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FLORENCE-
FIRESTONE
DRAFT COMMUNITY
PEDESTRIAN PLAN



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INTRODUCTION

The Florence-Firestone Community Pedestrian Plan is part of Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities, a master plan for pedestrian safety in Los Angeles County. Step by Step Los Angeles County is a plan to enhance walkability, a measure of how friendly an area is for walking, for the one million residents of communities in unincorporated Los Angeles County. Step by Step outlines actions, policies, procedures, and programs that the County of Los Angeles (the County) will consider to enhance walkability across unincorporated communities.

It also includes Community Pedestrian Plans, including this one, that identify potential pedestrian infrastructure projects for specific unincorporated communities.

This tailored approach to pedestrian planning enables the County to work closely with residents, businesses, and other stakeholders to meet the unique needs of each unincorporated community.

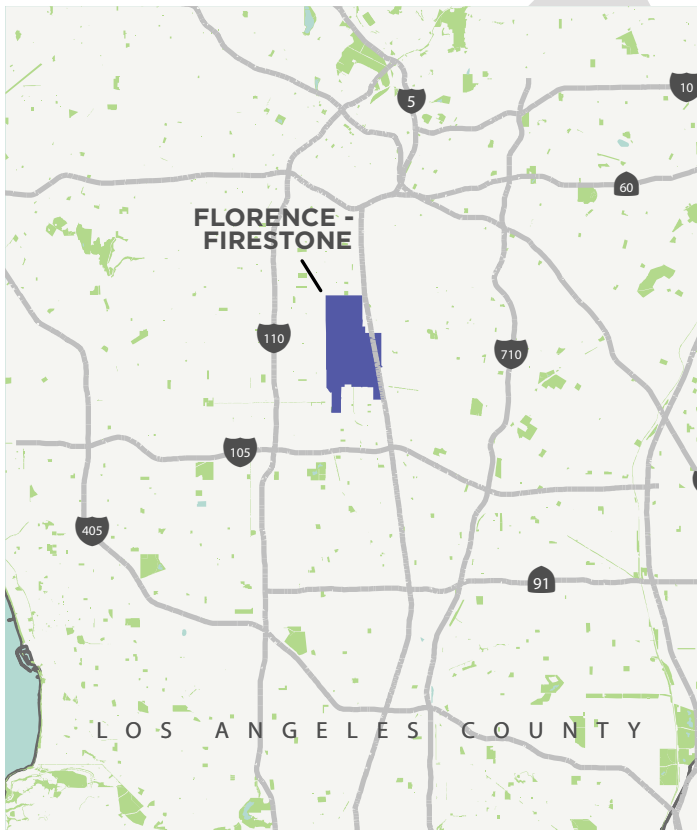
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COMMUNITY PROFILE

Florence-Firestone is a densely populated, diverse community of 70,000 residents with bustling sidewalks and streets.

The unincorporated community, which is 3.5 square miles in area, is bordered by the City of Huntington Park and unincorporated Walnut Park to the east, and the City of Los Angeles to the north, west, and south. The Metro A Line light rail runs through the center of the community; its three stations in Florence-Firestone are popular walking destinations.



Florence-Firestone location within Los Angeles County

Thank You

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Special thanks to the residents of Florence-Firestone who took time to participate in outreach events and community data collection efforts, and who shared their ideas on how to enhance walking in the community. This plan is inspired by your vision for Florence-Firestone.

Demographics

Every person living in Los Angeles (LA) County should have opportunities and amenities that help them lead a long, healthy life. However, gaps in health outcomes based on race, income, and zip code, persist, reflecting the unequal distribution of health affirming resources. The County can help eliminate those gaps through intentional resource allocation and targeted interventions to repair and prevent poorer health outcomes experienced by under-resourced communities.

In Florence-Firestone, median household income is \$53,478 (2021), compared with \$77,456 for LA County. About 17 percent of Florence-Firestone residents live below the poverty line; compared to 14 percent countywide.

Fifty-one percent of Florence-Firestone residents have not completed their high school education or equivalent, and significantly fewer residents have completed a bachelor’s degree or higher compared to LA County generally.

Florence-Firestone is a relatively young community, with about 30 percent of residents in Florence-Firestone under 18 years old.

Florence-Firestone is a majority self-identified Hispanic and Latino community. About 93 percent of residents are self-identified as Hispanic or Latino, followed by 6 percent self-identified as Black or African American; and 87 percent of adults speak some Spanish at home.¹ (See Table 13-1)

1 U.S. Census Bureau (2021). American Community Survey 5-year estimates

Table 13-1: Florence-Firestone Demographics

	Percent in Florence-Firestone	Percent in Los Angeles County
Education		
Less than high school diploma	51.6	20.0
High school graduate, GED, or alternative	23.7	20.4
Some college or Associates degree	17.9	25.6
Bachelor's degree or higher	6.8	34.0
Poverty		
Persons in Poverty	22.6	13.9
Household Income (2021)	\$53,478	\$77,456
Age		
Under 18 Years	30.4	21.6
18-64 Years	61.9	64.7
65 and Older	7.6	13.7
Self-Identified Race/Ethnicity		
Hispanic or Latino	93.0	48.7
White (Non-Hispanic)	0.4	25.5
American Indian and Alaska Native	0.2	0.2
Asian	0.2	14.6
Black or African American (Non-Hispanic)	6.1	7.6
Other	0.1	0.4
Immigration and Language		
Foreign Born	41.2	32.5
Language other than English spoken at home (adults)	87.3	56.3

Source: U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

Health Considerations

Health outcomes are driven in part by the built environment, and how well one's neighborhood encourages and supports health affirming activities.

Florence-Firestone is in the County's Public Health Service Planning Area 6 (SPA 6). In 2020, Coronary Heart Disease and Diabetes Mellitus were the #2 and #3 causes of death in SPA 6, after COVID-19.¹ Rates of obesity are considerably higher in Florence-Firestone for children, teenagers, and adults than in LA County generally.

Regular physical activity such as daily walking is a critical strategy for preventing heart disease and diabetes. Thirteen percent of youth report engaging in regular physical activity, consistent with LA County; while over 42 percent of adults report walking at least 150 minutes in the last week, more than LA County generally.²

Poor health outcomes are also worsened by food insecurity, which is related to both affordability and physical access to healthy food. In 2018, 26.8 percent of LA County households with incomes less than 300 percent of the Federal Poverty Level (FPL) experienced food insecurity, which includes households reporting low food security

and very low food security. This figure was nearly 32 percent for Service Planning Area 6, which includes Florence-Firestone. In Florence-Firestone, nearly 1500 people live farther than 1/2 mile from a supermarket or grocery store, and about 8 percent of households do not have access to a car to get them there. Further, between April and July 2020, in the wake of the COVID-19 pandemic, 41.6 percent of households in LA County below 300 percent FPL experienced food insecurity at some point.³

Just over 5 percent of people aged 19-64 in Florence-Firestone have a disability, slightly more than LA County. However, the proportion of disabled seniors over the age of 65 is 3.1 percent in Florence-Firestone, compared to nearly 5 percent in LA County.⁴

3 Los Angeles County Department of Public Health, Food Insecurity in Los Angeles County Before and During the COVID-19 Pandemic, November 2021. USDA Food Access Research Atlas, 2021.

4 U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

1 Mortality in Los Angeles County, 2020: Provisional Report. Los Angeles County Department of Public Health. Office of Health Assessment and Epidemiology. May 2022

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

Table 13-2: Florence-Firestone Causes of Death

(Selected) Causes of Death Death rate (per 100,000 population)	Percent in Florence-Firestone	Percent in Los Angeles County
Diabetes (ages 18+)	17.2	11.8
Heart Disease (ages 18+)	4.3	6.5

Table 13-3: Florence-Firestone Health Indicators

	Percent in Florence-Firestone	Percent in Los Angeles County
Obesity		
Children overweight (ages 2-11)	19.1	13.5
Teens overweight (ages 12-17)	48.9	34.2
Adult obesity (ages 18+)	40.5	29.6
Physical Activity		
Regular physical activity (ages 5-17)	13.4	14.3
Walked at least 150 minutes per week (ages 18+)	41.9	38.4
Respiratory Illness		
Children ever diagnosed with asthma (ages 0-17)	11.4	12.9
Adults ever diagnosed with asthma (ages 18+)	12.0	15.2
Disability¹		
Persons with a disability under age 65	5.5	6.3
Food Access		
Live ½ mile or more from a supermarket/grocery store	2.0	36.8

Sources: AskCHIS Neighborhood Edition 2020, Los Angeles County Department of Public Health 2021, U.S. Census Bureau American Community Survey 1- and 5-year estimates 2017-2021

¹ In an attempt to capture a variety of characteristics that encompass the definition of disability, the ACS identifies serious difficulty with four basic areas of functioning – hearing, vision, cognition, and ambulation. These functional limitations are supplemented by questions about difficulties with selected activities from the Katz Activities of Daily Living (ADL) and Lawton Instrumental Activities of Daily Living (IADL) scales, namely difficulty bathing and dressing, and difficulty performing errands such as shopping. Overall, the ACS attempts to capture six aspects of disability: (hearing, vision, cognitive, ambulatory, self-care, and independent living); which can be used together to create an overall disability measure, or independently to identify populations with specific disability types. Source: U.S. Census Bureau, 2023.

Land Use

Land use policies impact residents' health and physical activity. These policies can play a role in how residents access destinations like parks and schools, how close residents live to polluting industry, and the extent to which a community is overcrowded,¹ for example. The Los Angeles County 2035 General Plan provides the policy framework for how and where the unincorporated County will grow through the year 2035 by designating each neighborhood or block for different categories of land uses, such as residential, commercial, industrial, or natural resources. Specific zoning is then applied in the Los Angeles County Code to implement each area's land use designation through development standards and other rules consistent with the General Plan's land use maps. Most of Florence-Firestone is designated for residential use, with heavy industrial areas mostly in the eastern side of the community along the Alameda corridor.

Most residences in the community are relatively small and show signs of overcrowding.² The densest residential areas in Florence-Firestone are in the northwest and west. In Florence-Firestone, only 39.9 percent of residents own their homes, compared to 45.4 percent of people in Los Angeles County. Figure 13.1 shows land use designations in Florence-Firestone, as well as destinations like schools and parks.

¹ Garage conversions into living spaces, high number of persons per household, or other informal housing situations have been identified as contributing factors to overcrowding in Florence-Firestone. Los Angeles County Department of Regional Planning. Florence-Firestone Community Plan, page 29. 2019.

Figure 13-1: Florence-Firestone Land Use Designations



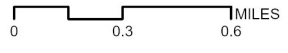
Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

DESTINATIONS

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

LAND USE

- General Commercial
- Low/Medium Density Residential
- Medium Density Residential
- Low Density Residential
- Heavy Industrial
- Light Industrial
- Mixed Use
- Parks and Recreation
- Public and Semi-Public



- Traffic Signal
- Rail

Park Access

Measures of park access evaluate the distribution of park land within Florence-Firestone and whether residents can easily access it. The closer a person lives to a park, the more likely it is they will use it regularly. Most pedestrians are willing to walk up to one half-mile (approximately ten minutes of walking), to reach their destination.¹

About 41 percent of Florence-Firestone residents live further than one half-mile of a local park. Park space in Florence-Firestone totals 1.2 acres per 1,000 residents. This is lower than the LA County average (3.3 acres), and lower than the County's adopted goal of 4 acres per 1,000 residents.² Further, just two percent of residents in the Metro Planning Area, which includes Florence-Firestone, are within walking distance of a Regional Recreation Park.³ These factors help explain the County's 2016 assessment of Florence-Firestone's park needs as being "Very High."

There are five parks in Florence-Firestone, each of which provides amenities and services to the community, including:

- ▶ Franklin D. Roosevelt Park
 - ▶ Athletic fields
 - ▶ Senior Center
 - ▶ Gymnasium
 - ▶ Youth programs
- ▶ Ted Watkins Memorial Park
 - ▶ Computer center
 - ▶ Skate park
 - ▶ Tennis courts
 - ▶ Swimming pool
- ▶ Col. Leon H. Washington Park
 - ▶ Notable basketball league
 - ▶ Community Center
 - ▶ Gardening
 - ▶ Cycling
- ▶ Bethune Park
 - ▶ Skate park
 - ▶ Swimming pool
 - ▶ Youth sports
 - ▶ Toy loan program
- ▶ El Parque Nuestro
 - ▶ Community educational kiosks
 - ▶ Exercise circuit
 - ▶ Playground

Funded by California State Parks, a new linear park is also in development just north of 92nd street in a Los Angeles Department of Water and Power utility corridor. The park will feature paths, fields, playgrounds, and other park amenities.

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

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

³ Regional Recreation Parks are multi-use parks that provide formal recreational opportunities. As opposed to local parks, these large parks encompass an area of over 100 acres and contain at least three formal recreation amenities such as athletic courts and fields, playgrounds, and swimming pools. Source: Department of Parks and Recreation. Park

PREVIOUS PLANS AND PROJECTS

This Plan builds on previous planning efforts in Florence-Firestone.

An overview of existing countywide plans can be found in Chapter 1 of *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities (Step by Step)*, and more details are listed in Appendix A of *Step by Step*. Where applicable, recommendations and community input from these efforts have informed development of this plan.

Florence-Firestone Transit Oriented District (TOD) Specific Plan (2023)

The specific plan's goals are to increase the opportunities for affordable housing, encourage transit development and access to transit, and to increase active transportation use. The plan will also address land use, zoning, and mobility improvements near the Metro stations in Florence-Firestone. The specific plan will implement the Transit Oriented District Program of the Los Angeles County 2035 General Plan. The specific plan was adopted by the Board of Supervisors in on February 7, 2023.

Green Zones Program (2022)

The Green Zones Program was initiated by a Board motion in 2015. Through the program, the County is working to enhance public health

and land use compatibility in communities that have disproportionate pollution burdens. The plan aims to address land use policies that allow polluting industries to operate near residential areas or schools, raise awareness of environmental justice in the community, identify sources of pollution, and work with polluting industries to improve environmental impacts. The Green Zones Ordinance was adopted by the Board of Supervisors on June 14, 2022.

Los Angeles County Vision Zero Action Plan (2020)

The Vision Zero Action Plan identifies Collision Concentration Corridors (CCCs), defined as any half-mile County-maintained roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. In Florence-Firestone, portions of Firestone Boulevard, Alameda Street, 92nd Street, Slauson Avenue, Hooper Avenue, Compton Avenue, Gage Avenue, Florence Avenue, Nadeau Street, Santa Fe Avenue, and Pacific Boulevard are identified as CCCs. Firestone Boulevard, Alameda Street, and 92nd Street rank in the top 20 CCCs among

all County-maintained roads. The County is identifying opportunities to implement traffic safety infrastructure enhancements and programs along the CCCs.

