	West side of the street	Install sidewalk	$10,000	5.0	5.0	5.0

Prioritization												Total Prioritization Score
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	65.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	60.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	60.0
10.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	10.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	65.0
10.0	10.0	5.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	70.0
10.0	5.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0

Proposed pedestrian improvements and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Santa Fe Avenue (Florence Avenue to Southern Pacific Railroad)	Both sides of street	Plant street trees	$50,000	5.0	5.0	5.0
County	Santa Fe Avenue (Florence Avenue to Southern Pacific Railroad)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0
Seville Avenue							
County	Seville Avenue / Florence Avenue	All legs	Install accessible pedestrian push button	$12,000	5.0	5.0	5.0
County	Seville Avenue / Live Oak Street	North-south direction	Install advance yield marking	$1,000	5.0	5.0	5.0
		Northwest and northeast corners	Install curb extension	$80,000			
County	Seville Avenue / Grand Avenue	North-south direction	Install advance yield marking	$1,000	5.0	5.0	5.0
		Northwest and northeast corners	Install curb extension	$80,000			
County	Seville Avenue / Olive Street	All legs	Restripe as yellow continental crosswalk	$10,000	5.0	5.0	5.0
County	Seville Avenue / Hill Street	Median	Install median refuge island	$30,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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	$25,000	5.0	5.0	5.0

[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.

Prioritization												Total Prioritization Score
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	100.0
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	85.0
												Average Corridor Score: 70.7
5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
5.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	65.0
10.0	10.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	20.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	90.0

Table D-4: Proposed pedestrian improvements and cost estimates in Westmont/West Athens

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
98th Street							
County	98th Street (Halldale Avenue to Vermont Avenue)	Median	Install shared-use path / community path along the median	$540,000	5.0	5.0	5.0
110th Street							
County	110th Street mid-block (between Denker Avenue and Normandie Avenue)	Mid-block	Install raised/enhanced crossing	$10,000	5.0	5.0	5.0
Berendo Avenue							
County	Berendo Avenue / 120th Street	West leg	Install pedestrian-activated warning system	$80,000	5.0	5.0	5.0
		Northwest and southwest corners	Install curb extension	$80,000			
Budlong Avenue							
County	Budlong Avenue / 88th Street	All	Install traffic circle	$300,000*	5.0	5.0	5.0
County	Budlong Avenue / 89th Street	All corners	Install curb extension	$160,000*	5.0	5.0	5.0
County	Budlong Avenue / 92nd Street	Northeast and northwest corners	Install curb extension	$80,000*	5.0	5.0	5.0
County	Budlong Avenue / 94th Street	North, east, and west legs	Stripe continental crosswalk	$7,500*	5.0	5.0	5.0
		South leg	Restripe continental crosswalk	$2,500*			
County	Budlong Avenue / 95th Street	North, east, and south legs	Restripe as yellow continental crosswalk	$7,500*	5.0	5.0	5.0
		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*	5.0	5.0	5.0
		West leg	Stripe yellow continental crosswalk	$2,500			
County	Budlong Avenue / 98th Street	East leg	Restripe as continental crosswalk	$2,500	5.0	5.0	5.0
		North, south, and west legs	Stripe yellow continental crosswalk	$7,500			
County	Budlong Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	$10,000*	5.0	5.0	5.0
		Northeast corner	Remove right-turn slip lane	$60,000*			
County	Budlong Avenue / 102nd Street	West leg	Relocate stop bar before beginning curb return	$500*	5.0	5.0	5.0
		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	5.0	5.0	5.0

**Project is partially or fully funded and will be implemented by Public Works*

Prioritization													
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
											Average Corridor Score:	60.0
10.0	15.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	60.0
											Average Corridor Score:	65.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
											Average Corridor Score:	60.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	60.0
											Average Corridor Score:	65.0
10.0	10.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	60.0
10.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	60.0
10.0	10.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	10.0	5.0	60.0
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	5.0	10.0	5.0	55.0
10.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	55.0
10.0	0.0	0.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	5.0	60.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Budlong Avenue / 106th Street	East and west legs	Restripe as yellow continental crosswalk	$5,000*	5.0	5.0	5.0
County	Budlong Avenue / 107th Street	North, south, and east legs	Restripe as yellow continental crosswalk	$7,500*	5.0	5.0	5.0
		West leg	Stripe yellow continental crosswalk	$2,500			
County	Budlong Avenue / 109th Place	East and west legs	Restripe as yellow continental crosswalk	$5,000*	5.0	5.0	5.0
County	Budlong Avenue / 109th Street	All legs	Restripe as yellow continental crosswalk	$10,000*	5.0	5.0	5.0
County	Budlong Avenue / 110th Street	All	Install traffic circle	$300,000*	5.0	5.0	5.0
County	Budlong Avenue / 112th Street	All corners	Install curb extension	$160,000	5.0	5.0	5.0
County	Budlong Avenue / 119th Street	South leg	Restripe as continental crosswalk	$2,500*	5.0	5.0	5.0
County	Budlong Avenue / 120th Street	North, east, and south legs	Restripe as yellow continental crosswalk	$7,500*	5.0	5.0	5.0
County	Budlong Avenue / 122nd Street	All corners	Install curb extension	$160,000*	5.0	5.0	5.0
County	Budlong Avenue / 124th Street	All	Install traffic circle	$300,000*	5.0	5.0	5.0
County	Budlong Avenue / 127th Street	All	Install traffic circle	$300,000*	5.0	5.0	5.0
		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	5.0	5.0	5.0
			Modify signal timing to include a Leading Pedestrian Interval	$3,500			
		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	5.0	5.0	5.0
Century Boulevard							
County / City of Inglewood	Century Boulevard / Van Ness Avenue	All legs	Restripe as continental crosswalk	$10,000	5.0	5.0	5.0
			Modify signal timing to include a Leading Pedestrian Interval	$3,500			
County	Century Boulevard / Haas Avenue	Frontage road intersection (east of driveway)	Stripe continental crosswalk	$2,500	5.0	5.0	5.0

