



ch. 11

EAST LOS ANGELES COMMUNITY PEDESTRIAN PLAN

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INTRODUCTION

The East Los Angeles 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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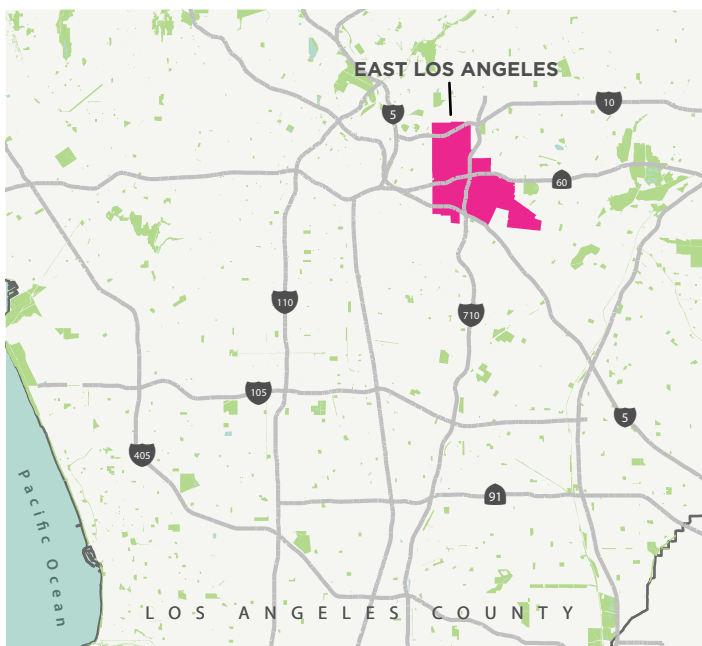
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COMMUNITY PROFILE

East Los Angeles is a densely populated community of 120,000 residents in approximately 7.4 square miles, among the densest in Los Angeles County.

With multiple commercial and cultural hubs, East Los Angeles has numerous vibrant streets, such as Whittier Boulevard and E 3rd Street, which are home to public art, food vendors, markets, and numerous community events. The Metro E Line light rail travels through East Los Angeles and its multiple stations in the community are popular destinations for pedestrians.

East Los Angeles is bordered by the City of Los Angeles to the west and north, the cities of Monterey Park and Montebello to the east, and the City of Commerce to the south.



East Los Angeles location within Los Angeles County

Thank You

Pedestrian Plan Community Advisory Committee Members:

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

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 East Los Angeles, median household income is \$65,971 (2021), compared with \$77,456 for LA County. About 16 percent of East Los Angeles residents live below the poverty line, compared with 14 percent countywide.

Forty-five percent of residents in East Los Angeles 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 as a whole. The community's residents are a bit younger than LA County on average, with 24 percent of residents in East Los Angeles under 18 years old.

East Los Angeles is a majority self-identified Hispanic and Latino community. Nearly 97 percent of residents are self-identified Hispanic or Latino, followed by 2 percent self-identified White alone. Over 86 percent of adults speak some Spanish at home.¹

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

Table 11-1: East Los Angeles Demographics

	Percent in East Los Angeles	Percent in Los Angeles County
Education		
Less than high school diploma	45.8	20.0
High school graduate, GED, or alternative	26.1	20.4
Some college or Associates degree	19.0	25.6
Bachelor's degree or higher	7.4	34.0
Poverty		
Persons in Poverty	16.0	13.9
Median Household Income (in dollars)	\$65,971	\$77,456
Age		
Under 18 Years	23.8	21.6
18-64 Years	65.8	64.7
65 and Older	10.3	13.7
Self-Identified Race/Ethnicity²		
Hispanic or Latino	96.8	48.7
White (Non-Hispanic)	2.0	25.5
American Indian or Alaska Native	0.1	0.2
Asian	0.8	14.6
Black or African American (Non-Hispanic)	0.3	7.6
Other	0	0.4
Immigration and Language		
Foreign Born	40.6	32.5
Language other than English spoken at home (adults)	87.2	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. East Los Angeles is in the County's Public Health Service Planning Area 7 (SPA 7). In 2020, Coronary Heart Disease and Diabetes Mellitus were the #2 and #4 causes of death in SPA 7.¹ In 2020, Coronary Heart Disease and Diabetes Mellitus were the #2 and #4 causes of death in SPA 7. Rates of "overweight for age" or obesity in East Los Angeles are higher among children (18 percent), teens (49 percent), and adults (42 percent) than in LA County generally.

Regular physical activity such as daily walking is a critical strategy for preventing heart disease and diabetes. Notably, the proportion of East Los Angeles children reporting regular physical activity and adults walking at least 150 minutes per week exceed those in LA County generally.²

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.

Poor health outcomes are also worsened by food insecurity, which is related to both affordability and physical access to healthy food. In 2018, about 27 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. In East Los Angeles, over 37 percent of people live farther than 1/2 mile from a supermarket or grocery store, higher than LA County generally; and about 11 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

In East Los Angeles, 4.9 percent of people aged 19-64 have a disability, compared to 4.5 percent of people in Los Angeles County in the same age range. After the age of 65, the percentage of disabled people in Los Angeles County increases to 4.7 percent, but decreases in East Los Angeles to 3.9 percent.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

Table 11-2: East Los Angeles Causes of Death

(Selected) Causes of Death Death rate (per 100,000 population)	Percent in East Los Angeles	Percent in Los Angeles County
Diabetes (18+)	14.5	11.8
Heart Disease (18+)	4.1	6.5

Table 11-3: East Los Angeles Health Indicators

	Percent in East Los Angeles	Percent in Los Angeles County
Obesity		
Children overweight (2-11)	18.4	13.5
Teens overweight (12-17)	49.0	34.2
Adult Obesity	41.8	29.6
Physical Activity		
Regular Physical Activity (5-17)	19.3	14.3
Walked at least 150 minutes (18+)	39.7	38.4
Respiratory Illness		
Children ages 0-17 years ever diagnosed with asthma	11.7	12.9
Adults (18 years plus) ever diagnosed with asthma	11.1	15.2
Disability¹		
With a disability, under age 65	7.2	6.3
Food Access		
Live ½ mile or more from a supermarket/grocery store	37.1	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, for example. The Los Angeles County 2035 General Plan provides the policy framework for how and where unincorporated LA 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.