Florence-Firestone Community Plan (2019)

This plan was adopted in Fall 2019 to guide development and land use that best meets the needs of the community. Goals of the plan include creating safer public spaces that reduce crime and traffic conflicts between pedestrians and motor vehicles, address land use that puts industry too close to residences, encourage increased investment in all modes of transportation, and support investment in transit-oriented community design. The community plan is an extension of the General Plan. The plan envisions higher density development near transit stations to help alleviate overcrowding in smaller homes, revitalization of commercial districts, and improved connections to transit.

Florence-Firestone Community Parks and Recreation Plan (2010)

The purpose of this Community Parks and Recreation Plan is to plan for parks and recreation

services that meet the needs of residents in Florence-Firestone. This Plan provides strategic direction for implementing a bold "green-rich" vision for Florence-Firestone, and serves as a guide for the improvement of existing and development of future parks and recreational facilities. Plan goals include Enhanced active and passive recreation opportunities; and Improved accessibility and connectivity to an urban trail system.

Florence Firestone Vision Plan (2009)

This plan provides a comprehensive, long-term vision for the community through the collaborative efforts of residents, businesses, stakeholders, County departments, and local organizations. It informed the Florence-Firestone Community Plan and other planning efforts and studies that followed. The Community Vision is divided into two parts – changing the socio-economic conditions in the community, and changing the physical environment through land use, transportation and other physical improvement projects; the latter includes a strategy to Make the Transportation System Safer and More Efficient.

COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (Public Health) and Los Angeles County Public Works (Public Works), the Los Angeles Neighborhood Initiative (LANI) led outreach efforts to gather community input throughout the development of the draft Florence- Firestone Community Pedestrian Plan (Plan). The project team used an engagement strategy based on the Plan’s goals and an understanding of existing community-identified issues. The project team then analyzed community input and feedback, which inform this Plan and its recommendations.

Outreach was conducted in two phases, before and after the draft Plan was released in October 2022. The first phase of engagement helped the project team understand barriers and opportunities for walking in Florence-Firestone. The second phase gave community members an opportunity to respond to the draft Plan and identify additional or revised enhancement ideas.

These efforts took place between June 2021 and February 2023, and included attending existing meetings held by community organizations, schools, and neighborhood groups; tabling at community events; convening focus groups;

stakeholder interviews; surveys; community workshops; and community data collection activities. Project staff held a total of four in-person and two virtual community workshops, five Community Advisory Committee meetings, and three community walks, and attended multiple community events and ongoing meetings throughout the project community. A summary of these outreach activities, and key findings on barriers to walking in the community and desired enhancements, amenities, and programs are provided in this section.

Community members expressed a desire for improved walkability and connectivity to desirable destinations, parks, libraries, and bus stops; more green spaces, trees, and native plants; enhanced/new pedestrian crossings, new sidewalks, and pedestrian lighting. Community members also identified additional concerns when walking due to speeding cars and unsafe drivers, crowded sidewalks, and personal safety.

Community Advisory Committee

The team assembled a Community Advisory Committee (CAC) to provide guidance on community engagement efforts and inform this planning process, from advice on community concerns to priorities and preferences. The CAC included seniors, business owners, parents, homeowners, community representatives and members of local organizations and advocacy groups such as Juntos Florence-Firestone Together and the Florence-Firestone Community Organization.

Five CAC meetings were held throughout the Florence-Firestone Community Pedestrian Plan process, during which CAC members learned about community data collection methods, County processes, and the connections between walkability, public health, public safety, and advocacy.

Community Collaboration

To maximize community involvement, LANI and Public Health identified recurring meetings to reach stakeholders where they already convened. This also helped the team identify specific populations in the community and host

presentations, focus groups, and stakeholder interviews to better understand concerns and opportunities for walking in Florence-Firestone.

Development of the draft Plan coincided with the COVID-19 pandemic, making community engagement challenging. During the first phase of the project, the team used a mix of in-person outdoor activities and virtual engagement to reach community members, in light of emergency public health measures limiting indoor activities, and amid multiple surges in case rates.

The team asked participants at in-person events to identify challenges to walking by drawing on a large-scale community map, and by entering comments and feedback using an online mapping tool. Community members were also asked to complete a survey, online or in-person, that asked about their experiences walking in the community.

Participants frequently identified unsafe crossings due to vehicles speeding, crowded sidewalks, safety concerns about gang presence, and encampments.

Community groups and organizations engaged in the development of the draft Plan included:

- ▶ Diego Rivera Learning Complex Safe Passages Group
- ▶ Florence-Firestone Community Organization
- ▶ Juntos Florence-Firestone Together
- ▶ United Parents and Students

Community Events

To get a comprehensive understanding of the community's needs, the project team identified and participated in community events that provided an opportunity to reach stakeholders who may not typically attend County workshops. At each event, stakeholders provided input on a map of Florence-Firestone, identifying barriers

and challenges to walking. The team also encouraged stakeholders to complete a survey on their current walking habits, concerns, and desired projects. The project team collected a total of 86 surveys completed in English and Spanish.

Respondents' top three areas of concern:

- ▶ Crime, violence, and/or gangs
- ▶ Fear of theft or robbery
- ▶ Trash on sidewalks

Community events the project team attended included:

- ▶ Florence-Firestone Community Organization Back to School Fair
- ▶ Florence-Firestone Community Organization Thanksgiving Turkey Giveaway
- ▶ Halloween Trick or Treat at Roosevelt Park and Bethune Park
- ▶ Parks After Dark at Roosevelt Park
- ▶ Parks After Dark Resource Fairs at Roosevelt, Bethune, Watkins, and Col. Washington Parks
- ▶ South LA CicLAvia



Community members talk to the project team in Florence-Firestone

- ▶ Spring Jubilee Resource Fair at Bethune Park
- ▶ Supervisor Holly J. Mitchell's Community Listening Session
- ▶ Supervisor Mitchell-sponsored vaccination clinics at Roosevelt Park

Community Data Collection

PEDESTRIAN COUNTS

The project team trained community volunteers in conducting pedestrian counts, further involving stakeholders in developing the Plan while also collecting valuable baseline data on walking. Pedestrian counts provide the County with a snapshot of current pedestrian volumes on specific corridors and throughout Florence-Firestone. Volunteers conducted counts in 2022 on one weekday (Tuesday, March 15) and one weekend day (Saturday, March 12). Counts occurred during peak weekday travel times (7AM - 9AM, and 4PM - 6PM) and peak weekend travel times (11AM - 1PM).

These manual counts helped the project team validate automated count data collected at the same locations and around the same times.

Data collected will be used by the County to evaluate changes in the rates of walking in Florence-Firestone. Pedestrian count data are summarized in the Walking and Driving section of this chapter.

PHOTOVOICE PROJECT

CAC members conducted a photovoice project between March 9 and March 23, 2022. Photovoice is a visual research method where participants document their community through photography and narratives. Participants documented what they saw when walking in the community to help the project team gain a more in-depth understanding of current conditions. Common themes identified included lack of ADA accessible ramps, lack of marked crosswalks, and obstructions on sidewalks.

A photo submission and caption by a CAC member states: "This is where I cross when I'm coming from the park or from picking up my brother from school. First, I peek to check if the train or Metro is coming; if it is, then I know I will be able to cross safely if I wait for a minute or two. Otherwise, I have to wait for a car to stop and let me cross or wait for the endless stream

of cars to end. There is a pedestrian island that is very helpful for crossing this street, but there are barriers on the sidewalk (pictured in the middle right side) on both sides that are trying to prevent me from crossing there, but I don't thoroughly understand why."

WALK AUDITS

A walk audit is an unbiased evaluation of the walking environment to identify opportunities for enhancements related to the safety, access, comfort, and convenience of the walking

environment. An audit can also be used to identify potential alternatives or solutions such as engineering treatments, policy changes, or education measures.

Following the release of the draft Plan, the project team hosted three community walk audits in Florence-Firestone. On January 21, 2023, the project team hosted a walk with Juntos Florence-Firestone Together. Then, the project team joined Diego Rivera Learning Complex - Safe Passages Group for a walk on February 7, 2023. On February 11, 2023, the project team hosted a third walk with Florence-Firestone Community Organization.

Community Workshops Phase 1

On Saturday, November 20, 2021, Public Health hosted two community open house workshops, one each at Roosevelt Park and Ted Watkins Park. During the workshops, attendees identified barriers to walking in Florence-Firestone, including locations of speeding and dangerous



Intersection of 92nd Street and Graham Avenue. Photo Submitted by Yanel Saenz, CAC Member and Florence-Firestone Resident

driver behavior, broken sidewalks, unhoused people on the pedestrian path, and areas lacking pedestrian-scale lighting.

The project team recorded this information using maps and flip charts. Participants also used post-it notes to record their own input and attached them to the map or flip chart. Community members were also asked to identify the types of improvements they would like to see by “voting” with dot stickers on a poster that illustrated the County’s “toolbox.”

Finally, participants were encouraged to fill out a paper survey that asked about their current walking habits, concerns, and desired projects in the community.

On December 9, 2021, Public Health hosted a virtual Pedestrian Plan Workshop, at which the project team provided attendees with an overview of the project, and solicited input from stakeholders from different project communities in separate virtual “rooms.”

Community members identify key issues and opportunities at Workshop 1 in Florence-Firestone

Concerns and opportunities included:

- ▶ Cut-through traffic
- ▶ Unsafe crossings
- ▶ Crowded sidewalks and obstacles due to sidewalk vending
- ▶ Gang presence and crime
- ▶ Speeding near schools



- ▶ Encampments
- ▶ Improved street/pedestrian lighting
- ▶ Traffic calming, particularly near schools
- ▶ Balancing sidewalk space for vendors and pedestrians
- ▶ Continue/expand gang intervention program(s) like Safe Passages and Parks After Dark

Community Workshops Phase 2

Following the release of the public draft of the Florence-Firestone Community Pedestrian Plan, project staff held two in-person workshops, one at Roosevelt Park on December 15, 2022 and one at Washington Park on January 14, 2023.



At each of these workshops, project staff used posterboards and large maps to illustrate the Plan's proposed projects and programs and to solicit feedback from participants.

On February 2, 2023, Public Health also hosted a virtual Pedestrian Plan Workshop to discuss the proposed infrastructure and programmatic projects. Virtual "rooms" gave members from different project communities the opportunity to provide input on the recommendations.

Comments received during these workshops identified the community's desire for additional proposed projects including:

- ▶ Pedestrian-scale lighting
- ▶ Traffic calming along corridors such as Hooper Avenue
- ▶ Improved crossings with high-visibility crosswalks and flashing beacons or signals
- ▶ ADA compliant curb ramps
- ▶ Improved bus stops

Community members provide feedback on proposed projects and programs in Florence-Firestone during phase 2 workshops

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

To understand current levels of walking in Florence-Firestone, the County looked at statistics about commuting to work and car ownership; and conducted pedestrian counts at select locations in the community.

Florence-Firestone residents report driving alone to work more often than carpooling to work. Residents in Florence-Firestone are more likely to have access to a vehicle, and notably, are more likely to have access to 3 or more vehicles compared to Los Angeles County. This may be due to multiple families or adults sharing a single home. Rates of public transportation use is high relative to LA County overall; Florence-Firestone residents are more than twice as likely to use public transit when compared to LA County residents.¹ This could be due to the presence of the Metro A Line light rail connection to downtown Los Angeles and the City of Long Beach.² The Metro A Line has three stops in Florence-Firestone: Firestone, Florence, and Slauson Stations.

¹ U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

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

The area is also served extensively by local Metro local bus lines:

- ▶ Lines 108 along Slauson Avenue
- ▶ Line 110 along Gage Avenue
- ▶ Line 102, 111 and Metro Shuttle 111 along Florence Avenue
- ▶ Line 53 along Central Avenue
- ▶ Lines 55 along Compton Boulevard

Metro is also planning a Florence Avenue Bus Priority Lanes Project between West Boulevard and the Florence A Line Station. This project would add bus priority lanes in both directions for Metro Line 111 during weekday peak hours from 7:00–10:00AM and 3:00–7:00PM.

Additionally, Public Works operates The Link buses, which provides additional connections to key destinations in Florence-Firestone. The Link-Florence-Firestone/Walnut Park serves the Metro A Line and key destinations including Washington, Bethune and Roosevelt Parks, Florence and Graham libraries, and other heavily traveled destinations. At just 25 cents per ride, The Link currently operates on weekdays 7:00AM–6:00PM and on Saturdays 9:00AM–6:00PM.

Pedestrian counts were conducted at five locations in Florence-Firestone. Manual pedestrian count data was collected by community volunteers at four of the five locations and are summarized in Table 13-4. Automated counters were installed at all five locations between March 9 to March 17, 2022 (Table 13-5).

Counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in Florence Firestone may seem low in another community. Counts are also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals.

The highest number of pedestrian movements observed during the manual counts was at 7:00AM at Florence Avenue between Beach Street and Holmes Avenue. This intersection is near numerous community destinations such as Florence Elementary School, Roosevelt Park, the library, a medical center, and retail stores. The peak pedestrian day collected from the automated counts was on Sunday at Compton Avenue between 60th Street and 61st Street, which may be due to the nearby church and

weekend swap meet location. More pedestrian count data can be found in Appendix C of *Step by Step*.

MOTOR VEHICLE VOLUMES

Florence Avenue is one of the highest-volume roads in Florence-Firestone. Within the boundaries of the community, the intersection of Florence Avenue and Graham Avenue has an average daily traffic volume of nearly 31,000 vehicles. Other major roadways in Florence-Firestone, including Compton Avenue, 92nd Street, and Firestone Boulevard, have an average daily traffic volume range between 18,000 and 28,000 vehicles.¹

POSTED SPEED LIMITS

Posted speeds on major roads in Florence-Firestone vary between 30 mph (Compton Avenue, Hooper Avenue), 35 mph (Holmes Avenue, Nadeau Street, Firestone Boulevard), and 40 mph (Alameda Street). Most residential streets in Florence-Firestone have a posted speed limit of 25 mph.

¹ This information was collected via machine counts between 2016-2020. It is important to note that any data collected during the COVID-19 pandemic may be skewed. When possible, counts taken before 2020 were used to account for "typical" traffic volumes.

Table 13-4: Florence-Firestone Pedestrian Counts Summary

Location	Number of Pedestrians (Daily Average)	Peak Time
1731 E. Florence Ave - Between Beach St and Holmes Ave	262	7:00AM
6023 Compton Ave - Between 60th St and 61st St	200	12:00PM
1520 Firestone Blvd - Between Compton Ave & Miramonte Blvd	62	12:00PM
1918 Nadeau St - Between Bell Ave and Morton Ave	51	11:00AM

Source: Los Angeles County, April 2022

Table 13-5: Florence-Firestone Automated Pedestrian Counts Summary

Location	Pedestrian Average Daily Traffic	Peak Day
6026 Compton Ave - Between 60th St and 61st St	3160	Sunday
1741 E. Florence Ave - Between Graham Ave and Holmes Ave	2384	Friday
1301 E. Gage Ave - Between Hooper Ave and Parmelee Ave	1521	Wednesday
1905 Nadeau St - Between Morton Ave and Walnut Dr	1429	Friday
1519 Firestone Blvd - Between Compton Ave and Miramonte Blvd	1183	Thursday

Source: Los Angeles County, April 2022

Challenges to Walking

This section examines past pedestrian collisions in Florence-Firestone to better understand factors that lead to collisions, in addition to other challenges to walking, including nuisances and crime.