**Project is partially or fully funded and will be implemented by Public Works*

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	10.0	5.0	70.0
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	10.0	5.0	70.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	0.0	5.0	55.0
10.0	10.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	60.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	55.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	55.0
10.0	10.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	10.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	75.0
10.0	20.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	85.0
											Average Corridor Score:	76.0
10.0	15.0	5.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	5.0	85.0
10.0	15.0	5.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	5.0	85.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Century Boulevard / Wilton Place	South leg, west leg of frontage road	Stripe continental crosswalk	$5,000	5.0	5.0	5.0
		Southwest frontage road median	Extend median to reduce corner curb radii	$30,000			
County	Century Boulevard / Gramercy Place	East leg	Restripe as continental crosswalk	$2,500	5.0	5.0	5.0
		Southeast corner, northeast mid-block	Install curb extension	$80,000			
County	Century Boulevard / Denker Avenue	All corners	Install curb extension	$160,000	5.0	5.0	5.0
		All legs	Restripe as continental crosswalk	$10,000			
Chester Washington Fitness Path							
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	5.0	5.0	5.0
Denker Avenue							
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	$300,000	5.0	5.0	5.0
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	$300,000	5.0	5.0	5.0
County	Denker Avenue / 108th Street	All legs	Restripe as yellow continental crosswalk	$10,000	5.0	5.0	5.0
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	$300,000	5.0	5.0	5.0
County	Denker Avenue / 110th Street	All corners	Install curb extension	$160,000	5.0	5.0	5.0
		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	$300,000	5.0	5.0	5.0
County	Denker Avenue (Century Boulevard to Imperial Highway)	Both sides of street	Install pedestrian-scale lighting	Varies	5.0	5.0	5.0
Imperial Highway							
County / City of Hawthorne	Imperial Highway / Van Ness Avenue	North, south, and east legs	Restripe as continental crosswalk	$7,500	5.0	5.0	5.0
		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	5.0	5.0	5.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	5.0	70.0
10.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	70.0
												Average Corridor Score: 75.0
10.0	20.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	75.0
												Average Corridor Score: 60.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	55.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
10.0	15.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	70.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	55.0
10.0	20.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	75.0
												Average Corridor Score: 73.8
10.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	0.0	5.0	10.0	5.0	60.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Imperial Highway / Denker Avenue	All legs	Restripe as yellow continental crosswalk	$10,000	5.0	5.0	5.0
County	Imperial Highway / Raymond Avenue	East leg	Stripe new continental crosswalk	$2,500	5.0	5.0	5.0
			Install traffic signal with pedestrian signal head	$300,000			
County	Imperial Highway / Budlong Avenue	East jog	Install traffic signal with pedestrian signal head	$300,000	5.0	5.0	5.0
		All legs	Stripe continental crosswalk	$12,500			
			Install accessible pedestrian push button	$12,000			
		East and west legs	Install advance stop marking	$2,000			
		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	5.0	5.0	5.0
			Install traffic signal with pedestrian signal head	$300,000			
County	Imperial Highway (Vermont Avenue to Western Avenue)	Both sides of street	Plant street trees	$50,000	5.0	5.0	5.0
County	Imperial Highway (Vermont Avenue to Western Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0
Normandie Avenue							
County	Normandie Avenue / 87th Street	Northwest and southwest corners	Install ADA compliant curb ramp	$16,000	5.0	5.0	5.0
County	Normandie Avenue / 90th Place	Southeast corner	Install pocket park, per Parks Plan	Varies	5.0	5.0	5.0
County	Normandie Avenue / 94th Street	Southwest corner	Realign curb ramp to align with existing crosswalk	$8,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
		All corners	Install curb extension	$160,000			
County	Normandie Avenue / 97th Street	North-south direction	Install advance yield marking	$1,000*	5.0	5.0	5.0
		North leg	Restripe as continental crosswalk	$2,500*			
			Install traffic signal with pedestrian signal head	$300,000			
		Northwest and northeast corners	Install curb extension	$80,000			
County	Normandie Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	$10,000	5.0	0.0	5.0
			Modify signal timing to include a Leading Pedestrian Interval	$3,500			