Land in East Los Angeles is primarily designated for residential uses, with industrial uses mostly concentrated in the northern areas of the community. In general, low density residential neighborhoods feature single family detached homes while high density residential

areas feature townhouses and apartments.¹ Approximately 37.7 percent of people in East Los Angeles are homeowners, compared to about 45 percent in LA County.

There are multiple public buildings in East Los Angeles, particularly in the Civic Center complex; and many schools, libraries, medical centers, and places of worship throughout the community, as shown in Figure 11-1. Major commercial hubs are located along Whittier Boulevard, East Cesar Chavez Avenue, and East 3rd Street.

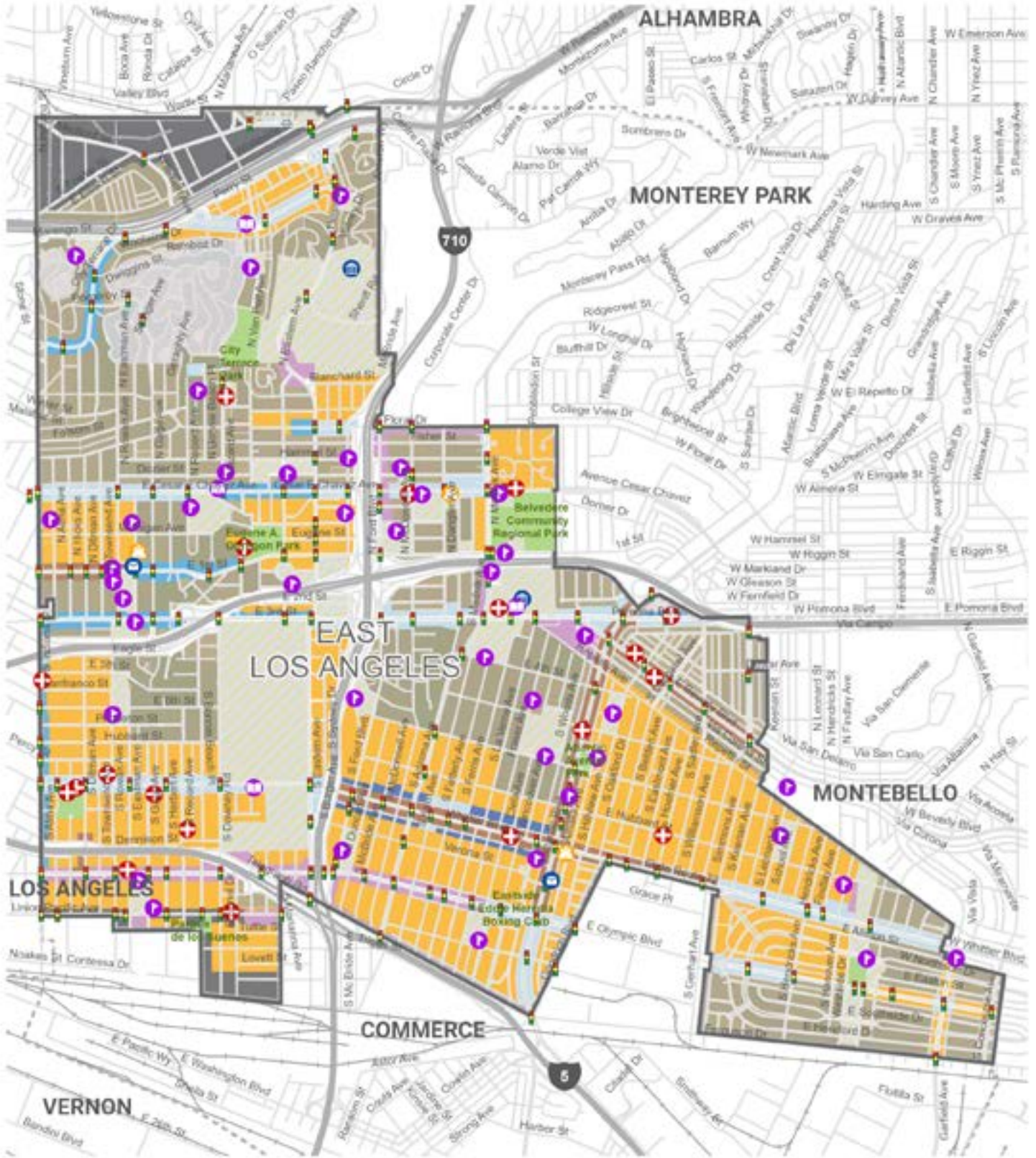
East Los Angeles is also one of the most densely populated communities in LA County. It has an overcrowding rate of 19.3 percent compared to LA County's overcrowding rate of 11.3 percent.² Overcrowding can have negative impacts on health, such as asthma in children, and can contribute to depression, anxiety, and stress.³

1 Los Angeles County Board of Supervisors, East Los Angeles Community Plan, 1988.

2 American Community Survey, 5-year estimate 2015-2019.

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

Figure 11-1: East Los Angeles Land Use Designations



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

DESTINATIONS

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

LAND USE

- Community Commercial
- Major Commercial
- General Commercial
- Commercial Manufacturing
- Commercial Parking
- Commercial Residential
- Low Density Residential
- Low/Medium Density Residential
- Medium Density Residential
- Public/Semi-Public Use
- Industrial



- Traffic Signal
- Rail
- Park

Park Access

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

The 2016 Los Angeles County Parks Needs Assessment separates East Los Angeles into two quadrants, Southeast and Northwest. There are 6.8 park acres within the Southeast quadrant (about 0.1 park acres per 1,000 residents) and there are 69.8 park acres within the Northwest quadrant (about 1 park acre per 1,000 residents). This is lower than the countywide average of 3.3 acres per 1,000 residents, and much lower than the Los Angeles County General Plan's goal of 4 acres per 1,000 residents.