COLLISIONS

Between 2013 and 2022, there were 377 pedestrian-involved collisions in Florence-Firestone, with an average of 38 pedestrian-involved collisions per year. The highest concentration of these collisions occurred along Compton Avenue, Firestone Boulevard, and Florence Avenue as seen in Figure 13-3. Approximately 39 percent of these collisions occurred during peak commuting hours, which includes dawn and dusk (6AM - 9AM and 5PM – 8PM).

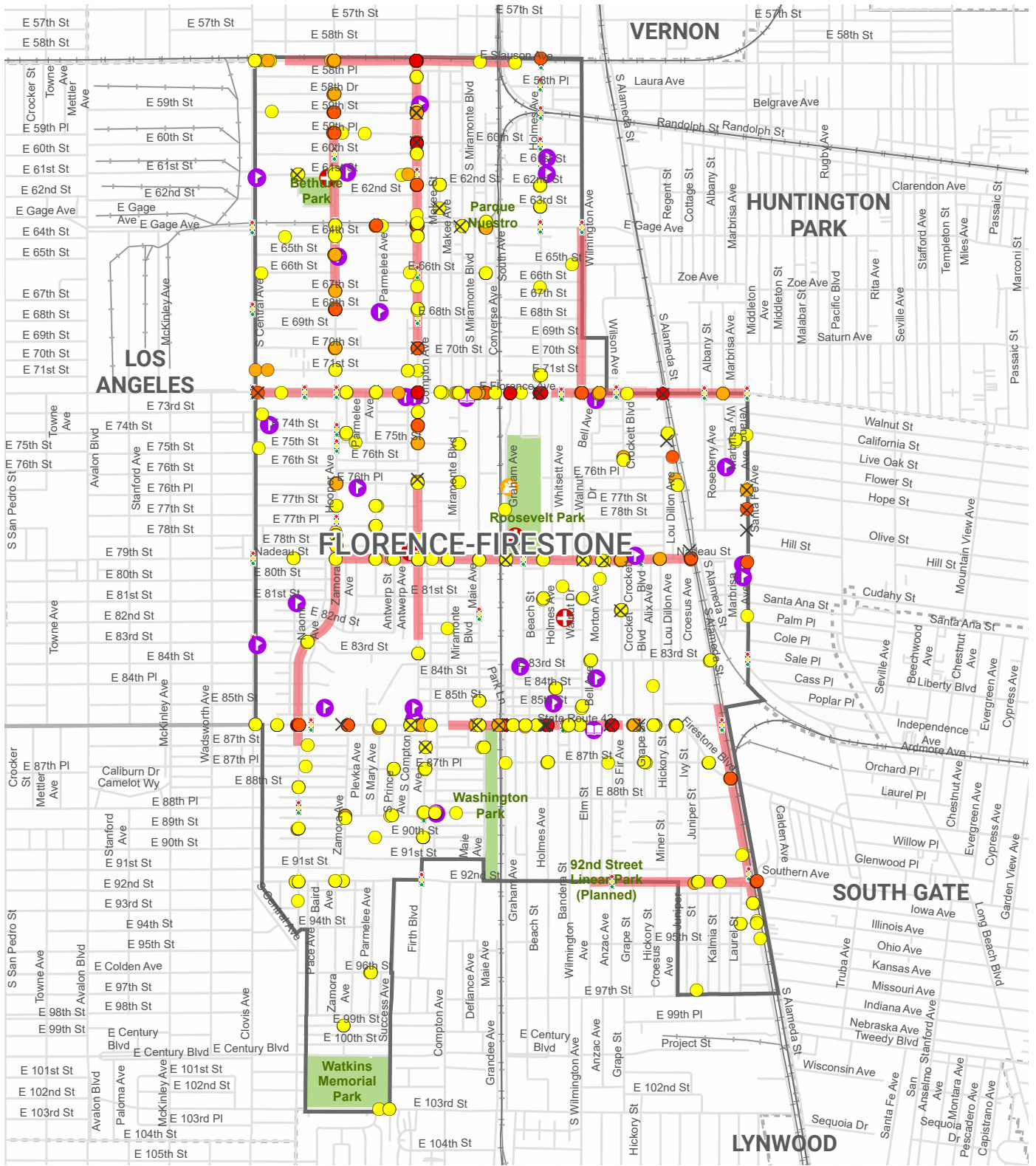
Dusk and dawn can be dangerous for pedestrians because it may require walking in the dark, and as the sun rises or sets the sun angle can impact a driver’s visibility of the roadway. Approximately 37 percent of the collisions occurred during daylight hours (9AM - 5PM). Many collisions involved a visible injury (41 percent) and 34 collisions (9 percent) included fatalities.

As part of the County’s Vision Zero Action Plan, locations where there are concentrations of fatal and severe injury collisions were identified. A Collision Concentration Corridor (CCC) is defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. CCCs are included on Figure 13-3.

The California Highway Patrol reported 38 percent of collisions in Florence-Firestone were attributed to the pedestrians’ failure to follow traffic rules (e.g., crossing mid-block outside of a crosswalk). Another 35 percent of collisions were attributed to a motorist’s failure to yield to a pedestrian who had the legal right-of-way.¹

¹ California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2013-2022, accessed on April 24, 2023. It is important to note that this collision data may not account for all collisions that occur in a community, such as those that go unreported. Collisions from 2021-2022 are provisional.

Figure 13-3: Map of pedestrian-involved collisions in Florence-Firestone (2013-2022)



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

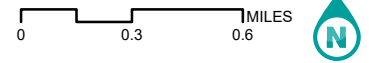
DESTINATIONS

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

PEDESTRIAN COLLISIONS

- Location with Fatality
- 1
- 2
- 3 - 4
- 5 - 7
- 8 - 10

- Collision Concentration Corridor
- Traffic Signal
- Rail
- Park



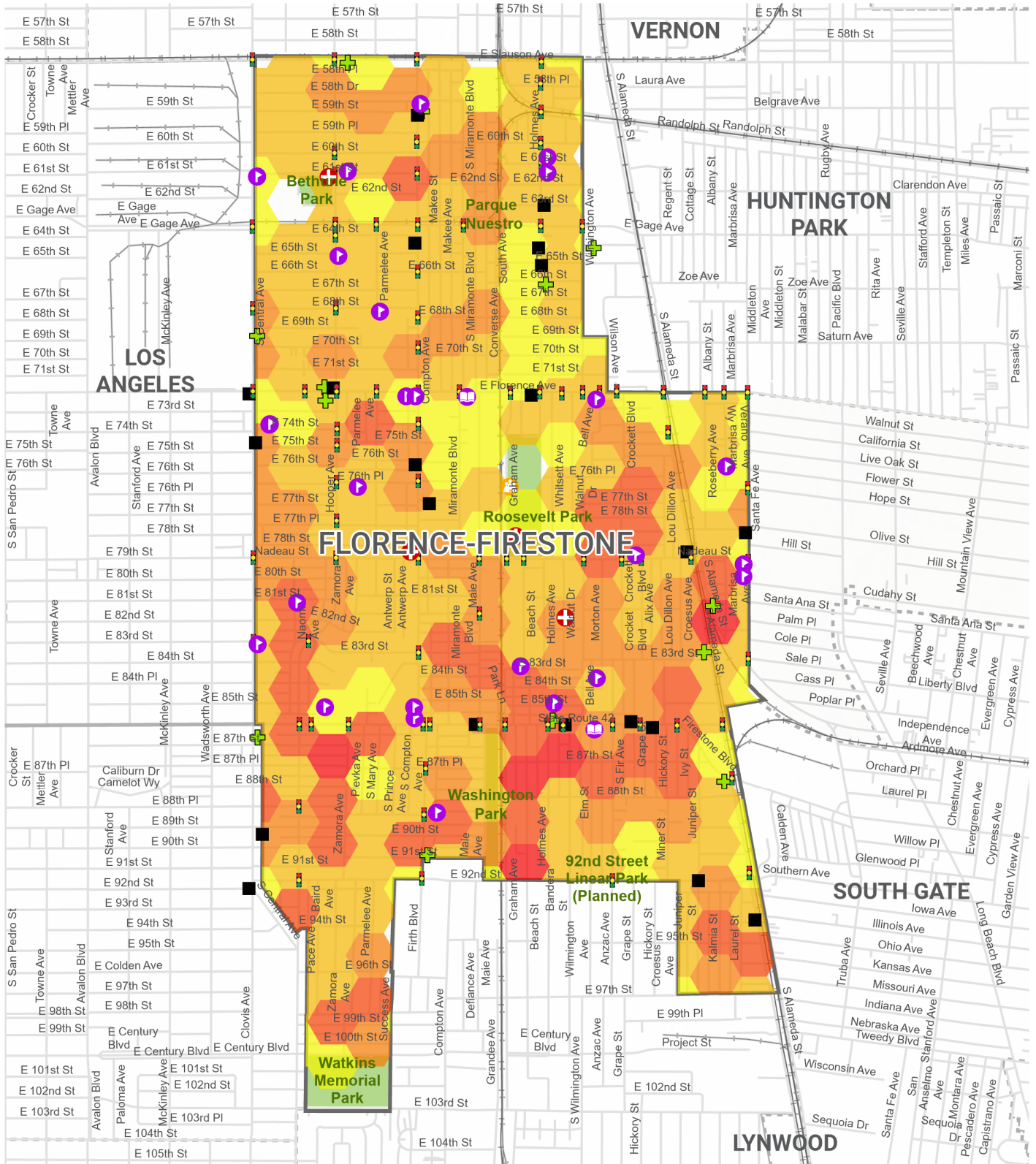
NUISANCE ACTIVITIES

Nuisance activities are those that are considered by some residents to be unwanted, undesirable, or illegal activities that may impact the real and perceived safety, comfort, and attractiveness of the surrounding environment. Figure 13-4 illustrates the locations of nuisance activities throughout Florence-Firestone, including:

- ▶ **Dispensaries:** There are a dozen known marijuana dispensaries in Florence-Firestone. Dispensaries are currently illegal to operate in unincorporated Los Angeles County, though they are legal in the City of Huntington Park, which borders Florence-Firestone.
- ▶ **Liquor Stores:** Liquor stores in a community have been associated with increased nuisance activities and can have negative health effects for residents living nearby. There are 21 liquor stores in Florence-Firestone, mostly on the western edge of the community bordering the City of Los Angeles.
- ▶ **Illegal Dumping:** Illegal dumping occurs throughout the community. The Los Angeles County Department of Parks and Recreation is planning a linear park in the utility corridor just north of 92nd Street, an area chosen in part because of the illegal dumping activities the area invites in its current undeveloped state. Illegal dumping can be detrimental to public health and can create a negative visual perception of safety, which can discourage pedestrian activity. Residents have also noted that illegal dumping obstructs and narrows sidewalks, making it difficult to walk.¹

¹ California Walks, Recommendations to Improve Pedestrian & Bicycle Safety in the Community of Florence-Firestone, 2017.

Figure 13-4: Map showing nuisance activities in Florence-Firestone, 2021



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

DESTINATIONS

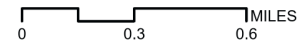
- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

NUISANCES

- Liquor Store
- Dispensary

ILLEGAL DUMPING COUNT

- >120
- 61 - 120
- 41 - 60
- 16 - 40
- <15
- Traffic Signal
- Rail
- Park



CRIME

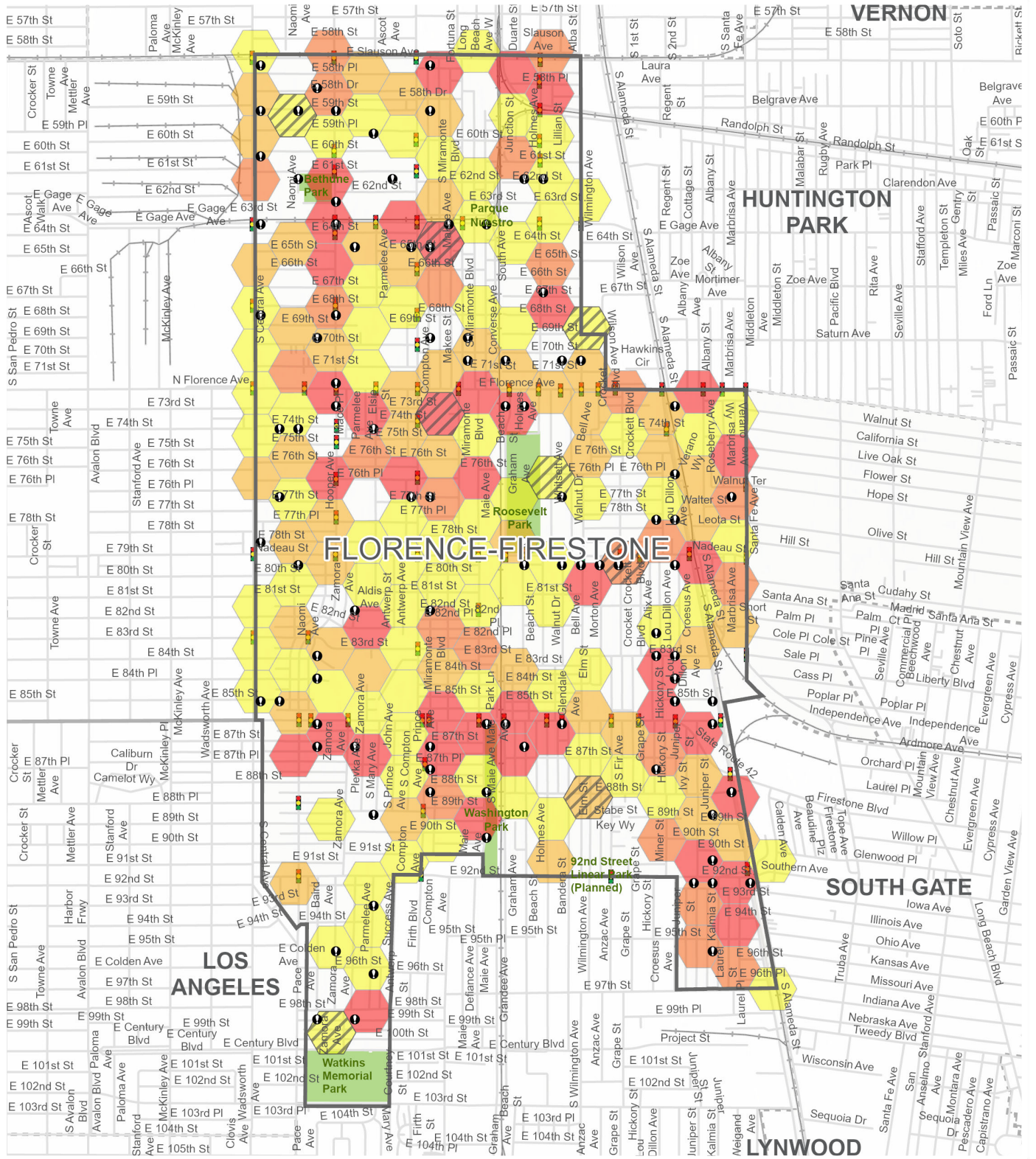
Fear due to real or perceived crime can limit access to public spaces. Community members identified crime as discouraging participation in healthy activities, such as walking and visiting public parks (see Community Involvement section). Figure 13-5 illustrates the location of crime activity within Florence-Firestone.