**Project is partially or fully funded and will be implemented by Public Works*

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	10.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	5.0	0.0	5.0	65.0
10.0	10.0	5.0	5.0	5.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	70.0
10.0	20.0	5.0	5.0	5.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	75.0
10.0	20.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	10.0	5.0	95.0
10.0	20.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	80.0
											Average Corridor Score:	75.3
10.0	5.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	10.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	65.0
10.0	10.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	70.0
10.0	20.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	75.0
10.0	20.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Normandie Avenue / 102nd Street	North-south direction	Install advance yield marking	$1,000*	5.0	5.0	5.0
		South leg	Restripe as continental crosswalk	$2,500*			
		South leg	Install traffic signal with pedestrian signal head	$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	5.0	5.0	5.0
			Install pedestrian-activated warning system	$80,000			
County	Normandie Avenue / 107th Street	North-south direction	Install advance yield marking	$1,000*	5.0	5.0	5.0
		North leg of south jog	Restripe as continental crosswalk	$2,500*			
			Install traffic signal with pedestrian signal head	$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	5.0	5.0	5.0
County	Normandie Avenue / 110th Street	All legs	Restripe as yellow continental crosswalk	$10,000	5.0	5.0	5.0
County	Normandie Avenue / 112th Street	North and west legs	Stripe new continental crosswalk	$5,000	5.0	5.0	5.0
		North leg	Install traffic signal with pedestrian signal head	$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	$3,500	5.0	5.0	5.0
County	Normandie Avenue / 121st Street	East leg	Relocate stop bar before beginning curb return	$500	5.0	5.0	5.0
County	Normandie Avenue / 122nd Street	North-south direction	Install advance yield marking	$1,000*	5.0	5.0	5.0
		South leg	Restripe as yellow continental crosswalk	$2,500*			
		South leg	Install traffic signal with pedestrian signal head	$300,000			
		Southwest and southeast corners	Install curb extension	$80,000			

Project is partially or fully funded and will be implemented by Public Works

Prioritization													
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	10.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	65.0
10.0	20.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	95.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	70.0
10.0	15.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	85.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	20.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	80.0
10.0	15.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	65.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Normandie Avenue / 124th Street	North-south direction	Install advance yield marking	$1,000*	5.0	5.0	5.0
		North leg	Restripe as yellow continental crosswalk	$2,500*			
		North leg	Install traffic signal with pedestrian signal head	$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	5.0	0.0	5.0
			Modify signal timing to include a Leading Pedestrian Interval	$3,500			
County	Normandie Avenue (87th Street to El Segundo Avenue)	Both sides of street	Plant street trees	$50,000	5.0	5.0	5.0
County	Normandie Avenue (87th Street to El Segundo Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0
Southern Pacific Rail Corridor							
County	Southern Pacific Rail Corridor (Van Ness Avenue to Vermont Avenue)	South side of rail	Install shared-use path / community path	$1,350,000	5.0	5.0	5.0
Van Ness Avenue							
County / City of Inglewood	Van Ness Avenue / 108th Street	East leg	Restripe as continental crosswalk	$2,500	5.0	5.0	5.0
County / City of Inglewood	Van Ness Avenue / Cullivan Street	Northeast and northwest corners	Install curb extension	$80,000	5.0	5.0	5.0
		East and west legs	Restripe as continental crosswalk	$5,000			
Vermont Avenue							
County	Vermont Avenue / 89th Street	Southwest and northwest corners	Install curb extension	$120,000	5.0	5.0	5.0
County	Vermont Avenue / 90th Street	All legs	Install traffic signal with pedestrian signal head	$300,000	5.0	5.0	5.0
County	Vermont Avenue / 92nd Street	Northeast corner, north and south mid-block	Install curb extension	$120,000	5.0	5.0	5.0
County	Vermont Avenue / 94th Street	All legs	Install traffic signal with pedestrian signal head	$300,000	5.0	5.0	5.0
County	Vermont Avenue / Colden Avenue	Northeast and southeast corners, north and south mid-block	Install curb extension	$160,000	5.0	5.0	5.0

**Project is partially or fully funded and will be implemented by Public Works*

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
10.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	95.0
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	85.0
											Average Corridor Score:	60.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	60.0
											Average Corridor Score:	52.5
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	10.0	5.0	55.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	10.0	5.0	50.0
											Average Corridor Score:	73.6
10.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	70.0
10.0	10.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	75.0
10.0	20.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	85.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	70.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Vermont Avenue / 98th Street	All legs	Install traffic signal with pedestrian signal head	$300,000	5.0	5.0	5.0
		West and east legs	Restripe as continental crosswalk	$5,000			
		All corners	Install curb extension	$160,000			
County	Vermont Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	$10,000	5.0	5.0	5.0
			Modify signal timing to include a Leading Pedestrian Interval	$3,500			
		All corners	Install curb extension	$160,000			
County	Vermont Avenue / 103rd Street	Northwest corner and northeast mid-block	Install curb extension	$80,000	5.0	5.0	5.0
		All legs	Install traffic signal with pedestrian signal head	$300,000			
		West leg	Relocate stop bar before beginning curb return	$500			
County	Vermont Avenue / 105th Street	Southwest corner and southeast mid-block	Install curb extension	$80,000	5.0	5.0	5.0
County	Vermont Avenue / 108th Street	All legs	Restripe as continental crosswalk	$10,000	5.0	5.0	5.0
County	Vermont Avenue / 110th Street	Southwest corner and southeast mid-block	Install curb extension	$80,000	5.0	5.0	5.0
		All legs	Install traffic signal with pedestrian signal head	$300,000			
County	Vermont Avenue / 112th Street	All legs	Install traffic signal with pedestrian signal head	$300,000	5.0	5.0	5.0
		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	Vermont Avenue / Imperial Highway	Southwest Corner	Evaluate driveway relocation or removal[2]	$10,000	5.0	5.0	5.0
		All legs	Restripe as continental crosswalk	$10,000			
		Northeast corner	Reconfigure corner (at Southwest Boulevard) to minimize pedestrian crossing distances and improve line of sight	$200,000			
		All legs	Install accessible pedestrian push button	$15,000			
			Modify signal timing to include a Leading Pedestrian Interval	$3,500			
County / City of Los Angeles	Vermont Avenue / I-105 eastbound and westbound ramps	West, north, and east legs	Restripe as continental crosswalk	$7,500	5.0	5.0	5.0
			Modify signal timing to include a Leading Pedestrian Interval	$3,500			