In the Southeast region of East Los Angeles, only 34 percent of residents live within one half mile of a local park and in the Northwest region of East Los Angeles, 45 percent of residents live within a half mile of a local park.² Just two percent of residents in the Metro Planning Area, which includes East Los Angeles, are within walking distance of a Regional Recreation Park.³

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

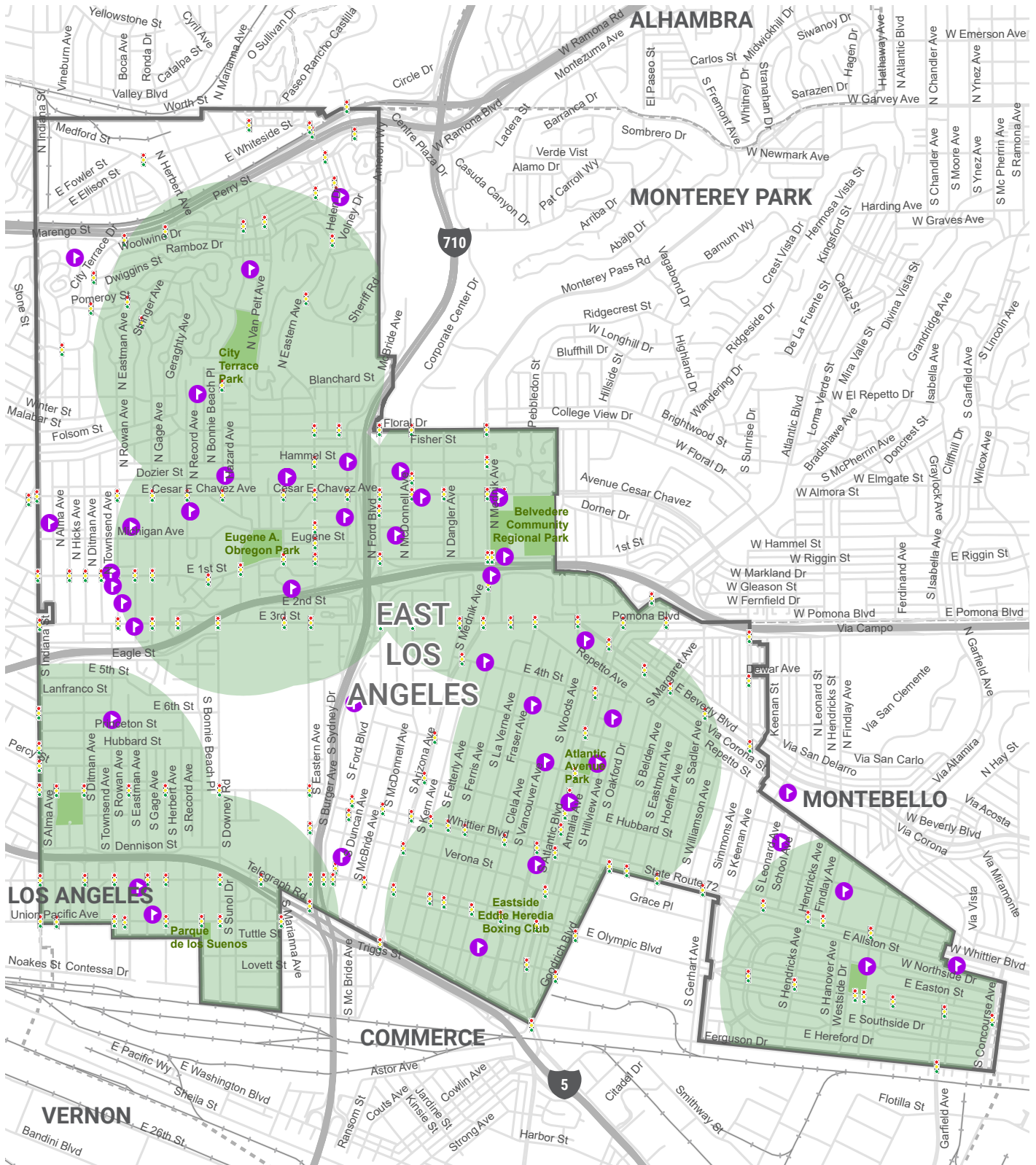
2 Ibid. Note: The distance from each household in East Los Angeles to the access points of all adjacent parks was calculated along the walkable road/pedestrian network, rather than "as the crow flies." Since pedestrians cannot safely or legally walk on highways or freeways, this method takes these barriers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

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 Needs Assessment Plus. 2022.

There are seven parks in East Los Angeles, each of which provides amenities and services to the community, including:

- ▶ Belvedere Community Regional Park
 - ▶ Largest park in the area
 - ▶ One of the top skate parks in California
- ▶ City Terrace Park
 - ▶ Second-largest park in the area
 - ▶ Splash pad, picnic areas, swimming pool
- ▶ Eugene A. Obregon Park
 - ▶ Friendly environment
 - ▶ Grassy areas for picnics and birthday parties
- ▶ Parque de los Sueños
 - ▶ The first universally accessible park for children with disabilities in East Los Angeles
- ▶ Ruben F. Salazar Park
 - ▶ Known for programs
 - ▶ Indoor and outdoor murals
- ▶ Atlantic Avenue Park
 - ▶ Six-lane swimming pool
 - ▶ Rose garden and Veterans Memorial
- ▶ Saybrook Park
 - ▶ Basketball courts
 - ▶ Playground

Figure 11-2: East Los Angeles Park Access





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

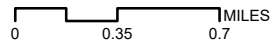
DESTINATIONS

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

PARK ACCESS

-  One-Half Mile from Park
-  Park

-  Traffic Signal
-  Rail



PREVIOUS PLANS AND PROJECTS

This Plan builds on previous planning efforts in East Los Angeles.

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.

Green Zones Program (2022)

The Green Zones Program was initiated by a Board motion in 2015, and a Green Zones Ordinance was adopted on June 14, 2022 and went into effect on July 14, 2022. Through the program, the County is working to enhance public health and land use compatibility in communities that have disproportionate pollution burdens, address land use policies that allow polluting industries to operate near residential areas or schools, raise awareness of environmental justice, identify sources of pollution, and work with polluting industries to improve environmental impacts.

East Los Angeles Zoning Consistency Project (2020)

The primary objective of this project is to ensure consistency between zoning and land use designations in East Los Angeles through a zone change ordinance and amendment to the East Los Angeles Community Plan.

East LA 3rd Street Specific Plan (2014)

This Plan guides development around Metro Gold Line (now E Line) stations, building upon the substantial public investment and opportunity created by the Gold Line (now E Line) extension into East Los Angeles. The Plan establishes new development standards and strategies to encourage a sustainable, transit-supportive, pedestrian-friendly, and economically vibrant community.