Between December 2019 and December 2020, the community experienced about 41 crimes per 10,000 people. Property crimes, which include burglary, theft, grand theft auto, and theft from vehicles, accounted for many reported crimes. Violent crimes, which include homicide, rape, aggravated assault, and robbery, accounted for nearly 38 percent of crimes committed in Florence-Firestone. Of these, robbery was reported most often. Violent crimes are shown in Figure 13-5, with homicide locations specifically identified.

GANG ACTIVITY

Gang related activity largely occurs along Central Avenue, Hooper Avenue, and Nadeau St (see Figure 13-5). Fear of gangs and gang violence can discourage people from walking or even leaving their homes.

Figure 13-5: Map showing violent crime and gang activity in Florence-Firestone (2020)



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

CRIME ACTIVITY REPORTED IN 2020

- Crime with Reported Gang Activity
 - Location of Reported Homicide
 - Traffic Signal
 - Rail
 - Park
- Number Violent Crimes**
- Least
 -
 - Most

0 0.3 0.6 MILES



ENVIRONMENTAL JUSTICE

Understanding environmental injustices and their tangible impacts on low-income communities of color is necessary to equitably address and enhance the walking experience in these places. Florence-Firestone is one of the most pollution-burdened communities in Los Angeles County, due to concentrations of polluting industries and intense transportation uses from truck-heavy routes to several major freeways. Florence-Firestone residents are exposed to multiple pollution sources that impact quality of life, harm community health, and often discourage outdoor recreation, including walking and other physical activity.

As a dense community surrounded by the region's major transportation systems, including the I-105, SR-110, and I-710 freeways, as well as freight and rail yards, Florence-Firestone's air quality is among the worst in California. According to the California Office of Health Hazard and Assessment's CalEnviroScreen 4.0 tool, all census tracts in Florence-Firestone rank above the 90th percentile for pollution burden, meaning their exposure to pollution is greater than the vast majority -- 90 percent -- of other census tracts statewide (Figure 13-6).¹ Diesel emissions from trucks and trains traveling along freeways and streets, including rail along the Alameda Corridor, contribute significantly to local and regional air pollution, including Particulate Matter 2.5 (PM 2.5) and Diesel Particulate Matter

(DPM). All census tracts in Florence-Firestone rank above the 80th percentile for PM 2.5, while 10 out of 13 census tracts rank above the 50th percentile for DPM.² Exposure to DPM and other polluting gases can cause lung cancer, premature death, chronic heart and lung disease, asthma, and decreased lung function in children.³

Pollution from nearby industries also impacts the health and well-being of Florence-Firestone residents and visitors, often affecting their ability to recreate and enjoy being outdoors. There are over 75 metal processing facilities in Southeast Los Angeles; 25 of these are within a mile of Florence Firestone.⁴ Metal processing has been known to release toxic metal air pollutants, including arsenic, cadmium, hexavalent chromium, lead and arsenic, which can result in an increase in mortality and serious illness.⁵ For over 90 years, the hazardous operations of a Vernon-based battery recycling facility released lead, arsenic, and other toxic substances and caused soil contamination in approximately 10,000 households in its surrounding communities, including Florence-Firestone. Exposure to these harmful chemicals can contribute to cancer, heart disease, as well as brain impairment and developmental effects in infants and children.⁶

1 <https://experience.arcgis.com/experience/11d-2f52282a54cee6cac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

2 <https://experience.arcgis.com/experience/11d-2f52282a54cee6cac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

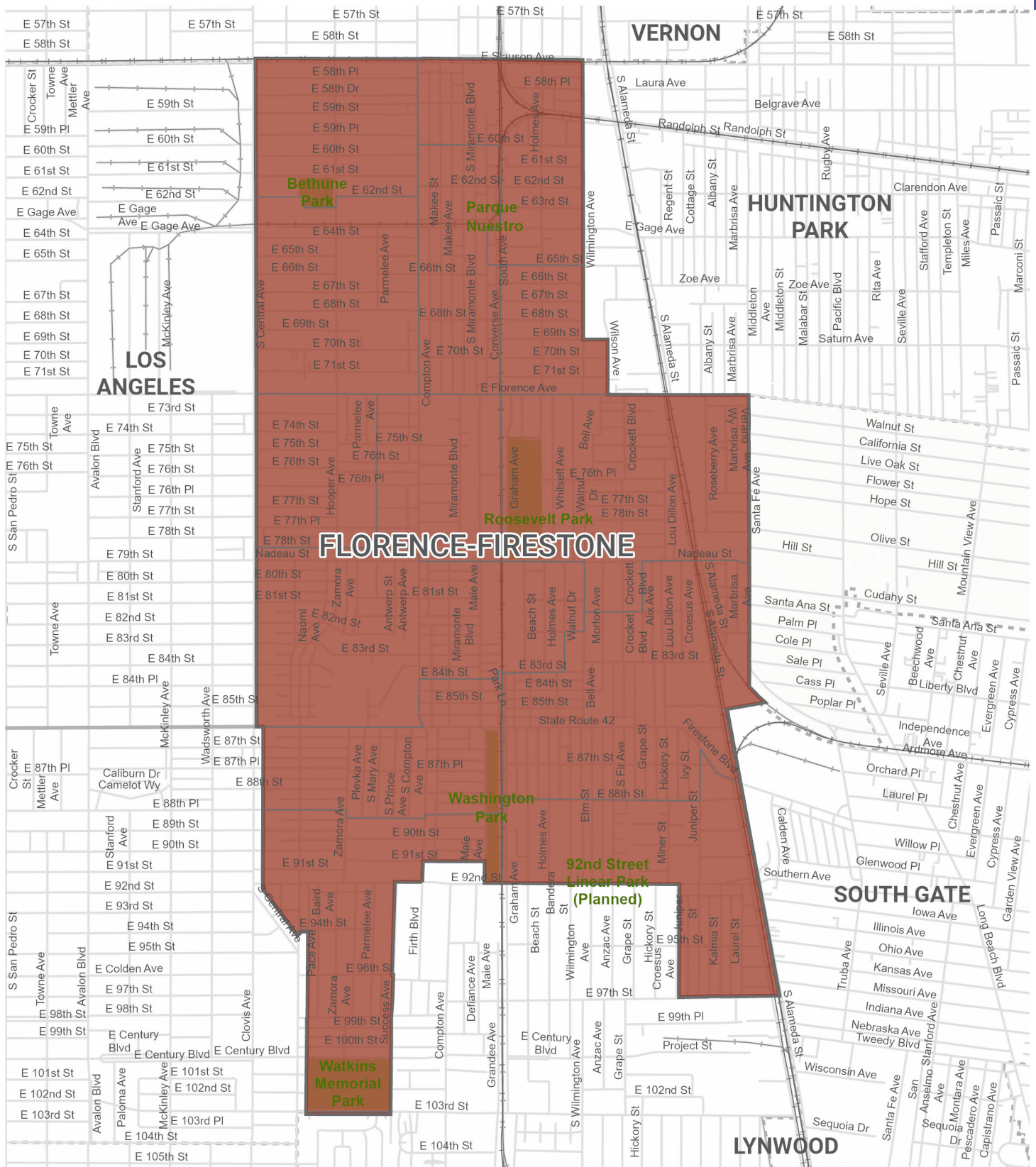
3 Source: <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>

4 SCAQMD. Southeast Los Angeles Community Emissions Reduction Plan, 2020.

5 SCAQMD. Southeast Los Angeles Community Emissions Reduction Plan, 2020.

6 <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>

Figure 13-6: Map of CalEnviroScreen 4.0 Results in Florence-Firestone



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

POLLUTION BURDEN PERCENTILE

75-100

0 0.3 0.6 MILES



CLIMATE

Hotter days and wetter storms due to a changing climate affect some populations more than others; depending on geography, social factors, and having the infrastructure in place to protect them from extremes. The LA County Climate Vulnerability Assessment (CVA) examines the County's social and physical vulnerability to climate hazards such as extreme heat, wildfire, and flooding — which are projected to become more severe in the coming decades.

The CVA's Social Sensitivity Index combines 29 indicators such as age, health, income, and transportation access to identify places with the greatest proportion of climate-sensitive residents. Florence-Firestone has 12 of 13 census tracts in the highest tier for social sensitivity in Los Angeles County, as shown in Figure 13-6.¹

Humans start to experience higher risk of heat illness at 95°F. According to the CVA, Florence-Firestone historically experiences 95th-percentile

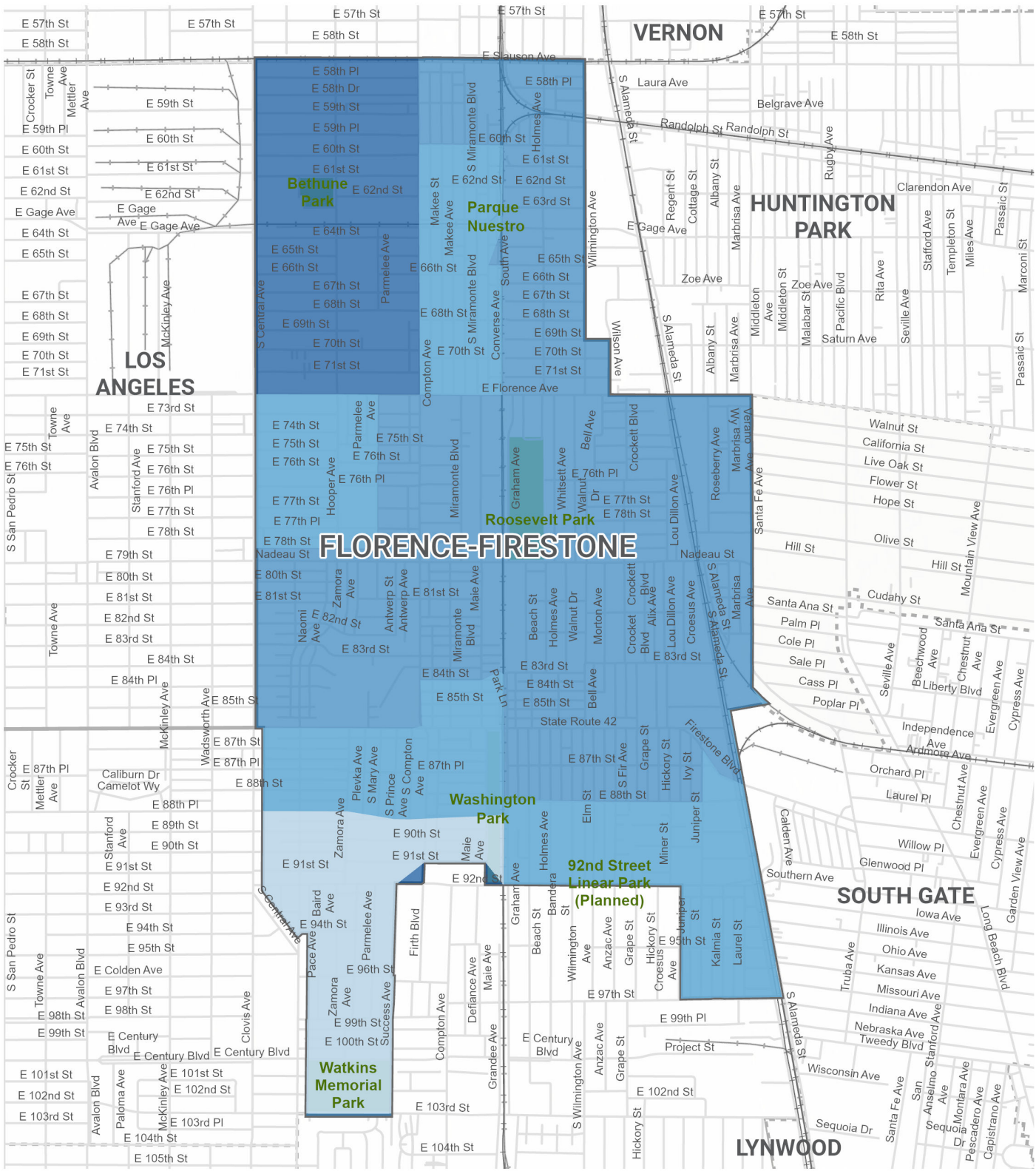
daily maximum temperatures of 89.7°F, which is projected to increase 7.8°F to 97.4°F by late-century. This means the hottest days will generally be much hotter than they are today, and far more unpleasant to walk or roll without refuge from the heat, such as shade trees, green spaces, and bus shelters.

Additionally, Florence-Firestone historically sees 29.8 heavy rain days each year, which the CVA projects will increase by 6.6 to 36.4 heavy rain days by late-century. Localized flooding can occur in inland places like Florence-Firestone when stormwater infrastructure is overwhelmed, and streets and sidewalks can become dangerous or impassable.

According to the CVA, Florence-Firestone has relatively low community-level adaptive capacity due to limited tree canopy (12 percent vs. 20 percent countywide), lots of pavement and other impermeable surfaces (72 percent vs. 23 percent countywide), and other features of the built environment that magnify the impacts of even modest increases in temperature.

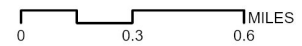
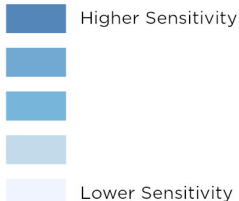
¹ The Social Sensitivity Index illustrated in Figure 12-7 incorporates the demographics and individual characteristics of the people living in each census tract. However, it does not measure the quality of the physical environment in which they live; and should not be the only factor in decision-making about projects and programs to enhance the pedestrian experience

Figure 13-7: Map of the Social Sensitivity Index for census tracts in Florence-Firestone



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

SOCIAL SENSITIVITY TO CLIMATE CHANGE



EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities, including sidewalks, crosswalks, traffic signals, curb ramps, tree canopy, and lighting conditions, all contribute to access as well as aesthetics that make places easier and more pleasant places to walk. This section looks at existing pedestrian facilities and opportunities for enhancement in Florence-Firestone. These opportunities are recorded in Figure 13-8 and Figure 13-9. The conditions shown in these figures are based on observations recorded during walk audits along specific corridors throughout the community. For information about the County's maintenance practices and procedures (e.g., restriping faded crosswalks), see Chapter 4 of *Step by Step*. For further description and examples of pedestrian facility types, see Chapter 3 of *Step by Step*.