**Project is partially or fully funded and will be implemented by Public Works*

Prioritization													
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	15.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	15.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	80.0
10.0	15.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	75.0
10.0	15.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	15.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	20.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	80.0
10.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Vermont/Athens Metro Green Line Station	Mid-block (Vermont Avenue)	Stripe continental crosswalk	$2,500	5.0	5.0	5.0
County / City of Los Angeles	Vermont Avenue / 116th Place	West and east leg	Restripe as continental crosswalk	$5,000*	5.0	5.0	5.0
County/ City of Los Angeles	Vermont Avenue / 120th Street	All corners	Install curb extension	$160,000	5.0	5.0	5.0
		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	$3,500			
County	Vermont Avenue / 124th Street	North leg	Install advance yield marking	$2,000*	5.0	5.0	5.0
		Northwest and northeast corners	Install curb extension	$80,000			
County	Vermont Avenue / 125th Street	Southwest mid-block and southeast corner	Install curb extension	$80,000	5.0	5.0	5.0
County / City of Los Angeles / City of Gardena	Vermont Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	$10,000	5.0	5.0	5.0
		All corners	Install curb extension	$160,000			
			Modify signal timing to include a Leading Pedestrian Interval	$3,500			
County	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	5.0	5.0	5.0
Western Avenue							
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	5.0	5.0	5.0
		All legs	Restripe as continental crosswalk	$10,000			
County	Western Avenue / 106th Street	West leg	Stripe yellow continental crosswalk	$2,500	5.0	5.0	5.0
		East leg	Restripe yellow continental crosswalk	$2,500			
		North leg	Install pedestrian signal	$150,000			
		All corners	Install curb extension	$160,000			
County	Western Avenue / 107th Street	East leg	Stripe yellow continental crosswalk	$2,500	5.0	5.0	5.0
County	Western Avenue / 108th Street	All legs	Restripe as yellow continental crosswalk	$10,000	5.0	5.0	5.0
		All corners	Install curb extension	$160,000			

**Project is partially or fully funded and will be implemented by Public Works*

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0
10.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	75.0
10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	60.0
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	85.0
											Average Corridor Score:	77.9
10.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	65.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	15.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	85.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Western Avenue / 110th Street	East and west legs	Stripe continental crosswalk	$5,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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	$50,000	5.0	5.0	5.0
		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 as yellow continental crosswalk	$7,500	5.0	5.0	5.0
County	Western Avenue / 120th Street	All legs	Restripe as yellow continental crosswalk	$10,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
		All legs	Restripe as continental crosswalk	$10,000			
			Modify signal timing to include a Leading Pedestrian Interval	$3,500			
		All corners	Install curb extension	$160,000			
County	Western Avenue (104th Street to El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	5.0	5.0	5.0
County	Western Avenue (104th Street to El Segundo Boulevard)	Both sides of street	Plant street trees	$100,000	5.0	5.0	5.0
			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			

**Project is partially or fully funded and will be implemented by Public Works*

[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.

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	15.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	85.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	65.0
10.0	20.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	80.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	15.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	75.0
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	90.0
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	90.0

Table D-5: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
Aeolian Street							
County	Aeolian Street / Vicki Drive	Northwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Aeolian Street / Morrill Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	5.0	5.0	5.0
County	Aeolian Street / Flallon Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	5.0	5.0	5.0
County	Aeolian Street / Alburtis Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	5.0	5.0	5.0
County	Aeolian Street / Decosta Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	5.0	5.0	5.0
County	Aeolian Street / Sanger Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	5.0	5.0	5.0
County	Aeolian Street / Boer Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	5.0	5.0	5.0
County	Aeolian Street / Vanport Avenue	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramp where nonexistent	$24,000	5.0	5.0	5.0
County	Aeolian Street (Millergrove Drive to Norwalk Boulevard)	Both sides of street	Install sidewalks	$475,200	5.0	5.0	5.0
Bexley Drive							
County	Bexley Drive / Danby Avenue	Northeast and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Bexley Drive / Milna Avenue	Northwest and Northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Bexley Drive / Rockne Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Bexley Drive / Glengarry Avenue	Northwest and southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Bexley Drive (Danby Avenue to Glengarry Avenue)	Both sides of street	Install sidewalks	$580,800	5.0	5.0	5.0
County	Bexley Drive / Thornlake Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Bexley Drive / Gretna Avenue	Northwest and southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Bexley Drive (Broadway to Gretna Avenue)	Both sides of street	Install sidewalks	$264,000	5.0	5.0	5.0
Broadway							
County	Broadway / Keith Drive	West leg	Relocate stop bar before beginning curb return	$500	5.0	5.0	5.0
County	Broadway / Reichling Lane	West, south, and east legs	Restripe as yellow continental crosswalk	$7,500	5.0	5.0	5.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
												Average Corridor Score: 63.9
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	15.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	65.0
												Average Corridor Score: 56.9
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	55.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	50.0
												Average Corridor Score: 72.1
5.0	0.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	0.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	65.0

Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Broadway / Mines Boulevard	All Legs	Restripe as continental crosswalk	$10,000	5.0	5.0	5.0
County	Broadway / Saragosa Street	North and south legs	Install advance yield marking	$2,000	5.0	5.0	5.0
		South Leg	Install curb extensions at crosswalk	$80,000			
County	Broadway / Washington Boulevard	Northwest corner	Evaluate driveway relocation or removal[2]	$20,000	5.0	5.0	5.0
County	Broadway, between Washington Boulevard and Norwalk Boulevard	West side of street, mid-block	Evaluate driveway relocation or removal[2]	$10,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
Cully Avenue							
County	Cully Avenue / Mines Boulevard	Southwest and southeast corners	Reduce corner curb radii	$100,000	5.0	5.0	5.0
County	Cully Avenue / Phelan Language Academy	Mid-block crossing	Realign crosswalk to align with existing curb ramps	$2,500	5.0	5.0	5.0
County	Cully Avenue / Balfour Street	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$300,000	5.0	5.0	5.0
		North leg	Stripe yellow continental crosswalk	$2,500			
		East leg	Restripe as yellow continental crosswalk	$2,500			
Dunlap Crossing Road							
County	Dunlap Crossing Road (San Gabriel River Trail to Norwalk Boulevard)	Both sides of street	Install sidewalks	$316,800	5.0	5.0	5.0
Glengarry Avenue							
County	Glengarry Avenue (Rincon Drive to Loch Lomond Drive)	Both sides of street	Install sidewalks	$158,400	5.0	5.0	5.0
County	Glengarry Avenue / Loch Lomond Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Glengarry Avenue / Aldrich Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Glengarry Avenue (Reichling Lane to Mines Boulevard)	Both sides of street	Install sidewalks	$211,200	5.0	5.0	5.0
Gretna Avenue							
County	Gretna Avenue / Loch Lomond Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	10.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
5.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	10.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	20.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	90.0
10.0	20.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	80.0
											Average Corridor Score:	51.7
5.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	50.0
5.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
											Average Corridor Score:	50.0
10.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	50.0
											Average Corridor Score:	51.3
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	45.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	50.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	50.0
											Average Corridor Score:	59.5
5.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	60.0

Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Gretna Avenue / Havenwood Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Gretna Avenue / Bexley Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Gretna Avenue / Rose Hedge Drive	Southeast and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Gretna Avenue / Bradhurst Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Gretna Avenue / Aldrich Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Gretna Avenue / Dicky Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Gretna Avenue / Clive Avenue (north)	Northeast and Southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Gretna Avenue / Clive Avenue (south)	Northeast and Southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Gretna Avenue / Westman Avenue	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate	$300,000	5.0	5.0	5.0
			Stripe continental crosswalk	$7,500			
County	Gretna Avenue (Keith Drive to Washington Boulevard)	Both sides of street	Install sidewalks	$893,000	5.0	5.0	5.0
Hadley Street							
County	Hadley Street / Glengarry Avenue	Northeast corner	Install new ADA compliant curb ramp where nonexistent	$8,000	5.0	5.0	5.0
County	Hadley Street / Boer Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	5.0	5.0	5.0
County	Hadley Street / Duchess Drive	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	5.0	5.0	5.0
County	Hadley Street / Loch Avon Drive	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Hadley Street / Alley west of Broadway	Northwest and Northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Hadley Street (Glengarry Avenue to Broadway)	Both sides of street	Install sidewalks	$316,800	5.0	5.0	5.0
Loch Avon Drive							
County	Loch Avon Drive (Redman Avenue to Norwalk Boulevard)	Both sides of street	Install sidewalks	$211,200	5.0	5.0	5.0
County	Loch Avon Drive / McNees Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	10.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	65.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	55.0
5.0	15.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	65.0
												Average Corridor Score: 53.3
5.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	50.0
												Average Corridor Score: 61.4
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	65.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Loch Avon Drive / Rockne Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Loch Avon Drive / Morrill Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Loch Avon Drive / Glencannon Drive	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Loch Avon Drive (Norwalk Boulevard to Glengarry Avenue)	Both sides of street	Install sidewalks	$264,000	5.0	5.0	5.0
County	Loch Avon Drive / Glengarry Avenue	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
Millergrove Drive							
County	Millergrove Drive / Benavon Street	All corners	Install curb extension	$160,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
County	Millergrove Drive / Wheelock Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
Mines Boulevard							
County	Mines Boulevard / Glengarry Avenue	North and south legs	Stripe yellow continental crosswalk	$5,000*	5.0	5.0	5.0
		All legs	Install traffic signal with pedestrian signal heads	$300,000*			
County	Mines Boulevard / Cedarcliff Avenue	All Corners	Install curb extension	$160,000	5.0	5.0	5.0
		All legs	Stripe continental crosswalk	$10,000			
County	Mines Boulevard / Gretna Avenue	All corners	Install curb extension	$160,000*	5.0	5.0	5.0
		-	Install mini roundabout	$300,000*			
County	Mines Boulevard / Lambert Road / Sorensen Avenue	North and west legs	Restripe to continental crosswalk	$5,000	5.0	5.0	5.0
		Northeast corner and northwest mid-block	Install curb extensions with plastic delineators	$80,000*			
County	Mines Boulevard (Norwalk Boulevard to Washington Boulevard)	-	Study for cycle track	Cost will vary for study, design, and implementation	5.0	5.0	5.0
Norwalk Boulevard							
County	Norwalk Boulevard / Holbrook Street	North-south direction	Install advance yield marking	$1,000	5.0	5.0	5.0
		North leg	Stripe continental crosswalk	$2,500			
			Install new ADA compliant curb ramp at new crosswalk	$8,000			