Nuestra Tierra, Nuestro Futuro: A Sustainable Community Ownership and Land Stewardship Pilot in Unincorporated East Los Angeles (2020)

This project aims to address displacement and climate change (two major challenges for the unincorporated community of East Los Angeles) through community ownership and land stewardship, by establishing the framework for a community land trust (CLT), encouraging sustainable food systems, and facilitating a community vision for self-determination.

East Los Angeles Community Parks and Recreation Plan (2016)

The purpose of this plan is to bring together community input, spatial analysis, and design to present a community-wide plan for parks and recreation. The plan provides a guide toward developing new green spaces and enhancing existing recreational amenities in East Los Angeles. It also documents community input on parks and recreation planning issues, formalizes a vision for parks and recreation based on community input and identified needs, and develops conceptual plans for potential future park sites.

Los Angeles County Vision Zero Action Plan (2020)

The Vision Zero Action Plan identifies Collision Concentration Corridors (CCCs), are 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. . East Los Angeles has 15 CCCs, including portions of City Terrace Drive, Whiteside Street, Eastern Avenue, Cesar E Chavez Avenue, 1st Street, Ford Boulevard, Arizona Avenue, Whittier Boulevard,

Indiana Street, Olympic Boulevard, and Atlantic Boulevard. Of these, Whittier Boulevard, between Indiana Street and Record Avenue, ranks 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.

Transit-Oriented District Toolkit (2019)

In order to prepare for new rail stations throughout unincorporated areas of Los Angeles County, the County developed Transit-Oriented District (TOD) Design Guidelines. The TOD Design Guidelines provide a framework for a consistent approach to public infrastructure and transportation-related improvements to support land-use decisions in areas located within a ½-mile radius of stations. TODs are mixed-use communities within walking distance of a transit stop. The design, configuration and mix of public infrastructure and transportation-related improvements emphasize a pedestrian-oriented environment which encourages the use of public transportation. These guidelines currently include the Metro E Line, which goes through East Los Angeles.

COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (Public Health) and Los Angeles County Public Works (Public Works), Public Matters led outreach efforts to gather community input throughout development of the draft East Los Angeles 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 East Los Angeles. 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 11 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; and the need for pedestrian scaled lighting in the community. Community members also identified additional concerns when walking due to speeding cars on main streets and near freeway off-ramps, industrial area toxins, and concerns for personal safety.

Community Advisory Committee

The team assembled a Community Advisory Committee (CAC) to provide guidance on community engagement efforts and proposed projects, and inform this planning process. The CAC, composed of seniors, business owners, parents, homeowners, community representatives, and representatives of local organizations and advocacy groups, also provided advice on community concerns, priorities, and preferences.

Five CAC meetings were held throughout the East Los Angeles 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, Public Matters and Public Health identified recurring meetings to reach stakeholders where they already convened. This also helped the team identify specific target populations and host presentations, focus groups, and stakeholder interviews to better understand concerns and opportunities for walking in East Los Angeles.

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 walking conditions due to speeding and bad driver behaviors, poor sidewalk conditions such as cracked and narrow sidewalks, inadequate lighting, lack of shade, and personal safety concerns. Public Matters also asked participants to identify places that they would like to walk, and places in the community that bring them joy. Responses included green spaces, libraries, farmers markets, and community events.

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

- ▶ Alma Family Services
- ▶ Boyle Heights-East Los Angeles Coalition
- ▶ East LA Business Roundtable
- ▶ East LA Women's Center
- ▶ East Yard Communities for Environmental Justice
- ▶ Eastmont Community Center
- ▶ Esteban E. Torres High School's Humanitas Art and Technology Academy
- ▶ Maravilla Community Advisory Committee
- ▶ Esteban E. Torres High School's East Los Angeles Renaissance Academy
- ▶ Visión City Terrace

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 East Los Angeles, 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 278 surveys completed in English and Spanish.

Respondents' top three areas of concern:

- ▶ Trash on sidewalks
- ▶ Obstacles on sidewalks
- ▶ Poor lighting at night

Community events the project team attended included:

- ▶ City Terrace Art Walk
- ▶ Dia de los Muertos Event at East LA Civic Center
- ▶ East LA 5K at East Los Angeles College
- ▶ East LA Farmer's Market
- ▶ East LA Women's Center Youth Summit
- ▶ Eastmont Community Center Mobility Open House

- ▶ Goddess Mercado at East LA Civic Center
- ▶ LA County Park and Recreation’s Halloween Trick or Treat at Salazar Park and Saybrook Park
- ▶ LA County Parks and Recreation’s Winter Wonderland at Salazar Park
- ▶ National Night Out
- ▶ Parks After Dark at City Terrace Park
- ▶ Parks After Dark Trick or Treat at Obregon Park
- ▶ Parks After Dark Trick or Treat at Salazar Park
- ▶ Queer Mercado at East LA Civic Center
- ▶ Supervisor Hilda L. Solis and Alma Family Services’ Peace and Wellness Fair

Pop Up Community Outreach

The project team also held several “pop-ups” throughout the community, informal or impromptu outreach efforts to intercept residents at community gathering locations such as City Terrace Drive, Sara’s Market, and transit stops throughout the community. The informal, less-structured approach allowed

for deeper conversations and greater insight from community members who may not have otherwise participated in the planning process.

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 East Los



Students from Esteban E. Torres High School’s East Los Angeles Renaissance Academy conduct a walk audit

Angeles. Volunteers conducted counts in 2022 on one weekday (Wednesday, February 16) and one weekend day (Sunday, February 20). The counts took place 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 East Los Angeles. Pedestrian count data are summarized in the Walking and Driving section of this chapter.

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.

On February 16, 2022, the project team joined students from Esteban E. Torres High School's East Los Angeles Renaissance Academy, members of Visión City Terrace, and other members of the community to conduct a walk audit. Participants received training prior to the walk audit, then formed teams of 2-3 people to walk assigned sections of City Terrace Drive. Participants then regrouped to discuss what they saw. After the release of the draft Plan, the project team hosted two more community walks, one again with students from Esteban E. Torres High School's East Los Angeles Renaissance Academy on December 8, 2022, and one with East Yard Communities for Environmental Justice on February 4, 2023.

The information collected from this activity is included in the Existing Pedestrian Conditions section of this chapter.