Sidewalks

Sidewalks form the backbone of pedestrian transportation networks. Major corridors within Florence-Firestone have sidewalks and allow on-street parking. Florence Avenue, a major commercial corridor, mostly has sidewalks that are 14-15 feet wide, giving pedestrians ample space to travel. Compared to Florence Avenue,

several other corridors like Compton Avenue and Hooper Avenue have sidewalks as narrow as 5 feet, as seen in Figure 13-7. Sidewalk-related opportunities for enhancement include installing sidewalks, widening sidewalks, repairing damaged and uprooted sidewalks along Compton Avenue and elsewhere, and removing obstructions in the sidewalk while respecting local businesses that operate on the sidewalk. Installing sidewalks to close existing gaps along Slauson Avenue, near Compton Avenue, and Alameda Street near Nadeau Street, could further enhance the walking experience. In addition, the Firestone A (Blue) Line Station lacks surrounding bicycling and pedestrian infrastructure, and its location forces pedestrians onto busy Firestone Boulevard.¹

Crosswalks

Crossings at intersections are not required to be marked; however, marked crosswalks are installed to guide pedestrians and help to enhance driver awareness of potential pedestrian activity, increasing the chances that a driver will stop for a pedestrian. There are many different styles of crosswalk markings. Standard

¹ Los Angeles County Transit Oriented Districts Access Study, 2013.

crosswalk markings consist of two parallel lines, while both continental and ladder crosswalks are considered “high-visibility” patterns. These styles can enhance the visibility of crossings from greater distances than with standard markings.

Marked crosswalks exist only at select locations in Florence-Firestone, typically at intersections along major streets and minor streets as well as near schools. Most marked crosswalks are transverse crosswalks, consisting of two parallel white lines marked on the pavement.

Curb Ramps and Curb Radii

Curb ramps can assist all users in moving from the street to the sidewalk. For example, a sidewalk without a curb ramp can be a barrier to someone in a wheelchair, leading them to travel in the street instead of on the sidewalk and to use driveways for access to and from the sidewalk. Most curb ramps in the community are single curb ramps that align diagonally with the intersection. Refer to Chapter 3 of *Step by Step* for more information about different types of curb ramps.

Sizes of curb radii in Florence-Firestone vary. For example, the curb radius is 15 feet at Graham Avenue and Firestone Boulevard, near the Firestone Metro A Line Station, 20 feet at the intersection of Compton Avenue and Nadeau Street, and 30 feet on Florence Avenue near the Florence Metro A Line Station. There are many factors that determine the appropriate



Standard crosswalk near a Metro A Line Station.



An example of a ladder crosswalk with pedestrian signage.



An example of a continental crosswalk.

curb radius at intersections such as the types of vehicles that utilize the roadway, the available right-of-way, drainage patterns, among others. Smaller curb radii can enhance the pedestrian environment by slowing down turning vehicles and shortening the crossing distance.

Traffic Signals

All major intersections in Florence-Firestone are controlled by traffic signals and include push-button activated countdown pedestrian signals.

Lighting

Most lighting within Florence-Firestone is designed to illuminate the roadway and does not always light the sidewalk, which can discourage pedestrian activity at night. Street lighting is present at major intersections and the community's parks. However, limited pedestrian-scale lighting, defined in Chapter 3 of *Step by Step*, was observed along a segment of 87th Street, as shown in Figure 13-8.

Tree Canopy

According to the Healthy Places Index, eighty percent of other California communities have greater tree canopy coverage than Florence-Firestone.¹ Florence-Firestone has parkway trees throughout the community, although they are relatively sparse on the east side of the community, home to mostly heavy industry.

Dense tree canopy coverage can beautify the community, making walking feel safer and more pleasant; provide important mental health benefits; and improve overall quality of life.

Even so, while there are many benefits to a robust tree canopy, nearly all trees can conflict with surrounding infrastructure. Having enough space around and above trees is an important consideration in which species are planted, where, and for what purpose.



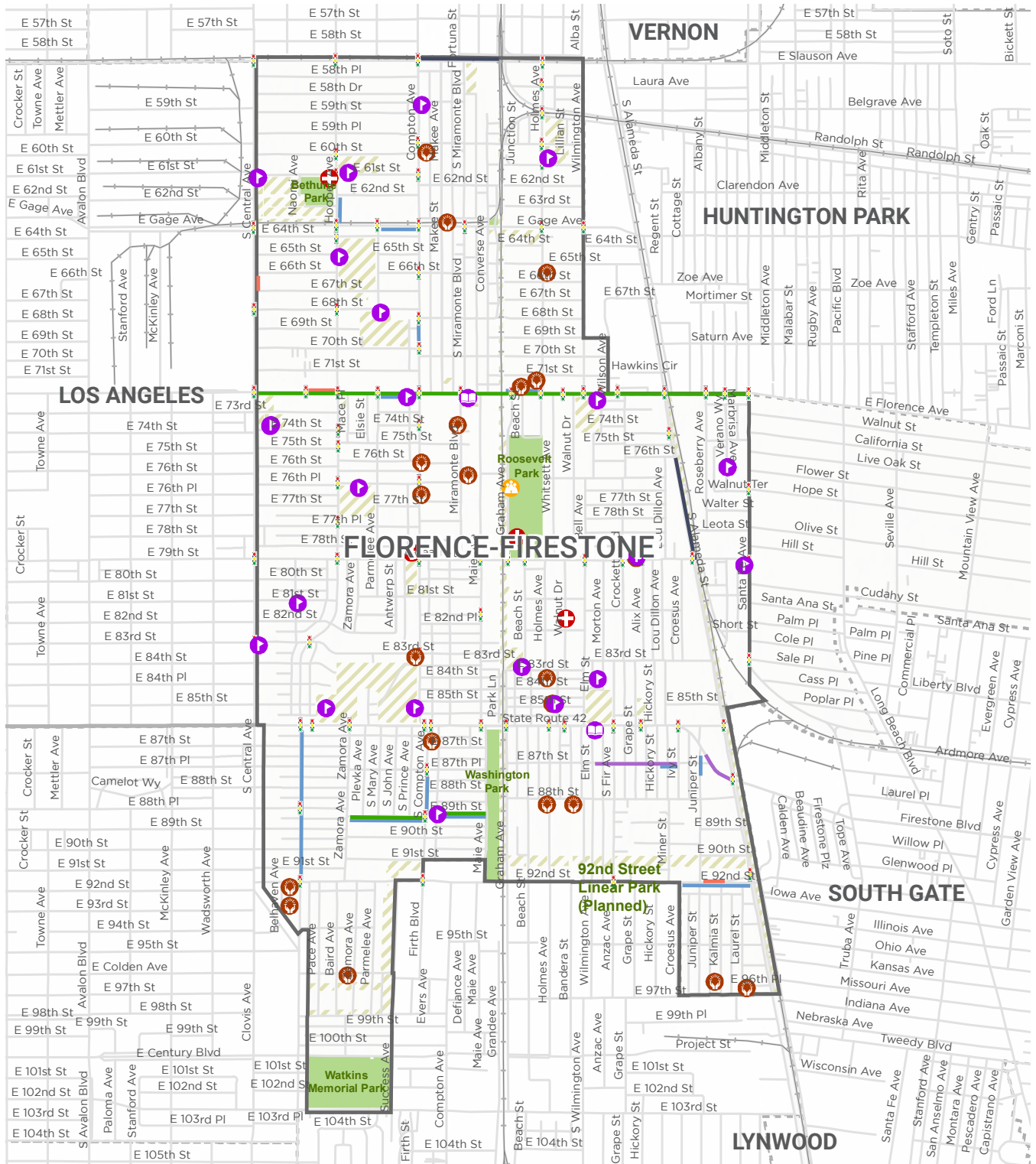
Street vending is an important community asset in Florence-Firestone. These small businesses bring vibrancy to the community and provide fresh produce and other goods and services.



Pedestrian-scale lighting at a transit stop. Such lighting can be both functional and attractive, helping to define how a place looks, feels, and serves the community.

¹Public Health Alliance, Healthy Places Index, 2011

Figure 13-8: Map of walk audit observations related to sidewalks and paths in Florence-Firestone



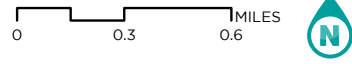
Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans, field observations

DESTINATIONS

- Schools
- Post Office
- Places of Worship
- Library
- Healthcare
- Community Organization
- Civic and Cultural

SIDEWALK OBSERVATIONS

- Damaged Sidewalk*
- Limited Lighting
- Limited Shade
- Narrow Sidewalk
- No Sidewalk
- Sidewalk Clutter
- Park
- Traffic Signal
- Rail



* For the purposes of this plan, damaged sidewalks are defined as locations with cracks, tree roots lifting up sections, or other issues with the existing pavement. Narrow sidewalks refer to those 4 feet wide or less and/or those that have obstructions such as utility boxes or signposts that make the walking path narrow. Observations were made by engineers from Alta Planning + Design in May 2021.

Figure 13-9: Map of walk audit observations related to intersections in Florence-Firestone



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

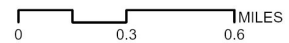
DESTINATIONS

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

INTERSECTION OBSERVATIONS

- Curb Ramps Missing or Damaged at Marked Crosswalks
- Curb Ramps Missing or Damaged at Unmarked Crosswalks

- Traffic Signal
- Rail
- Park



* Damaged curb ramps may include locations that are cracked or have other obstructions, or have obvious compliance issues like missing truncated domes. Observations were made by engineers from Alta Planning + Design in May 2021.

PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for Florence-Firestone's pedestrian network. Proposals were developed through conversations with County departments, public safety agencies, and community residents; as well as careful observations of the existing transportation network, to identify actions that can support efforts for people to walk, wheel, live and thrive in Florence-Firestone. The proposals are intended to inform County departments' pedestrian safety efforts; and provide a record of community needs and desires for residents, advocates, and policymakers.

Most proposed projects are concentrated on the community's major roadways such as Firestone Boulevard, Florence Avenue, Hooper Avenue, Nadeau Street, 92nd Street, Compton Avenue, and Slauson Avenue. A portion of these streets are Vision Zero Collision Concentration Corridors, and have high motor vehicle volumes and speeds, and were identified as priorities during community outreach. The proposed projects are categorized and defined in the following sections.

Corridor Studies - Potential roadway reconfigurations that could enhance walking conditions and potentially add more green space to the community, but need more extensive study to implement. For example:

- ▶ Reconfiguring the corridor of 92nd Street between Miner Street and Alameda Street to reduce traffic lanes and widen the sidewalks could provide more space for pedestrian activity and may reduce traffic speeds.
- ▶ Removing the slip lane at 92nd Street and Alameda Street would create an opportunity to extend the 92nd Street bike lane, additional tree plantings, and other greening enhancements.
- ▶ Reconfiguring Compton Avenue would reduce the ability for drivers to speed on the street, and installing pedestrian improvements for walking and crossing will make it easier for pedestrians to navigate the street and to visit its many businesses.

Crossing Projects - Facilities that enhance crossing the street at intersections and mid-block, including high-visibility crosswalks, advance yield markings, pedestrian-activated warning systems, new traffic signals with pedestrian signal heads, and ADA compliant curb ramps. Any recommendations to stripe a crosswalk (at controlled or uncontrolled locations) shall be consistent with local and state guidelines. For example:

- ▶ Crossing enhancements at Florence Avenue at Nadeau Street will help make walking feel safer and more comfortable for pedestrians. High-visibility crosswalks and leading pedestrian intervals will help to place the pedestrian in clearer view of drivers, and curb extensions will shorten the distances that the pedestrian has to cross in the street.
- ▶ Improving pedestrian crossing infrastructure and installing wayfinding signage on the 92nd Street corridor will make it easier and more convenient for pedestrians to access the future linear park planned for the utility corridor north of 92nd Street. Crossing improvements and traffic calming elements are also recommended for the streets bisecting the location of the future park, including Beach Street, Holmes Avenue, and Bandera Street.
- ▶ Crossing improvements along Slauson Avenue will be important for connections to Metro transit stops and the planned Metro Rail to Rail trail project. Metro will be

in charge of updating the existing standard crosswalks to high visibility crosswalks on the northern legs of the intersections along Slauson Avenue. However, the County could update the crosswalks on the remaining three legs of these intersections, which are County jurisdiction.

- ▶ Rectangular Rapid Flashing Beacons at midblock crossings like Florence Avenue and Converse Avenue will alert drivers of a pedestrian's presence and can make crossing midblock feel less dangerous for a pedestrian.
- ▶ Bus bulbs, like the one recommended at Nadeau Street and Crockett Boulevard, will benefit pedestrians because they can use the bulb as a curb extension, as well as transit users because it will allow the bus to quickly make the stop without needing to leave the travel lane.

Sidewalk/Path Projects - Facilities that could enhance walking down the street, including adding new or widened sidewalks and evaluating removal or relocation of driveways, such as:

- ▶ Installing sidewalks on the north side of Century Boulevard from Success Avenue to Central Avenue, would provide easier pedestrian access to Ted Watkins Memorial Park and nearby businesses for Florence-Firestone residents.

Traffic Calming - Facilities that could slow down drivers, reduce traffic volumes, and deter other dangerous driver behavior like donuts, such as mini roundabouts and all-way stops. Examples of proposed traffic calming projects include:

- ▶ Hooper Avenue and 92nd Street, which has a reported history of cars doing donuts. Installing a mini roundabout here could deter this behavior in the future.
- ▶ Near schools, such as on Bandera Street near Firestone Boulevard and 92nd Street.

Pedestrian Lighting - Human-scaled lights that provide lighting for people walking in Florence-Firestone, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 of *Step by Step* for more information about requesting pedestrian-scale lighting in Florence-Firestone. These proposals include, but are not limited to:

- ▶ Areas where there has been a history of crime, like along Hooper Avenue near Nadeau Street.

Green Alleys - Green alleyways use sustainable materials and drainage features to create public spaces for people to walk, play, and interact that also help manage stormwater, such as:

- ▶ The alley between Bandera Street and Elm Street from Firestone Boulevard and 92nd Street. A green alleyway would provide comfortable, car-free access to the planned linear park for the utility corridor north of 92nd Street.

These proposed projects are detailed in Table 13-5, and are mapped in Figures 13-9 and 13-10. Chapter 6 of *Step by Step* provides an overview of how the County will implement these projects, and Appendix D of *Step by Step* contains detailed information on potential funding sources.