**Project is partially or fully funded and will be implemented by Public Works*

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	50.0
5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	55.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	50.0
											Average Corridor Score:	65.0
10.0	10.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	60.0
10.0	15.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	70.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
											Average Corridor Score:	60.0
5.0	5.0	0.0	5.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
5.0	10.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	65.0
5.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	50.0
5.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
5.0	20.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	75.0
											Average Corridor Score:	69.6
10.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Norwalk Boulevard / Loch Lomond	North and east legs	Restripe as yellow continental crosswalk	$5,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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	5.0	5.0	5.0
		All corners	Install curb extension	$160,000			
County	Norwalk Boulevard / Balfour Avenue	North-south direction	Install advance yield marking	$1,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
County	Norwalk Boulevard / Broadway	All Legs	Restripe as continental crosswalk	$12,500	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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	5.0	5.0	5.0
County	Norwalk Boulevard (Whittier Boulevard to Slauson Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0
County	Norwalk Boulevard / Rivera Road	All legs	Stripe continental crosswalk	$10,000	5.0	5.0	5.0
		South leg	Study for traffic signal	$300,000			
		Northwest and southeast corners	Reduce corner curb radii	$100,000			

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	65.0
10.0	5.0	0.0	5.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	55.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	60.0
5.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
5.0	10.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	5.0	10.0	5.0	70.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	20.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Norwalk Boulevard / Walnut Street	All legs	Restripe to continental crosswalk	$10,000	5.0	5.0	5.0
		Northwest and Southwest corners, east side of street at north leg, west side of street at south leg	Install curb extensions at existing crosswalks	$160,000			
Pioneer Boulevard							
County	Pioneer Boulevard / Saragosa Street	South leg	Restripe as continental crosswalk	$2,500	5.0	5.0	5.0
		North leg (605 ramp)	Stripe continental crosswalk	$2,500			
		Northwest and northeast corners	Reduce corner curb radii	$100,000			
		Southwest and southeast corners	Install curb extension	$80,000			
County	Pioneer Boulevard / 605 ramp (north of Washington Boulevard)	West leg	Restripe as continental crosswalk	$2,500	5.0	5.0	5.0
			Install pedestrian-activated warning system	$80,000			
		Southwest corner	Reduce corner curb radii	$50,000			
County	Pioneer Boulevard / 605 ramp (south of Washington Boulevard)	West leg	Restripe as continental crosswalk	$2,500	5.0	5.0	5.0
			Install pedestrian-activated warning system	$80,000			
		Northwest corner	Reduce corner curb radii	$50,000			
County	Pioneer Boulevard / Waddell Street	West and north legs	Restripe as yellow continental crosswalk	$5,000	5.0	5.0	5.0
		All corners	Install curb extension	$120,000			
County	Pioneer Boulevard / 605 ramp (north of Slauson Avenue)	West leg	Restripe as continental crosswalk	$2,500	5.0	5.0	5.0
			Install pedestrian-activated warning system	$80,000			
		Southwest corner	Reduce corner curb radii	$50,000			
County	Pioneer Boulevard / Slauson Avenue	All legs	Restripe as yellow continental crosswalk	$10,000	5.0	5.0	5.0
County	Pioneer Boulevard / Rivera Road	All legs	Stripe continental crosswalk	$10,000	5.0	5.0	5.0
		North and south legs	Install pedestrian-activated warning system	$160,000			
Reichling Lane							
County	Reichling Lane / Glengarry Avenue	Southeast corner	Install new ADA compliant curb ramp where nonexistent	$8,000	5.0	5.0	5.0
County	Reichling Lane / Boer Avenue	Northeast corner	Install new ADA compliant curb ramp where nonexistent	$8,000	5.0	5.0	5.0
County	Reichling Lane (Glengarry Avenue to Vanport Avenue)	Both sides of street	Install sidewalks	$105,600	5.0	5.0	5.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	65.0
											Average Corridor Score:	69.3
10.0	5.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	65.0
5.0	10.0	0.0	5.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	60.0
10.0	5.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	65.0
10.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	60.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	70.0
											Average Corridor Score:	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	10.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	60.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
Rivera Road							
County	Rivera Road / Decosta Avenue	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$300,000	5.0	5.0	5.0
Saragosa Street							
County	Saragosa Street / Duchess Drive	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramp where nonexistent	$24,000	5.0	5.0	5.0
County	Saragosa Street / Vanport Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	$32,000	5.0	5.0	5.0
County	Saragosa Street (Duchess Drive to Broadway)	Both sides of street	Install sidewalks	$105,600	5.0	5.0	5.0
Slauson Avenue							
County	Slauson Avenue / 605 ramp (west of Pioneer Boulevard)	North leg	Restripe as continental crosswalk	$2,500	5.0	5.0	5.0
			Install pedestrian-activated warning system	$80,000			
County	Slauson Avenue / Millergrove Drive	All corners	Install ADA compliant curb ramps	$32,000	5.0	5.0	5.0
		All legs	Restripe as yellow continental crosswalk	$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	5.0	5.0	5.0
County	Slauson Avenue / Alburtis Avenue	North side of street	Remove fencing blocking pedestrian path	$500	5.0	5.0	5.0
		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	5.0	5.0	5.0
County	Slauson Avenue / Duchess Drive	East leg	Install traffic signal with pedestrian signal heads	$300,000	5.0	5.0	5.0
			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	5.0	5.0	5.0