CITY TERRACE COMMUNITY STORYTELLING WORKSHOP

On March 12, 2022, the project team, in partnership with Visión City Terrace, held a Community Storytelling Workshop at City Terrace Park. The workshop allowed the team to connect

with community members, hear individuals' experiences walking in their community, and collect community stories.

The stories collected during the workshop were used to create a community storytelling map ("StoryMap"), available on the project website at www.stepbystepcounty.com. The StoryMap helps provide narratives and additional insights that complement the collision and engineering data analyzed in the draft Plan.

Community Workshops Phase 1

On November 13, 2021, Public Health hosted two community open house workshops, one each at Salazar Park and at Coyolxauhqui Plaza. During the workshops, attendees identified barriers to walking in East Los Angeles, including speeding and dangerous driver behavior, poor visibility, cracked and narrow sidewalks, lack of shade, and lack of 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 asked 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



Community members identify key issues and opportunities at Workshop 1 in East Los Angeles

the project team provided attendees with an overview of the project, and solicited input from stakeholders from different project communities in separate virtual “rooms.”

Concerns and opportunities include:

- ▶ Speeding and other bad driver behaviors
- ▶ Cracked and narrow sidewalks
- ▶ Inadequate lighting
- ▶ Lack of shade
- ▶ Student safety
- ▶ Traffic calming
- ▶ Updated crosswalks, particularly near schools and parks
- ▶ More comfortable transit stops
- ▶ City Terrace Walkability, Mobility and Safe Streets for All Workshop (November 12, 2022)
- ▶ Esteban Torres HS, Renaissance Academy Workshop #1 (December 9, 2022)
- ▶ Eastmont Community Center Workshop (December 15, 2022)
- ▶ Our Lady of Lourdes Catholic Church Workshop (February 9, 2023)
- ▶ Maravilla CAC Workshop at Plaza Community Services (February 13, 2023)
- ▶ Esteban Torres HS, Renaissance Academy Workshop #2 (February 15, 2023)
- ▶ Belvedere Park Senior Program Center Workshop (February 16, 2023)

Community Workshops Phase 2

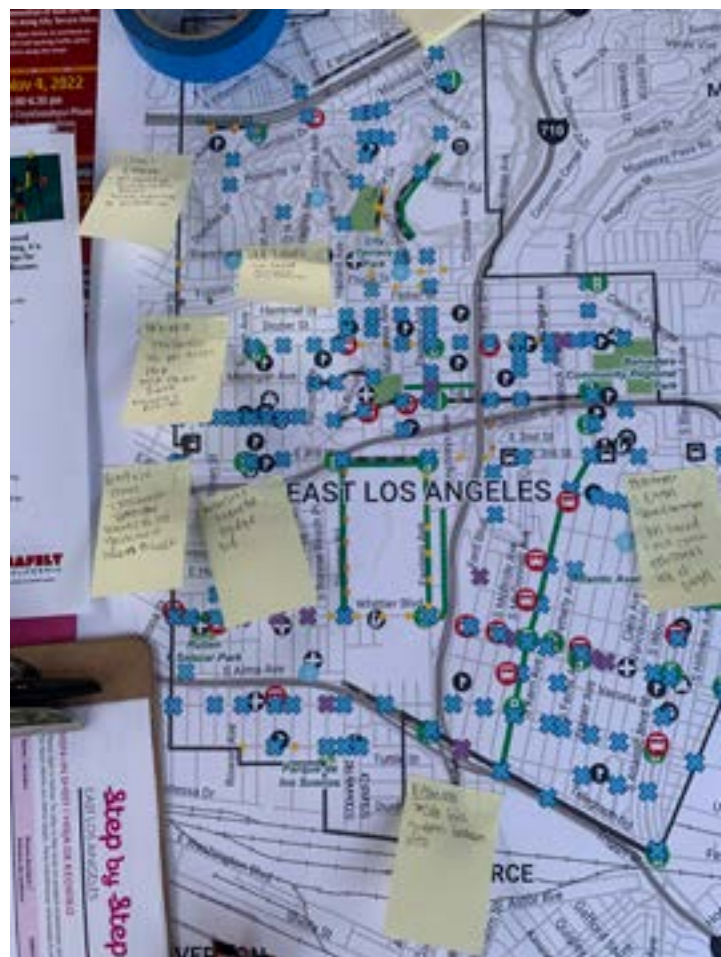
Following the release of the public draft of the East Los Angeles Community Pedestrian Plan, project staff held a series of nine in-person workshops between November 2022 and February 2023. This included seven targeted workshops with the following community groups:

To gather additional input on proposed improvements in the Plan, Public Health also hosted two workshops, one at Saybrook Park on December 8, 2022 and one at Belvedere Community Regional Park on February 4, 2023. At each of these workshops, project staff again 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
- ▶ Longer crossing times on major streets
- ▶ Improved bus stops, including amenities like trash receptacles
- ▶ Traffic calming along corridors such as Eastern Avenue
- ▶ Improved crossings with high-visibility crosswalks and flashing beacons or signals



At all in-person phase 2 workshops, participants were able to leave comments on maps indicating additional projects they would like to see proposed in the East Los Angeles Community Pedestrian Plan

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

To understand current levels of walking in East Los Angeles, the County looked at statistics on commuting to work and car ownership collected from the Census (2019); and conducted pedestrian counts at select locations in the community.

In East Los Angeles, residents typically drive alone when traveling to work, which is consistent with Los Angeles County as a whole. Nearly 90 percent of residents in East Los Angeles have access to at least one vehicle, but the percentage of residents that do not have access to any vehicles (10.3 percent) is higher than the LA County average (8.6 percent).¹

Not having access to a vehicle can influence a person's reliance on other transportation modes, and residents in East Los Angeles are nearly twice as likely to carpool than to LA County generally, and a greater percentage of East Los Angeles residents use public transportation (5 percent vs 3.5 percent in LA County). East Los Angeles is served extensively by transit, including Metro bus service (Rapid and Local) and other local services such as the County-sponsored El Sol and Beach Bus. The most significant transit connection in East Los Angeles

is the Metro E Line. The L Line runs through the central part of East Los Angeles and has four stops within the community: Atlantic, East Los Angeles Civic Center, Maravilla, and Indiana Stations. Per Census data (2019), residents in East Los Angeles are relatively less likely to bike and walk to work than LA County as a whole.