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

Table 13-5: Proposed pedestrian projects in Florence-Firestone*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
58th Drive					Average Corridor Score: 42.5	
County	58th Drive & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	42.5
		East and west legs	Stripe continental crosswalk	\$6,000	\$10,000	
60th Street					Average Corridor Score: 40.0	
County	60th Street & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	40.0
		North and south legs	Stripe continental crosswalk	\$6,000	\$10,000	
61st Street					Average Corridor Score: 69.5	
County/ City of Los Angeles	61st Street (Central Avenue and Hooper Avenue)	Midblock	Stripe as yellow continental crosswalk	\$3,000	\$5,000	69.5
			Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	
		Both sides of midblock crossing	Install curb extension	\$130,000	\$200,000	
		West-east direction	Install advance yield marking	\$4,000	\$4,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
62nd Street					Average Corridor Score: 46.0	
County	62nd Street & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	49.5
		East and west legs	Stripe continental crosswalk.	\$6,000	\$10,000	
County	62nd Street & Miramonte Boulevard	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	42.5
		East and west legs	Stripe continental crosswalk.	\$6,000	\$10,000	
66th Street					Average Corridor Score: 50.0	
County	66th Street & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	50.0
		East and west legs	Stripe continental crosswalk.	\$6,000	\$10,000	
68th Street					Average Corridor Score: 45.8	
County	68th Street & Miramonte Boulevard		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	68th Street & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	47.5
		East and west legs	Stripe continental crosswalk.	\$6,000	\$10,000	
County	68th Street & Wilmington Avenue	Northwest and southwest corner	Install ADA compliant curb ramp	\$20,000	\$30,000	60.0
69th Street					Average Corridor Score: 45.0	
County	69th Street & Wilmington Avenue		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	45.0
70th Street					Average Corridor Score: 48.8	
County	70th Street & Miramonte Boulevard	North and south leg	Study for all-way stop	\$15,000	\$30,000	50.0
County	70th Street & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	47.5
		East and west legs	Stripe continental crosswalk.	\$6,000	\$10,000	
71st Street					Average Corridor Score: 50.0	
County	71st Street & Wilmington Avenue		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	50.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
82nd Street					Average Corridor Score: 55.0	
County	82nd Street & Beach Street	North leg	Install raised crosswalk	\$25,000	\$50,000	55.0
			Install rectangular rapid flashing beacon	\$80,000	\$80,000	
83rd Street					Average Corridor Score: 48.3	
County	83rd Street & Beach Street	East leg of north jog	Install raised crosswalk	\$25,000	\$50,000	60.0
County	83rd Street & Lou Dillon Avenue	North and south legs	Stripe continental crosswalk.	\$6,000	\$10,000	40.0
			Northwest, northeast, and southwest corners	Install curb extension	\$195,000	
County	83rd Street & Fir Avenue	West and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	45.0
			Southwest and southeast corners, north end of crosswalk	Install curb extension	\$195,000	
87th Street					Average Corridor Score: 36.0	
County	87th Street & Holmes Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	32.0
County	87th Street & Grape Street	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	27.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	87th Street & Ivy Street	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0
County	87th Street & Zamora Avenue	All way	Study for stop sign warrant	\$15,000	\$30,000	55.0
90th Street					Average Corridor Score: 30.0	
County	Alley north of E 90th Street (Maie Avenue to E 90th Street)		Install green alleyway/woonerf	Varies	Varies	30.0
92nd Street					Average Corridor Score: 53.0	
County	92nd Street & Alameda Street	Northwest corner	Remove slip lane	\$50,000	\$100,000	60.0
		North and south legs	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
County/ City of Los Angeles	92nd Street Utility Corridor & Bandera Street		Install midblock raised crossing with advanced yield markings, add speed cushions to Bandera Street	\$47,000	\$92,000	55.0
County	92nd Street Utility Corridor & Beach Street		Install midblock raised crossing with advanced yield markings, add speed cushions to Beach Street	\$47,000	\$92,000	52.0
County/ City of Los Angeles	92nd Street Utility Corridor & Elm Street		Install midblock raised crossing with advanced yield markings, add speed cushions to Elm Street	\$47,000	\$92,000	50.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	92nd Street & Baird Avenue	East-west direction	Install advance yield marking	\$4,000	\$4,000	43.7
		Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	
		East leg	Install rectangular rapid flashing beacon	\$80,000	\$80,000	
County/ City of Los Angeles	92nd Street & Bandera Street	Northeast corner	Install curb extension	\$65,000	\$100,000	57.0
		North and south legs	Stripe continental crosswalk.	\$6,000	\$10,000	
County	92nd Street & Beach Street	East leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	49.5
		North and south legs	Stripe continental crosswalk.	\$6,000	\$10,000	
		West-east direction	Install advance yield marking	\$4,000	\$4,000	
		Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	
City of Los Angeles	92nd Street & Croesus Avenue	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	55.0
		South leg	Stripe continental crosswalk	\$3,000	\$5,000	
County/ City of Los Angeles	92nd Street & Fir Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	50.0
		All corners	Install curb extension	\$260,000	\$400,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County/ City of Los Angeles	92nd Street & Firth Boulevard	East and south legs	Restripe as continental crosswalk	\$6,000	\$10,000	62.0
		All corners	Install ADA-compliant curb ramps	\$40,000	\$60,000	
County/ City of Los Angeles	92nd Street & Graham Avenue	North and south legs	Stripe continental crosswalk.	\$12,000	\$20,000	47.5
		All legs	Study for traffic signal warrant	\$375,000	\$500,000	
County/ City of Los Angeles	92nd Street (Graham Avenue to Alameda Street)	All ways	Install pedestrian-scale lighting	Varies	Varies	55.0
City of Los Angeles	92nd Street & Grape Street	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	50.0
		South leg	Stripe continental crosswalk	\$3,000	\$5,000	
City of Los Angeles	92nd Street & Hickory Street	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	50.0
		South leg	Stripe continental crosswalk	\$3,000	\$5,000	
County/ City of Los Angeles	92nd Street & Holmes Avenue	North leg	Stripe continental crosswalk	\$3,000	\$5,000	52.0
County	92nd Street & Juniper Street	West, north, and south legs	Stripe continental crosswalk	\$9,000	\$15,000	57.5
		West leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
		West-east direction	Install advance yield marking	\$2,000	\$2,000	
		Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	92nd Street & Kalmia Street	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	52.0
		South leg	Stripe as continental crosswalk	\$3,000	\$5,000	
County	92nd Street & Laurel Street	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	50.0
		South leg	Stripe as continental crosswalk	\$3,000	\$5,000	
County/ City of Los Angeles	92nd Street & Maie Avenue	North leg	Stripe as continental crosswalk	\$3,000	\$5,000	50.0
		East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
		Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	
County	92nd Street & Miner Street	Northeast and northwest corner	Install curb extension	\$130,000	\$200,000	55.0
		North leg	Restripe as continental crosswalk	\$3,000	\$5,000	
County	92nd Street (Miner Street and Alameda Street)	All way	Reduce lanes to be consistent with the rest of 92nd Street	\$31,680	\$31,680	60.0
		Both sides of street	Widen sidewalks	\$58,500	\$84,500	
County/ City of Los Angeles	E 92nd Street & Success Avenue	Northwest area of intersection	Repair sidewalk where sidewalk curves	\$2,340	\$3,380	50.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
94th Street						Average Corridor Score: 30.0
County	94th Street & Baird Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0
Alameda Street						Average Corridor Score: 62.0
County	Alameda Street & E 74th Street	West and north legs	Restripe as continental crosswalk	\$6,000	\$10,000	62.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
Bandera Street						
County	Bandera Street & 87th Street		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	35.0
County	Alley between Bandera Street & Elm Street (Firestone Boulevard to 92nd Street)		Install green alleyway/woonerf	Varies	Varies	57.0
Bell Avenue						Average Corridor Score: 45.0
County	Bell Avenue & E 74th Street	South, north and east leg	Restripe as yellow continental crosswalk	\$9,000	\$15,000	45.0
		Northeast, southwest and southeast corners	Install curb extension	\$195,000	\$300,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
Central Avenue					Average Corridor Score: 57.6	
County	Central Avenue & E 59th Street	South leg	Stripe continental crosswalk	\$3,000	\$5,000	53.3
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		Southwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	Central Avenue & E 68th Street	North and east legs	Restripe as continental crosswalk	\$6,000	\$10,000	60.0
County	Central Avenue & E 70th Street	North and east legs	Stripe continental crosswalk	\$6,000	\$10,000	56.3
		North leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
County/ City of Los Angeles	Central Avenue & E 74th Street	North and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	55.0
		Northeast corner	Install curb extension	\$65,000	\$100,000	
County/ City of Los Angeles	Central Avenue & 83rd Street	Southbound	Install school zone signage	\$850	\$850	60.0
		North and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	
County/ City of Los Angeles	Central Avenue & Firestone Boulevard	Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	67.0
		All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County/ City of Los Angeles	Central Avenue & Slauson Avenue	East, south, and west legs	Stripe continental crosswalk with advanced stop line	\$15,000	\$21,000	52.0
Century Boulevard					Average Corridor Score: 55.0	
County/ City of Los Angeles?	Century Boulevard & Success Avenue	All legs	Stripe continental crosswalk	\$12,000	\$20,000	60.0
County	Century Boulevard (Success Avenue to Central Avenue)	North side of street	Install sidewalks where feasible	\$63,000	\$91,000	55.0
County	Century Boulevard & Zamora Avenue	East and west legs	Stripe continental crosswalk with yield markings, put in curb ramp on park side	\$16,000	\$22,000	50.0
		Northeast and northwest corners	Install curb extension	\$130,000	\$200,000	
Compton Avenue					Average Corridor Score: 65.3	
County	Compton Avenue (Firestone Boulevard to Slauson Avenue)		Study for roadway reconfiguration	\$200,000	\$300,000	75.0
County	Compton Avenue & E 59th Street	North-south direction	Install advance yield marking	\$4,000	\$4,000	64.5
		West and south legs	Stripe as yellow continental crosswalk	\$6,000	\$10,000	
		Northwest, southwest, and southeast corners	Install curb extension	\$195,000	\$300,000	
		South leg	Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Compton Avenue & E 60th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	76.7
		All corners	Install curb extension	\$390,000	\$600,000	
		Southbound, northwest corner	Install bus shelter	\$28,000	\$28,000	
County	Compton Avenue & E 61st Street	West and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	60.0
		Northwest, southwest, and southeast corners	Install curb extension	\$195,000	\$300,000	
County	Compton Avenue & E 62nd Street	South leg	Stripe continental crosswalk	\$3,000	\$5,000	67.5
			Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	Compton Avenue (E 66th Street to E 67th Street)	Both sides of street	Plant street trees	\$55,000	\$75,000	62.0
County	Compton Avenue & E 68th Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	62.0
		Northwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	Compton Avenue & E 73rd Street	North and west legs	Study to allow for crossing	\$6,000	\$10,000	52.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Compton Avenue & E 74th Street	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	51.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	Compton Avenue & E 76th Place	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	74.5
			Restripe as continental crosswalk	\$12,000	\$20,000	
		Northwest and southeast corners	Install bus bulb	\$400,000	\$780,000	
		Northbound, southeast corner and southbound, northwest corner	Install bus shelter	\$56,000	\$56,000	
County	Compton Avenue (100 feet north of E 83rd Street to E 83rd Street)	South side of street	Repair existing sidewalk	\$4,500	\$6,500	62.0
County	Compton Avenue & E 83rd Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	67.0
			Northwest, northeast, southeast corners	Install new ADA compliant curb ramp	\$30,000	
		Northbound, southeast corner	Install bus shelter	\$28,000	\$28,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Compton Avenue & E 89th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	63.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northbound, southeast corner and Southbound, northwest corner	Install bus shelter	\$56,000	\$56,000	
County	Compton Avenue & E 90th Street	North and east legs	Stripe as yellow continental crosswalk	\$6,000	\$10,000	58.3
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
County	Compton Avenue & Gage Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	77.5
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Westbound, northwest corner; Eastbound, southwest corner and Northbound, southeast corner	Install bus shelter	\$84,000	\$84,000	
		All way	Modify traffic signal to accomodate a protected-left turn	\$375,000	\$500,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County/ City of Los Angeles	Compton Avenue & Slauson Avenue	East, south, and west legs	Stripe continental crosswalk with advanced stop line	\$9,000	\$15,000	66.7
		Eastbound, southeast corner	Install bus shelter	\$28,000	\$28,000	
		All legs	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
Crockett Boulevard					Average Corridor Score: 44.9	
County	Crockett Boulevard & E 73rd Street		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	42.5
		All corners	Install ADA-compliant curb ramps	\$40,000	\$60,000	
County	Crockett Boulevard & E 74th Street	All corners	Install ADA-compliant curb ramps	\$20,000	\$30,000	45.0
County	Crockett Boulevard & E 75th Street	All corners	Install ADA-compliant curb ramps	\$20,000	\$30,000	45.0
County	Crockett Boulevard & E 76th Street	All corners	Install ADA-compliant curb ramps	\$20,000	\$30,000	45.0
County	Crockett Boulevard & E 76th Place	All corners	Install ADA-compliant curb ramps	\$20,000	\$30,000	47.0
County	Crockett Boulevard & E 77th Street	All corners	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Crockett Boulevard & E 81st Street	North leg	Stripe continental crosswalk	\$3,000	\$5,000	59.5
			Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
County	Crockett Boulevard & E 83rd Street	Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	45.0
		North leg	Restripe as continental crosswalk	\$3,000	\$5,000	
Elm Street						Average Corridor Score: 35.0
County	Elm Street & 87th Street		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	24.0
County/ City of Los Angeles	Elm Street & 92nd Street	All corners	Install curb extension	\$260,000	\$400,000	45.0
Firestone Boulevard						Average Corridor Score: 75.6
County	Firestone Boulevard & Alameda Street	Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	60.0
		North, south, and west legs	Modify traffic signal to accommodate a protected-left turn	\$1,125,000	\$1,500,000	
County	Firestone Boulevard & Bandera Street	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	67.0
		South leg	Stripe continental crosswalk	\$3,000	\$5,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Firestone Boulevard & Compton Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	83.3
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northwest corner	Remove right-turn slip lane	\$50,000	\$100,000	
			Reduce entire corner radius/adjust geometry to move right-turn lane close to through lanes	\$15,000	\$50,000	
		Eastbound, southeast corner and southbound, northwest corner	Install bus shelter	\$56,000	\$56,000	
		Westbound	Install school signage	\$850	\$850	
County	Firestone Boulevard & Elm Street	Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	57.0
		South leg	Restripe yellow continental crosswalk	\$3,000	\$5,000	
County	Firestone Boulevard & Fir Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	77.5
			Restripe as yellow continental crosswalk	\$12,000	\$20,000	
		All corners	Install curb extension	\$260,000	\$400,000	
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Firestone Boulevard & Graham Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	75.0
		All corners	Install curb extension	\$260,000	\$400,000	
County	Firestone Boulevard & Grape Street	East and north leg	Stripe as yellow continental crosswalk	\$6,000	\$10,000	68.3
		West-east direction	Install advance yield marking	\$4,000	\$4,000	
		East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
		Northwest, northeast, southeast corners	Install curb extension	\$195,000	\$300,000	
County	Firestone Boulevard & Holmes Avenue	All legs	Restripe as continental crosswalk	\$6,000	\$10,000	82.5
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
			Install protected/ permissive left turn (both signals/ directions)	\$375,000	\$500,000	
		Eastbound, southwest corner and Westbound, northeast corner	Install bus shelter	\$56,000	\$56,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Firestone Boulevard & Hooper Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	72.5
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
County	Firestone Boulevard (Ivy Street to Hooper Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	75.0
County	Firestone Boulevard & Ivy Street	Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	90.0
County	Firestone Boulevard & Maie Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	87.5
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		West leg	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Firestone Boulevard & Zamora Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	77.5
			Restripe as yellow continental crosswalk	\$9,000	\$15,000	
		Southwest (on Zamora) and southeast (on Firestone) corners	Install curb extension	\$130,000	\$200,000	
			Eastbound, southwest corner and Westbound, north side of street	Install bus shelter	\$56,000	
County	Firestone Boulevard (Alameda Street to Central Avenue)	Where sidewalk is wide enough	Plant street trees	\$55,000	\$75,000	85.0
Florence Avenue					Average Corridor Score: 69.1	
County	Florence Avenue (Central Avenue to Santa Fe Avenue)	Where sidewalk is wide enough	Plant street trees	\$55,000	\$75,000	85.0
County/ City of Huntington Park	Florence Avenue & Alameda Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	80.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Eastbound, southeast corner	Install bus shelter	\$28,000	\$28,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County/ City of Huntington Park	Florence Avenue & Albany Street/ Roseberry Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	67.0
			Restripe as continental crosswalk	\$12,000	\$20,000	
County	Florence Avenue & Beach Street	South leg	Restripe as continental crosswalk	\$3,000	\$5,000	65.0
County	Florence Avenue & Bell Avenue	West and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	72.0
		All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Florence Avenue between Central Avenue and Hooper Avenue	Midblock	Restripe as continental crosswalk	\$3,000	\$5,000	62.0
County/ City of Los Angeles	Florence Avenue & Central Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	82.0
		Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	
County	Florence Avenue & Compton Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	66.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast, northwest, and southwest corner	Install bus bulb	\$600,000	\$1,170,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Florence Avenue & Converse Avenue	West leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	62.5
		All legs	Restripe as continental crosswalk	\$6,000	\$10,000	
County	Florence Avenue & Graham Avenue	South and east legs	Restripe as continental crosswalk	\$6,000	\$10,000	65.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Florence Avenue & Holmes Avenue	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	77.5
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast corner (on Holmes)	Install bus bulb to straighten out east leg of crossing	\$200,000	\$390,000	
		Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	
County	Florence Avenue & Hooper Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	67.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Florence Avenue & Maie Avenue	South leg	Restripe as continental crosswalk	\$3,000	\$5,000	65.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County/ City of Huntington Park	Florence Avenue & Marbrisa Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	62.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Florence Avenue & Miramonte Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	67.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Florence Avenue & Parmelee Avenue	South and east legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	59.5
			Restripe as continental crosswalk	\$6,000	\$10,000	
County	Florence Avenue & Santa Fe Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	73.7
			Restripe as continental crosswalk	\$12,000	\$20,000	
		West leg	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
County	Florence Avenue & Wilmington Avenue	North and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	62.0
County	Florence Avenue & Wilson Avenue	East and north legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	72.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
Gage Avenue					Average Corridor Score: 66.5	
County	Gage Avenue & Converse Avenue	West leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	57.0
		North leg	Stripe continental crosswalk	\$3,000	\$5,000	
County/ City of Los Angeles	Gage Avenue & Central Avenue	East Leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	77.0
County	Gage Avenue & Miramonte Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	67.0
County	Gage Avenue & Wilmington Avenue	All legs	Stripe continental crosswalk	\$12,000	\$20,000	67.0
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
Graham Avenue					Average Corridor Score: 58.5	
County	Graham Avenue & Midblock at E 76th Street pedestrian bridge	Midblock	Install raised crosswalk	\$25,000	\$50,000	50.0
			Install new ADA compliant curb ramp	\$20,000	\$30,000	
			Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	Graham Avenue & Nadeau Street	North leg	Stripe continental crosswalk	\$25,000	\$50,000	67.0
Holmes Avenue					Average Corridor Score: 62.3	
County	Holmes Avenue (E Gage Avenue to E Florence Ave)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	75.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Holmes Avenue & E 60th Street	All existing legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	70.0
		All corners	Install new ADA compliant curb ramp	\$32,000	\$40,000	
		Northbound, southeast corner	Install bus shelter	\$25,000	\$25,000	
County	Holmes Avenue & E 61st Street	East and west legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	60.0
		Northwest, northeast, and southeast corners	Install curb extension	\$150,000	\$225,000	
		North leg	Install pedestrian-activated warning system	\$100,000	\$300,000	
County	Holmes Avenue & E 62nd Street	North and east legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	67.0
		All corners	Install new ADA compliant curb ramp	\$32,000	\$40,000	
		All way	Install traffic circle or mini-roundabout	\$50,000	\$500,000	
County	Holmes Avenue & E 63rd Street	Northwest and northeast corners	Install curb extension	\$100,000	\$150,000	62.0
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		North leg	Install pedestrian-activated warning system	\$100,000	\$300,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Holmes Avenue & E 66th Street	Southwest and southeast corners	Install curb extension	\$100,000	\$150,000	58.7
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		All way	Install a traffic circle or mini-roundabout. Alternatively, install an all-way stop.	\$50,000	\$500,000	
County	Holmes Avenue & E 69th Street	All way	Install a traffic circle or mini-roundabout. Alternatively, install an all-way stop.	\$50,000	\$500,000	42.5
		East and west legs	Stripe continental crosswalk	\$6,000	\$10,000	
County	Holmes Avenue & 92nd Street Utility Corridor		Install midblock raised crossing with advanced yield markings, add speed cushions to Holmes Avenue	\$42,000	\$82,000	50.0
County	Holmes Avenue & Gage Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	75.0
		Southbound, southwest corner and Northbound, southeast corner	Install bus shelter	\$50,000	\$50,000	
County/ City of Los Angeles	Holmes Avenue & Slauson Avenue	East, south, west legs	Stripe continental crosswalk with advanced stop line	\$15,000	\$21,000	60.0
		Northbound, southeast corner; Westbound, northeast corner; and Eastbound, southeast corner	Install bus shelter	\$75,000	\$75,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued

Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Holmes Avenue & Randolph Street	All legs	Restripe as yellow continental crosswalk	\$18,000	\$30,000	65.0
Hooper Avenue						Average Corridor Score: 56.7
County	Hooper Avenue & E 59th Place	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	57.5
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	Hooper Avenue & E 59th Street	North leg	Stripe continental crosswalk	\$3,000	\$5,000	58.7
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	Hooper Avenue & E 60th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	66.7
		Southwest corner	Install ADA-compliant curb ramps	\$10,000	\$15,000	
		Northeast corner	Install curb extension	\$65,000	\$100,000	
County	Hooper Avenue & E 61st Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	62.0
		All corners	Install curb extension	\$260,000	\$400,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Hooper Avenue & E 65th Street	North-south direction	Install advance yield marking	\$4,000	\$4,000	63.7
		South leg	Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	Hooper Avenue & E 66th Street	Northeast corner	Install ADA-compliant curb ramps	\$10,000	\$15,000	60.0
County	Hooper Avenue & E 67th Street	East leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	54.5
		North and east legs	Install Rectangular Rapid Flashing Beacon	\$160,000	\$160,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
County	Hooper Avenue & E 68th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	55.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Hooper Avenue & E 70th Street	East leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	49.5
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
		North leg	Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	
County	Hooper Avenue & E 74th Street	Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	42.0
County	Hooper Avenue & E 76th Place	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	48.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	Hooper Avenue & E 77th Place	North and east legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	69.5
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
		North leg	Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Hooper Avenue (alley south of E 77th Street to E 77th Street)	Both sides of street	Plant street trees	\$55,000	\$75,000	47.0
County	Hooper Avenue (Nadeau Street to Slauson Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	65.0
County	Hooper Avenue & E 83rd Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	54.5
		Northeast leg	Remove right-turn slip lane	\$50,000	\$100,000	
		Northeast leg	Install public space in place of slip lane	Varies	Varies	
		All existing ramps (7)	Install new ADA compliant curb ramp	\$70,000	\$105,000	
County	Hooper Avenue & E 84th Place	North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	55.0
County	Hooper Avenue & E 90th Street	East and west legs	Stripe continental crosswalk	\$6,000	\$10,000	42.5
		North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	Hooper Avenue & E 92nd Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	47.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Hooper Avenue & Gage Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	73.7
			Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
		Eastbound, southeast corner; Westbound, northeast corner; and Northbound, northeast corner	Install bus shelter	\$84,000	\$84,000	
County/ City of Los Angeles	Hooper Avenue & Slauson Avenue	East, south, and west legs	Stripe continental crosswalk with advanced stop line	\$15,000	\$21,000	62.0
		Southbound, southwest corner and Northbound, southeast corner	Install bus shelter	\$56,000	\$56,000	
Maie Avenue					Average Corridor Score: 53.8	
County	Maie Avenue & E 76th Street	Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	45.0
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	Maie Avenue & E 81st Street	North leg	Stripe continental crosswalk	\$3,000	\$5,000	55.0
County	Maie Avenue & E 83rd Street	West leg	Stripe continental crosswalk	\$3,000	\$5,000	50.0
County	Maie Avenue & E 87th Place	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	55.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Maie Avenue & E 89th Street	All legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	47.5
		Northeast and southeast corner	Install curb extension	\$130,000	\$200,000	
County	Maie Avenue & E 90th Street	North and south legs	Study for all-way stop	\$30,000	\$60,000	55.0
County	Maie Avenue & E 91st Street	North and south legs	Study for all-way stop	\$30,000	\$60,000	51.7
		West and south legs	Stripe continental crosswalk	\$6,000	\$10,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	Maie Avenue (Nadeau Street to Florence Avenue)	All way	Study for speed humps	\$20,000	\$40,000	75.0
County	Maie Avenue (65 feet south of E 91st Street to E 91st Street)	West side of street	Repair existing sidewalk	\$2,925	\$4,225	50.0
Miramonte Boulevard					Average Corridor Score: 56.4	
County	Miramonte Boulevard (Nadeau Street to Florence Avenue)	All way	Study for speed humps	\$20,000	\$40,000	80.0
County	Miramonte Boulevard & 75th Street	Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	52.0
		North and south legs	Study for all-way stop	\$30,000	\$60,000	
County	Miramonte Boulevard & 76th Place	North and south legs	Study for all-way stop	\$30,000	\$60,000	47.0
		Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Miramonte Boulevard & 77th Place	North leg	Stripe continental crosswalk	\$3,000	\$5,000	46.7
		Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	
		North and south legs	Study for all-way stop	\$30,000	\$60,000	
Nadeau Avenue						Average Corridor Score: 63.2
County	Alley north of Nadeau Street (Bell Avenue to Lou Dillon Avenue)	All way	Install green alleyway/woonerf	Varies	Varies	45.0
County	Nadeau Street (Alameda Street to Central Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	75.0
County	Nadeau Street (Alameda Street to Hooper Avenue)	All way	Study for roadway reconfiguration	\$200,000	\$300,000	75.0
County	Nadeau Street & Alameda Street	North, west, and south legs	Restripe as continental crosswalk	\$9,000	\$15,000	70.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$375,000	\$500,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Nadeau Street & Beach Street	South and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	65.0
		Southwest, southeast, and northeast corners	Install curb extension	\$195,000	\$300,000	
County	Nadeau Street & Bell Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$375,000	\$500,000	77.0
			Restripe as continental crosswalk	\$12,000	\$20,000	
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County/ City of Los Angeles	Nadeau Street & Central Avenue	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	60.0
		All legs	Restripe as continental crosswalk	\$12,000	\$20,000	
County	Nadeau Street & Compton Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	67.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Nadeau Street & Crockett Boulevard	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	62.0
			Restripe as yellow continental crosswalk	\$12,000	\$20,000	
		Northwest and southeast corners	Install curb extension	\$130,000	\$200,000	
		Southwest and northeast corners	Install bus bulb	\$400,000	\$780,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Nadeau Street & Hooper Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	62.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension (on Hooper)	\$260,000	\$400,000	
		West leg	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
County	Nadeau Street & Lou Dillon Avenue	Northwest and southeast corners	Install curb extension	\$130,000	\$200,000	44.5
		East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
County	Nadeau Street & Maie Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
		All corners	Install curb extension	\$260,000	\$400,000	
County	Nadeau Street & Parmelee Avenue		Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	62.0
Parmelee Avenue					Average Corridor Score: 48.8	
County	Parmelee Avenue & E 68th Street	All legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	50.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Parmelee Avenue & E 75th Street	All legs	Stripe continental crosswalk	\$12,000	\$20,000	45.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
			Install a traffic circle or mini-roundabout	\$100,000	\$650,000	
County	Parmelee Avenue & E 76th Place	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	47.5
			Install traffic circle	\$100,000	\$650,000	
County	Parmelee Avenue & E 77th Place	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	49.5
		All legs	Stripe yellow continental crosswalk	\$12,000	\$20,000	
County	Parmelee Avenue & E 96th Street	West and north legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	52.0
Randolph Street					Average Corridor Score: 55.0	
County/ Huntington Park	Randolph Street & Wilmington Avenue	All legs	Stripe continental crosswalk with advanced stop line	\$30,000	\$42,000	55.0
Santa Fe Avenue					Average Corridor Score: 64.5	
County	Santa Fe Avenue & California Street	South and east legs	Stripe continental crosswalk	\$6,000	\$10,000	58.7
		Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Santa Fe Avenue & Cudahy Street	South and east legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	60.0
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	Santa Fe Avenue & Grand Avenue	North leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	75.0
			Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	Santa Fe Avenue & Hope Street	West, north, and east legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	65.8
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
		Northeast corner	Reduce driveway width at Diaz Market**	\$13,000	\$30,000	
County	Santa Fe Avenue & Leota Street	South leg	Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	72.0

**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 of Step by Step, Driveways section for more detail. The County cannot remove, relocate, or modify driveways without obtaining property owner approval and confirmation that there are no adverse impacts to the prior planning approval.