County	Slauson Avenue (San Gabriel River Trail to Norwalk Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	5.0	5.0	5.0
County	Slauson Avenue (Pioneer Boulevard to Norwalk Boulevard)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
											Average Corridor Score:	50.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
											Average Corridor Score:	48.3
5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	45.0
											Average Corridor Score:	70.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	75.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	60.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	75.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	70.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
Sorensen Avenue							
County	Sorensen Avenue / Havenwood Drive	Southwest corner	Install new ADA compliant curb ramp where nonexistent	$8,000	5.0	5.0	5.0
County	Sorensen Avenue / Townley Drive	Northeast and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Sorensen Avenue / Rose Hedge Drive	All corners	Install curb extension	$160,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
County	Sorensen Avenue / Lambert Road	East side of intersection	Close right turn channel onto Sorensen Avenue	$50,000	5.0	5.0	5.0
Vicki Drive							
County	Vicki Drive / Godoy Street	Northeast and southeast corners, northwest mid-block	Install curb extension	$120,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
County	Vicki Drive / Aeolian Street	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$300,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
Waddell Street							
County	Waddell Street / Sanger Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Waddell Street / Rexall Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Waddell Street / Boer Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Waddell Street (Decosta Avenue to Norwalk Boulevard)	Both sides of street	Install sidewalks	$158,400	5.0	5.0	5.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
												Average Corridor Score: 54.0
10.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0
10.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0
10.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
10.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
10.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
												Average Corridor Score: 55.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	60.0
10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
												Average Corridor Score: 68.8
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	65.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
Walnut Street							
County	Walnut Street / Orange Street	-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$300,000	5.0	5.0	5.0
Washington Boulevard							
County	Washington Boulevard / Pioneer Boulevard	All legs	Restripe as yellow continental crosswalk	$10,000	5.0	5.0	5.0
		West and east legs	Install median refuge island	$60,000			
County	Washington Boulevard / Danby Avenue	South leg	Consider eliminating turn channel to reduce corner curb radius from Washington Boulevard to Pioneer High School	$50,000	5.0	5.0	5.0
County	Washington Boulevard / Millergrove Drive	West leg and frontage road	Restripe as yellow continental crosswalk	$5,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
County	Washington Boulevard / Norwalk Boulevard	All legs	Restripe as continental crosswalk	$10,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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	5.0	5.0	5.0
County	Washington Boulevard / Appledale Avenue	Northeast corner	Stripe continental crosswalk to mark path from frontage road sidewalk	$2,500	5.0	5.0	5.0
County	Washington Boulevard / Crowndale Avenue	Northeast corner	Stripe continental crosswalk to mark path from frontage road sidewalk	$2,500	5.0	5.0	5.0
		Median ramp	Install new ADA compliant curb ramp where nonexistent	$8,000			
Westman Avenue							
County	Westman Avenue / Lochinvar Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
											Average Corridor Score:	40.0
10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	40.0
											Average Corridor Score:	74.5
10.0	15.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	15.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	15.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
5.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	55.0
10.0	20.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	80.0
5.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	55.0
10.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
											Average Corridor Score:	57.0
10.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	55.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost[1]	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Westman Avenue / Nan Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Westman Avenue / Waddell Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Westman Avenue / Wakeman Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	$16,000	5.0	5.0	5.0
County	Westman Avenue (Washington Boulevard to Aeolian Street)	Both sides of street	Install sidewalks	$264,000	5.0	5.0	5.0
Whittier Boulevard							
County/ Caltrans	Whittier Boulevard/ I-605 Northbound Ramp	East-west direction	Install advance yield marking	$1,000	5.0	5.0	5.0
		North leg	Restripe as continental crosswalk	$2,500			
County/ Caltrans	Whittier Boulevard/ I-605 Southbound Ramp	East-west direction	Install advance yield marking	$1,000	5.0	5.0	5.0
		South leg	Restripe as continental crosswalk	$2,500			
County/ Caltrans	Whittier Boulevard / Lockhead Avenue	East leg	Restripe crosswalk to align with curb ramp on southeast corner	$2,500	5.0	5.0	5.0
County/ Caltrans	Whittier Boulevard / Norwalk Boulevard	East leg	Restripe as continental crosswalk to align with curb ramps	$2,500	5.0	5.0	5.0
County/ Caltrans	Whittier Boulevard / Glengarry Avenue	South leg	Restripe as continental crosswalk	$2,500	5.0	5.0	5.0
County/ Caltrans	Whittier Boulevard / Broadway	East leg	Restripe crosswalk to align with curb ramp on southeast corner	$2,500	5.0	5.0	5.0
County/ Caltrans	Whittier Boulevard / Western Avenue	South leg	Relocate stop bar before beginning curb return	$500	5.0	5.0	5.0
County/ Caltrans	Whittier Boulevard / Hadley Street	All legs	Restripe as continental crosswalk	$12,500	5.0	5.0	5.0
		South leg	Shorten median curb to end behind crosswalk	$10,000			