Pedestrian counts were conducted at seven locations in East Los Angeles. Manual pedestrian count data was collected by community volunteers at four of the seven locations and are summarized in Table 11-4. Automated counters were also installed at the four manual count locations from February 11 to February 22, 2022 and at an additional three locations between February 22 to March 2nd (Table 11-5). 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 East Los Angeles 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.

Results show that peak pedestrian activity from the manual count locations was on E Cesar

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

Chavez Avenue between Arizona Avenue and Kern Avenue from 7AM to 8AM (Table 11-4). This may be due to children and parents walking to nearby KIPP Sol Academy and Brooklyn Avenue Elementary School, residents recreating in Belvedere Park, or people walking to nearby bus stops. Automated counts (Table 11-5) show peak days are Fridays for most locations, with the highest counted pedestrian volumes on Whittier Boulevard between Gage Avenue and Herbert Avenue.

MOTOR VEHICLE VOLUMES

Whittier Boulevard is one of the highest-volume roads in East Los Angeles. Within the community’s boundaries, Whittier Boulevard has an average daily traffic volume ranging from 18,000 to over 26,000 vehicles. Other major roadways in East Los Angeles, including Eastern Avenue and East Cesar Chavez Avenue, have average daily traffic volumes ranging from 15,000 to 22,000 vehicles.¹ These high-volume roads are all in close proximity to the I-710 freeway which bisects the north-south center of East Los Angeles and the I-10, I-5 and SR-60 freeways which run east-west through the community.

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 11-4: Manual Pedestrian Counts Summary

Location	Pedestrian Volume During Peak Hour	Peak Time
E. Cesar Chavez Ave - Between Arizona Ave and Kern Ave	147	7:00AM
S. Mednick Ave - Between 3rd St and 4th St	95	7:00AM
City Terrace Dr - Between Ramboz Dr and Pomeroy St	80	5:00PM
1st Street - Between Herbert Ave and Dickerson Ave	62	11:00AM
S. Ford Blvd - Between 4th St and Eagle St	25	7:00AM

Table 11-5: Automated Pedestrian Counts Summary

Location	Pedestrian Volume During Peak Day	Peak Day
E. Cesar Chavez Ave - Between Arizona Ave and Kern Ave	1409	Friday
Mednik Ave - Between 3rd St and 4th St	1284	Friday
3427 City Terrace Dr - Between Ramboz Dr and Pomeroy St	804	Friday
1st St - Between Herbert Ave and Dickerson Ave	718	Tuesday
S. Ford Blvd - Between 4th St and Eagle St	566	Friday
Olympic Blvd - Between Northside Dr and Hendricks Ave	385	Friday

POSTED SPEED LIMITS

The posted speeds on major roads in East Los Angeles vary between 25 mph (e.g., Hazard Avenue), 30 mph (e.g., East Cesar Chavez Avenue), and 35 mph (e.g., Arizona Avenue). Most residential streets in East Los Angeles have a posted speed limit of 25 mph.

Challenges to Walking

This section examines past pedestrian collisions in East Los Angeles 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 633 pedestrian-involved collisions within East Los Angeles, including 28 fatalities. Whittier Boulevard had the highest number of pedestrian-involved collisions with 148 incidents, followed by Olympic Boulevard with 67 incidents, and then Atlantic Boulevard with 63 incidents.

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

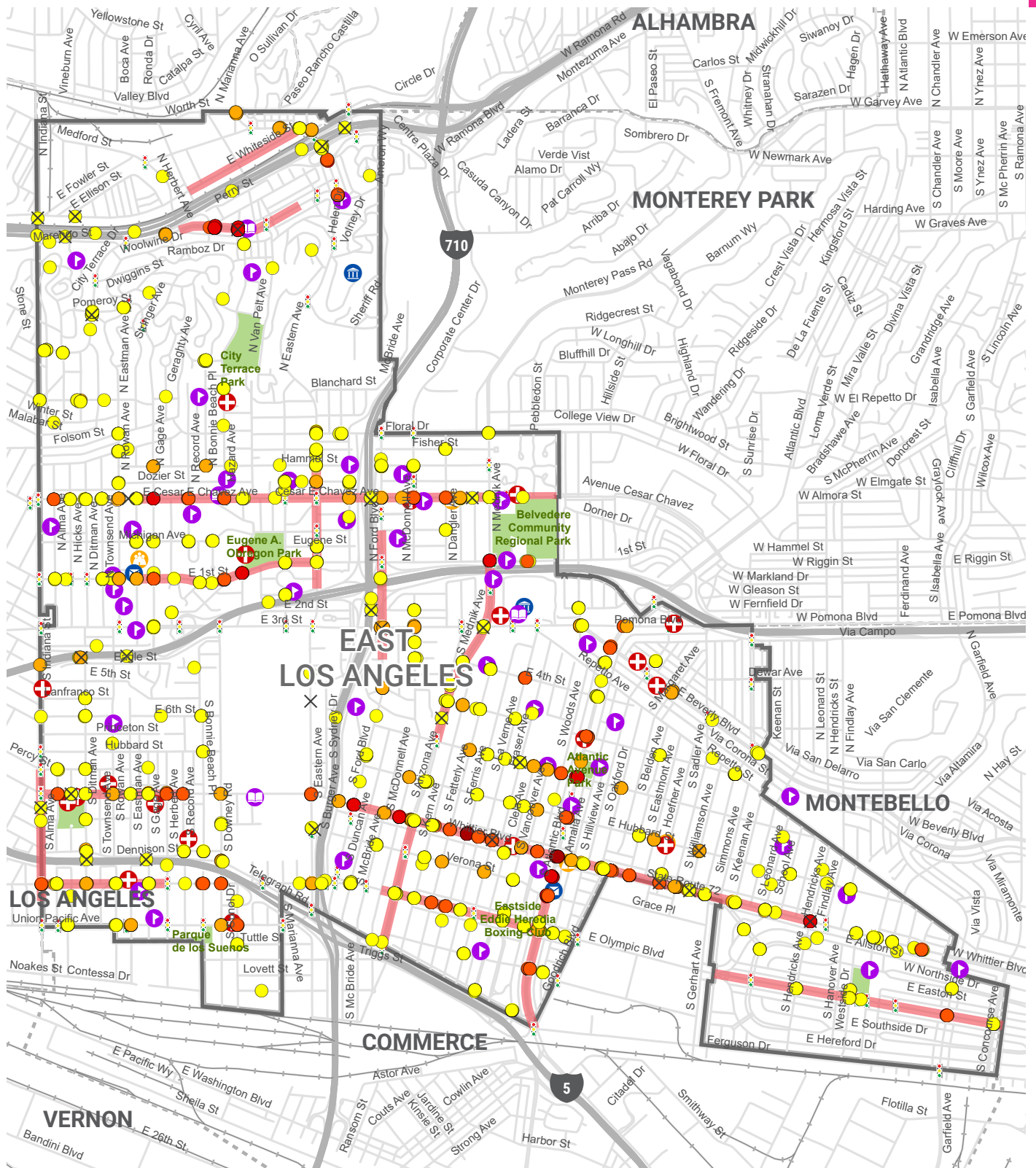
as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017.