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Santa Fe Avenue & Nadeau Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	65.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northbound right-turn slip lane	Install raised crosswalk	\$25,000	\$50,000	
		Southeast corner	Install ADA Detectable Warning surface at crossing island	\$10,000	\$15,000	
		Southwest corner	Extend curb line to expand sidewalk space and correct southbound through lane geometry	\$1,320	\$1,320	
County	Santa Fe Avenue & Palm Place	South leg	Install traffic signal with pedestrian signal head	\$4,000	\$30,000	55.3
		South and east legs	Stripe continental crosswalk	\$6,000	\$10,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
Slauson Avenue				Average Corridor Score: 58.4		
County/ City of Los Angeles	Slauson Avenue (Central Avenue to Wilmington Avenue)	Along rail corridor	Install bike and walking path (as a part of Metro Rail to Rail project)	\$500,000.00	\$500,000.00	55.0

Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued

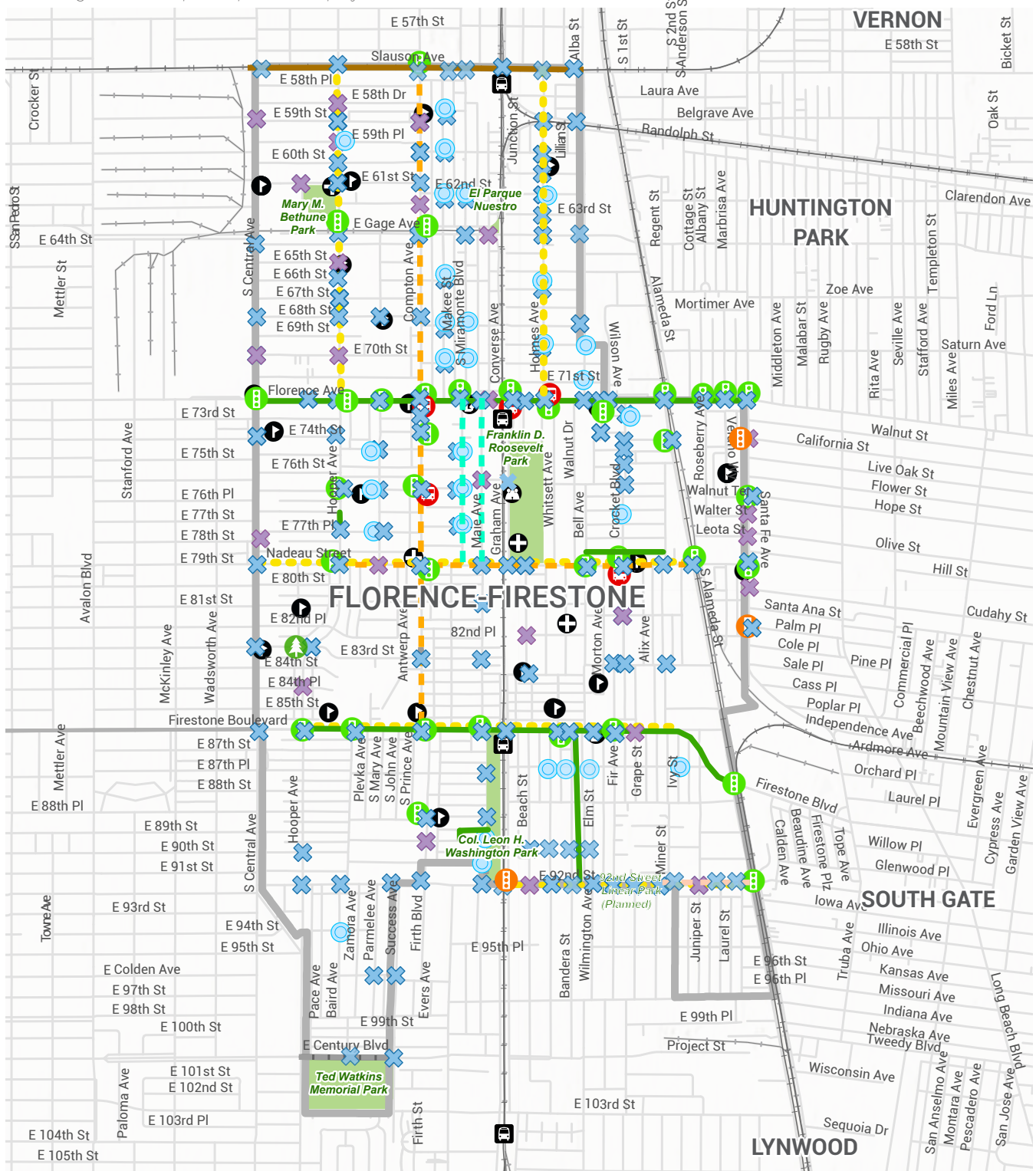
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County/ City of Los Angeles	Slauson Avenue & Makee Avenue	South leg	Stripe continental crosswalk with advanced stop line	\$5,000	\$7,000	60.0
County/ City of Los Angeles	Slauson Avenue & Miramonte Boulevard	South leg	Stripe continental crosswalk with advanced stop line	\$5,000	\$7,000	60.0
County/ City of Los Angeles	Slauson Avenue & Randolph Street	South leg	Stripe continental crosswalk with advanced stop line	\$5,000	\$7,000	67.0
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
County/ City of Los Angeles	Slauson Avenue & Wilmington Avenue	East, south, west legs	Stripe continental crosswalk with advanced stop line	\$15,000	\$21,000	50.0
Success Avenue					Average Corridor Score: 52.0	
County/ City of Los Angeles	Success Avenue & E 96th Street	Northeast and southwest corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	52.0
Total Capital Costs ²				\$27,748,965	\$55,461,305	
Contingency (20% of total capital cost)				\$5,549,793	\$11,092,261	
Total P.E. (30% of total capital cost)				\$8,324,690	\$16,638,392	
Total Construction Engineering (50% of total capital cost)				\$13,874,483	\$27,730,653	
Community Total				\$55,497,930	\$110,922,610	

¹All costs are based on 2023 estimates. Appropriate inflation and escalation increases may be applicable at the time of implementation.

²Cost does not include treatments for which estimated 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 the design. Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation, and maintenance costs.

Figure 13-9: Proposed pedestrian projects in Florence-Firestone



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

<p>DESTINATIONS</p> <ul style="list-style-type: none"> Post Office Library Healthcare Community Organization Schools Civic and Cultural Parks 	<p>PROPOSED PEDESTRIAN PROJECTS</p> <ul style="list-style-type: none"> New or Enhanced Sidewalks Pedestrian-Scale Lighting Street Trees Study for Potential Road Reconfiguration Study for Physical Median Installation Restriping Neighborhood Path Study for Traffic Calming 	<ul style="list-style-type: none"> Signal Update New Traffic Signal Traffic Calming Enhanced Transit Stop New or Enhanced Crossing New or Enhanced Crossing with Beacon/Signal 	<ul style="list-style-type: none"> Road Network Rail Metro A Line Station
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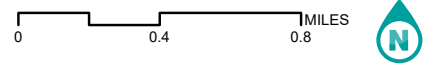
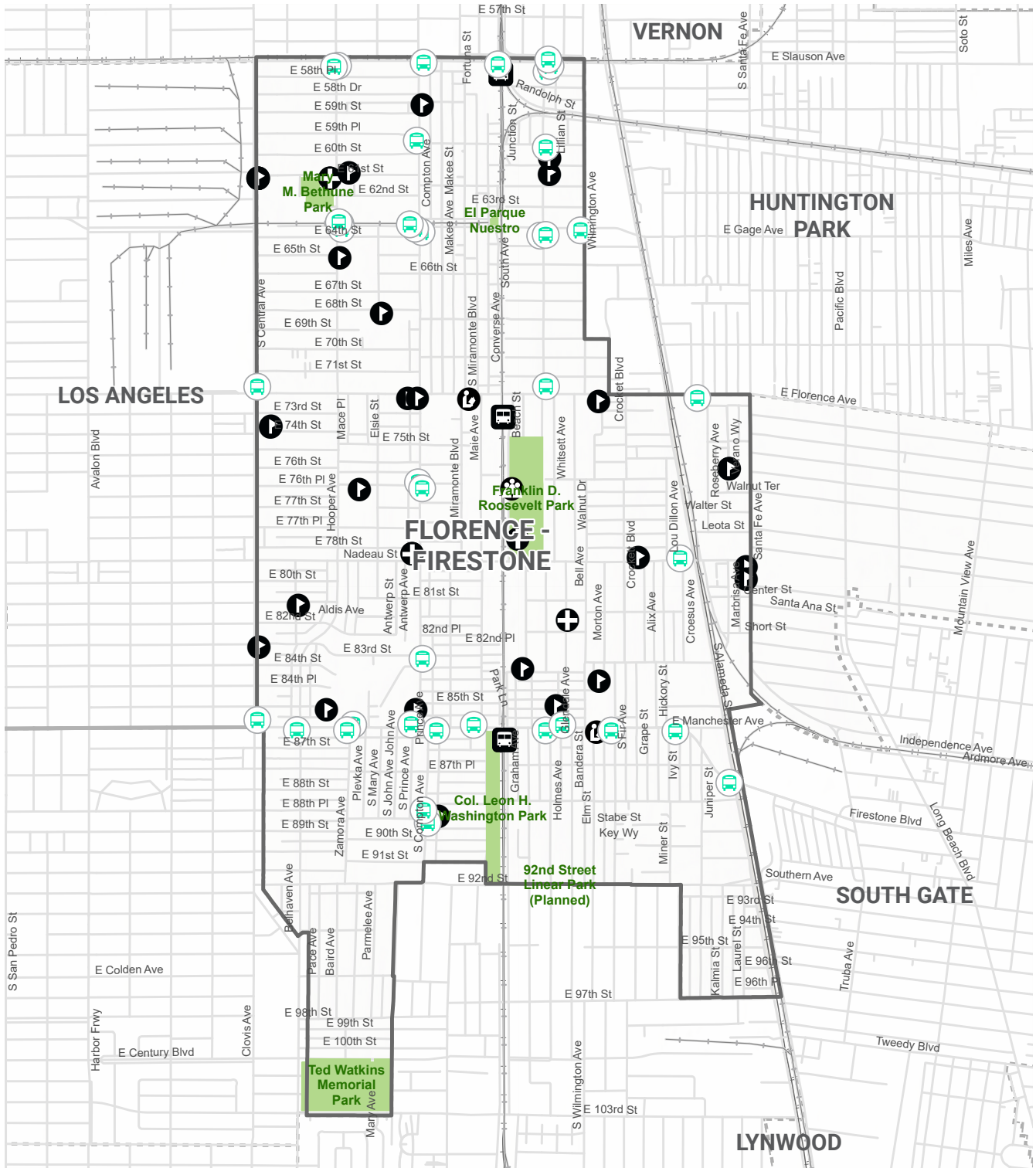


Figure 13-10: Proposed bus shelters in Florence-Firestone



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans



DESTINATIONS

- School
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural
- Park

PROPOSED PEDESTRIAN PROJECTS

- Install New Bus Shelter

- Road Network
- Rail
- Metro A Line Station



PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2 of *Step by Step*, while Table 13-6 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Florence-Firestone. Relevant actions from LA County's Vision Zero Action Plan are listed in Table 13-7.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs are described in Chapter 5 of *Step by Step*; those suggested for Florence-Firestone are listed in Table 13-8.

Table 13-6: Countywide Actions Suggested for Florence-Firestone

Action	Lead Departments	Timeframe
Action EH-2.1: Develop guidelines that establish a maximum distance between controlled intersections and marked crosswalks on major and secondary streets, where feasible and appropriate.	Public Works	Short-term
Action EH-2.6b: Consolidate signage for multiple providers onto one pole as much as possible to reduce visual clutter and enhance accessibility.	Public Works	On-going
Action EH-2.8: Develop and publicize a process through which communities can engage Public Works in developing ideas on litter prevention, including identifying locations for and implementing public waste containers for collecting trash and recyclables, making use of contract waste haulers where applicable for ongoing maintenance and community outreach.	Public Works	Medium-Term
Action C-2.2: Increase outreach to and education for local businesses to prevent obstruction of pedestrian walkways by items such as advertisement signs and merchandise.	Member Departments of the Healthy Design Workgroup	On-going
Action C-2.6: Enforce compliance with existing ordinances related to sidewalk obstructions including, but not limited to, vegetation incursion and parking on or across sidewalks.	Public Works, Sheriff, California Highway Patrol	On-going

Table 13-7: Vision Zero Actions Suggested for Florence-Firestone

Action	Lead Departments	Timeframe
Action A-9: Incorporate traffic safety enhancements into Public Works projects along the Collision Concentration Corridors where feasible and appropriate.	Public Works	On-going
Action A-12: Utilize the Collision Concentration Corridors list when seeking funding from local, regional, state, and federal roadway infrastructure and planning grant opportunities.	Public Works	On-going
Action B-4: Establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling.	Public Works	On-going
Action B-5: Establish a Safe Routes to Parks Program to support safe and equitable access to parks through community engagement and education, park design, signage and wayfinding, and other strategies in the National Recreation and Park Association's Safe Routes to Parks Action Framework.	Parks and Recreation	On-going
Action D-11: Continue leading the Street Racing Task Force aimed at reducing roadway racing regionally by coordinating among law enforcement agencies and the community.	California Highway Patrol	On-going

Table 13-8: Countywide Programs Suggested for Florence-Firestone

Program	Description
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors.
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2) encouraging active modes of getting to school through new infrastructure and programming; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing cut-through traffic on residential streets near schools due to school drop-off and pickup.
Walking Clubs	Public Health leads walking clubs at a number of County parks that participate in the Parks After Dark (PAD) Program. The program gets residents engaged in physical activity while their children or grandchildren take advantage of park activities. Public Health also developed a Community Walking Club Toolkit, which is available for community members and organizations interested in organizing their own walking clubs. It provides nutrition and physical activity information to inform walking club participants. Walking clubs also build social cohesion as participants get to know their neighbors.
The Works	Public Works has an online and mobile application called The Works that serves as a one-stop solution for County residents to report and track services. If the service is not handled by Los Angeles County, The Works will provide residents with the appropriate contact information.

CONCLUSION

The Florence-Firestone Community Pedestrian Plan (“Plan”) is a guide for enhancing walking for residents and visitors, and includes proposed projects and programs that, once implemented, will provide safer and more comfortable pedestrian experiences in the community. The proposed projects and programs based on an analysis of recent data, such as Census data and collision data, and extensive community input.

To guide implementation of this Plan, the County developed a prioritization framework to evaluate and score each proposed projects based on a set of objective, data-driven criteria. This process creates a blueprint for enhancing the walking in Florence-Firestone over the next many years, and enables the County to focus on projects that will have the greatest impact on enhancing safety, comfort, and mobility for all, as funding becomes available. Further, the Plan will help the County when applying for competitive regional, state, and federal grant opportunities to fund implementation of the projects and programs in the Plan.

Through investment in projects and programs included in this Plan, the County has the potential to encourage Florence-Firestone residents and visitors to walk more often for school, work, recreation, shopping, and other trips. Ultimately, this Plan will help the County meet its Vision Zero goals while creating a higher quality of life for Florence-Firestone residents overall.

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