[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.

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	55.0
												Average Corridor Score: 69.4
10.0	10.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	10.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	10.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0
10.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	15.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	70.0

PRIORITIZING FUTURE PEDESTRIAN PLAN COMMUNITIES

The following table provides a potential framework for prioritizing planning areas for future Community Pedestrian Plans as resources become available. Additional factors may be incorporated or considered in addition to those described below.

Table D-2: Future Pedestrian Plan Communities 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)	15
		Project is located in an area that is among the most disadvantaged 25% in the state, according to CalEnviroScreen 3.0	15
	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	10
Public Health	Improving 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. Improvements to the pedestrian built environment can make walking more comfortable, convenient, and safe. This criterion uses Health Disadvantaged Index data to prioritize areas with poor health.	Project is located in an area that is in the top 10%, according to the Health Disadvantage Index (10 points)	30
		Project is located in an area that is in the top 25%, according to the Health Disadvantage Index (5 points)	
Safety	The National Highway Transportation Safety Administration computes pedestrian fatalities per 100,000 residents by state in an annual Traffic Safety Facts report. This criterion uses the standard federal population-adjusted rate to prioritize areas with relatively high rates of pedestrian-involved fatal collisions.	Community has a higher average annual rate of pedestrian fatalities per 100,000 residents compared to the annual average rate for all of the unincorporated areas combined. (The average annual rate of pedestrian fatalities per 100,000 residents for the unincorporated areas combined is 2.0, using 2014 TIMS & Census data)	30
		Maximum Total Points	**100**

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Appendix E

COST ESTIMATES

COST ASSUMPTIONS

This appendix contains information about cost estimates associated with recommended pedestrian infrastructure projects in Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos.

Table E-1: Proposed Pedestrian Facilities Unit Cost Assumptions

Treatment	Unit	Unit Price
Accessible Pedestrian Push Buttons	Each	$1,500
Advance Yield Markings	Each	$1,000
Buffering Treatment	Linear Mile	Varies
Bus Bulb	Each	$150,000
Continental Crosswalks	Each	$2,500
Curb Extensions	Each	$40,000
Curb Ramp (ADA Compliant)	Each	$8,000
Driveway Relocation or Removal	Each	$10,000
Gateway Signage	Each	$25,000
Median Refuge Island	Each	$30,000
Mini Roundabout / Traffic Circle	Each	$500,000
Modify Signal Timing (including scramble crosswalks)	Per Intersection	Varies
Pedestrian-Activated Warning System	Each	$80,000
Pedestrian Crossing Signage / Markings	Each	$5,000
Pedestrian Plaza	-	Varies
Pedestrian-Scale Lighting	-	Varies
Pedestrian Signal	Each	$150,000
Pocket Park	Each	Varies
Reconfigure Intersection	Each	$200,000
Relocate Stop Bar	Each	$500
Sidewalks	Square Feet	$25
Shared-Use Path	Linear Mile	$900,000
Speed Bumps	Each	$2,500
Speed Feedback Sign	Each	$10,000
Street Trees	Linear Mile	$53,000
Study for Roadway Reconfiguration	-	Varies
Traffic Signal	Each	$300,000
Wayfinding Signage	-	Varies

TOTAL COST ESTIMATES

Table E-2: Total Cost Estimates

Cost Category	Cost
Lake Los Angeles Capital Cost	$16,706,500*
Walnut Park Capital Cost	$4,101,250 *
Westmont/West Athens Capital Cost	$15,652,500*
West Whittier-Los Nietos Capital Cost	$12,708,000*
Total Capital Cost Across All Communities	**$37,731,050***
Contingency (20% of Total Capital Cost)	$7,546,210
Total P.E. (30% of Total Capital Cost)	$11,319,315
Total Construction Engineering (50% of Total Capital Cost)	$18,865,525
Total Cost (Total Capital + Contingency + P.E. + Construction Engineering)	**$75,462,100**

**Cost does not include treatments for which unit prices are listed as "Varies," such as pedestrian-scale lighting and studies for roadway reconfiguration. Costs for these treatments can vary widely depending on design and implementation.*

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