Figure 11-3 illustrates the pedestrian-involved collision locations within East Los Angeles, and includes Vision Zero CCCs. The days of the week with the most collisions were on Wednesdays and Fridays. The time of day with the most collisions was at peak AM/PM commuting hours, which include dawn and dusk (6AM - 9AM & 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.

The California Highway Patrol reported that nearly 46 percent of collisions in East Los Angeles were attributed to a motorist's failure to yield to a pedestrian who had the legal right-of-way, while 26 percent of collisions attributed to a pedestrian violation. Out of the 633 pedestrian-involved collisions within East Los Angeles, 28 incidents resulted in pedestrian fatalities and 87 incidents involved a severe injury to a pedestrian.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 11-3: Map of pedestrian-involved collisions in East Los Angeles (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

- Collision Concentration Corridor
- Traffic Signal
- Rail
- Park

0 0.35 0.7 MILES

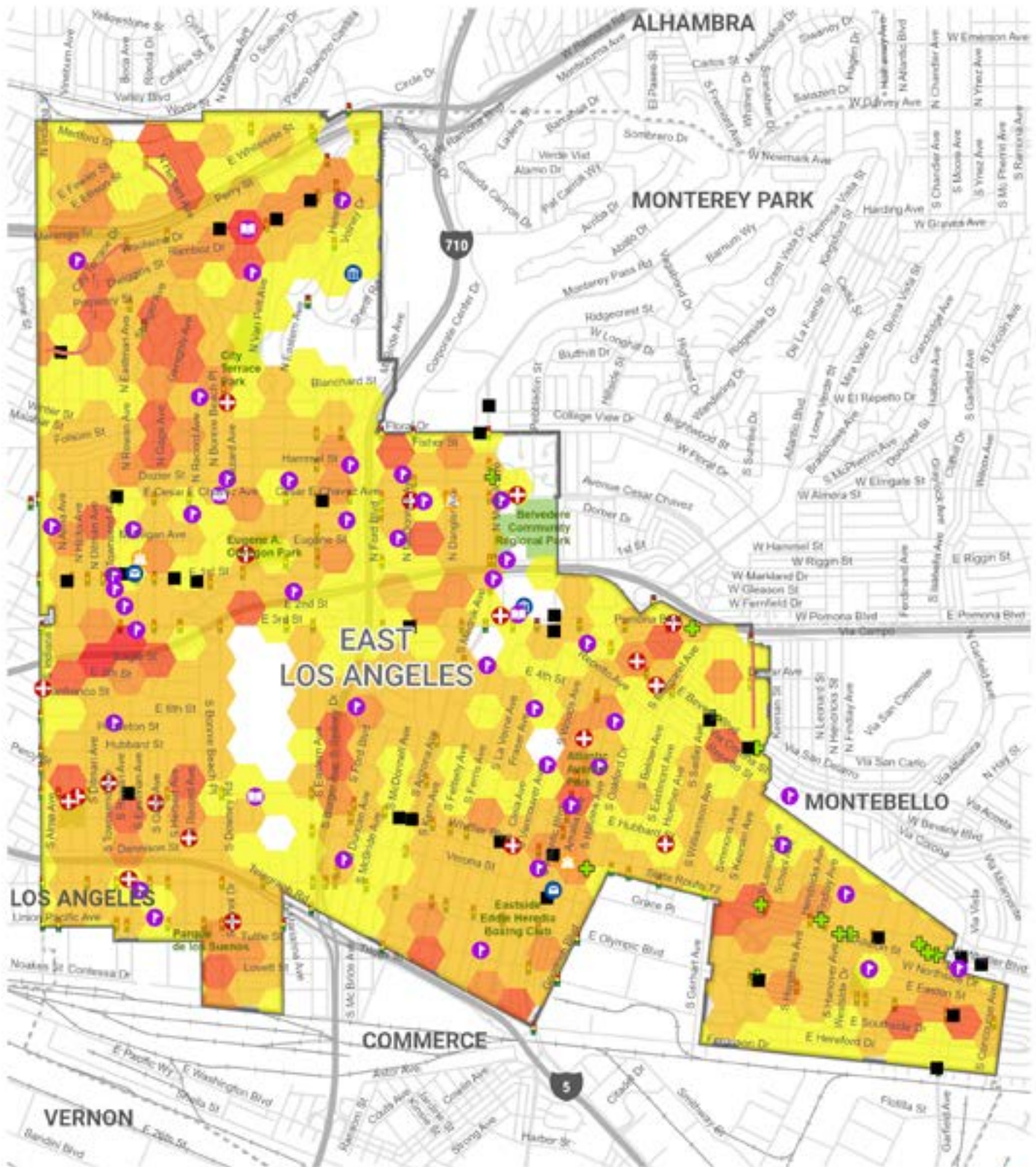


NUISANCE ACTIVITIES

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 11-4 illustrates locations of nuisance activities throughout East Los Angeles, including:

- ▶ **Dispensaries.** There are approximately a dozen known marijuana dispensaries in East Los Angeles. Dispensaries are currently illegal to operate in unincorporated Los Angeles County.
- ▶ **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 26 liquor stores located within East Los Angeles.
- ▶ **Illegal Dumping.** Illegal dumping occurs across East Los Angeles, though it is most prevalent near freeways and along major corridors. Illegal dumping can be detrimental to public health and can create a negative visual perception of safety, which can discourage pedestrian activity.

Figure 11-4: Map showing nuisance activities in East Los Angeles, 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 and can discourage participation in healthy activities, such as walking and visiting public parks. Figure 11-5 illustrates locations of crime activity within East Los Angeles.

In 2020, instances of crime were reported throughout East Los Angeles. Violent crime, which includes homicide, rape, aggravated assault, and robbery,¹ accounted for many reported crimes. Between December 2019 and November 2021, there were 26 homicides in East Los Angeles.²

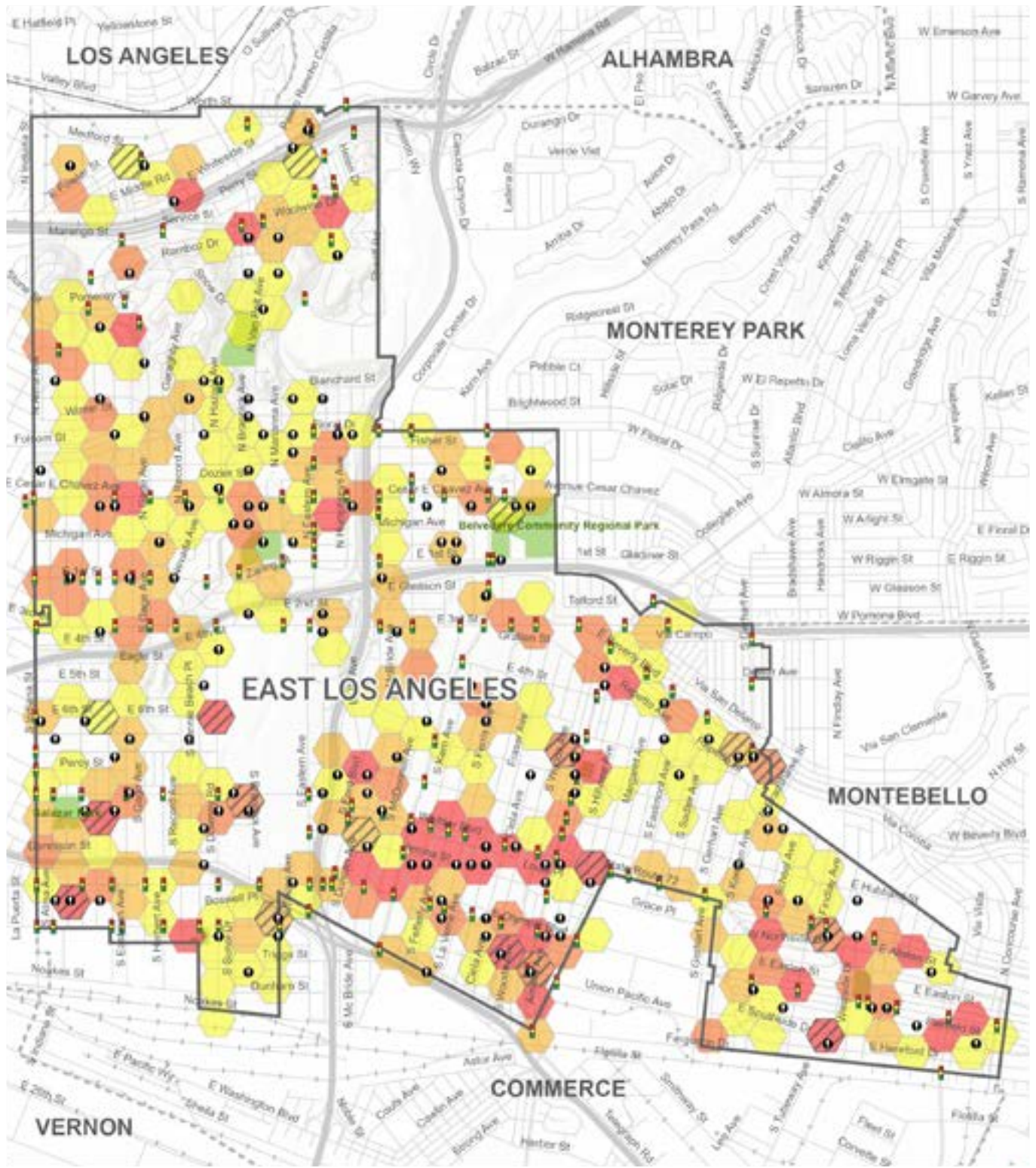
GANG ACTIVITY

Gang-related crime largely occurs near Olympic Boulevard, Whittier Boulevard, and Hazard Avenue (see Figure 11-5). Fear of gangs and gang violence can discourage people from walking or even leaving their homes.

¹ Robbery, in contrast to theft, is a taking of property that involves person-to-person interaction with force, intimidation, and/or coercion. Nancy King Law, 2018.

² County Sheriff's Department via Los Angeles Times Mapping, 2021. Crime data was collected for June 2019 to May 2021, the most recent available data.

Figure 11-5: Map showing violent crime and gang activity in East Los Angeles (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
- Number Violent Crimes**
- Least
-
- Most
- Traffic Signal
- Rail
- Park



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. East Los Angeles is one of the most pollution-burdened communities in Los Angeles County, due to concentrations of polluting industries in adjacent communities and intense transportation uses from truck-heavy routes to several major freeways. East Los Angeles 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 intersected by the region's major transportation systems, including the I-5, I-10, SR-60 and I-710 freeways, as well as freight and rail yards, East Los Angeles's air quality is among the worst in California. According to the California Office of Health Hazard and Assessment, a majority of census tracts in East Los Angeles rank above the 80th percentile for pollution burden, meaning their exposure to pollution is greater than the vast majority - 80 percent - of other census tracts statewide (Figure 11-6).¹

Diesel emissions from trucks traveling along freeways and streets, including Olympic Boulevard and Atlantic Boulevard, contribute significantly to local and regional air pollution, including Particulate Matter 2.5 (PM 2.5) and Diesel Particulate Matter (DPM). As shown in Figure 11-6, most census tracts in East Los Angeles rank above the 80th percentile for PM 2.5; while 22 out of 29 census tracts rank above the 80th percentile for DPM.² Exposure to DPM and other polluting gases can contribute to lung cancer, premature death, chronic heart and lung disease, asthma, and decreased lung function in children.³

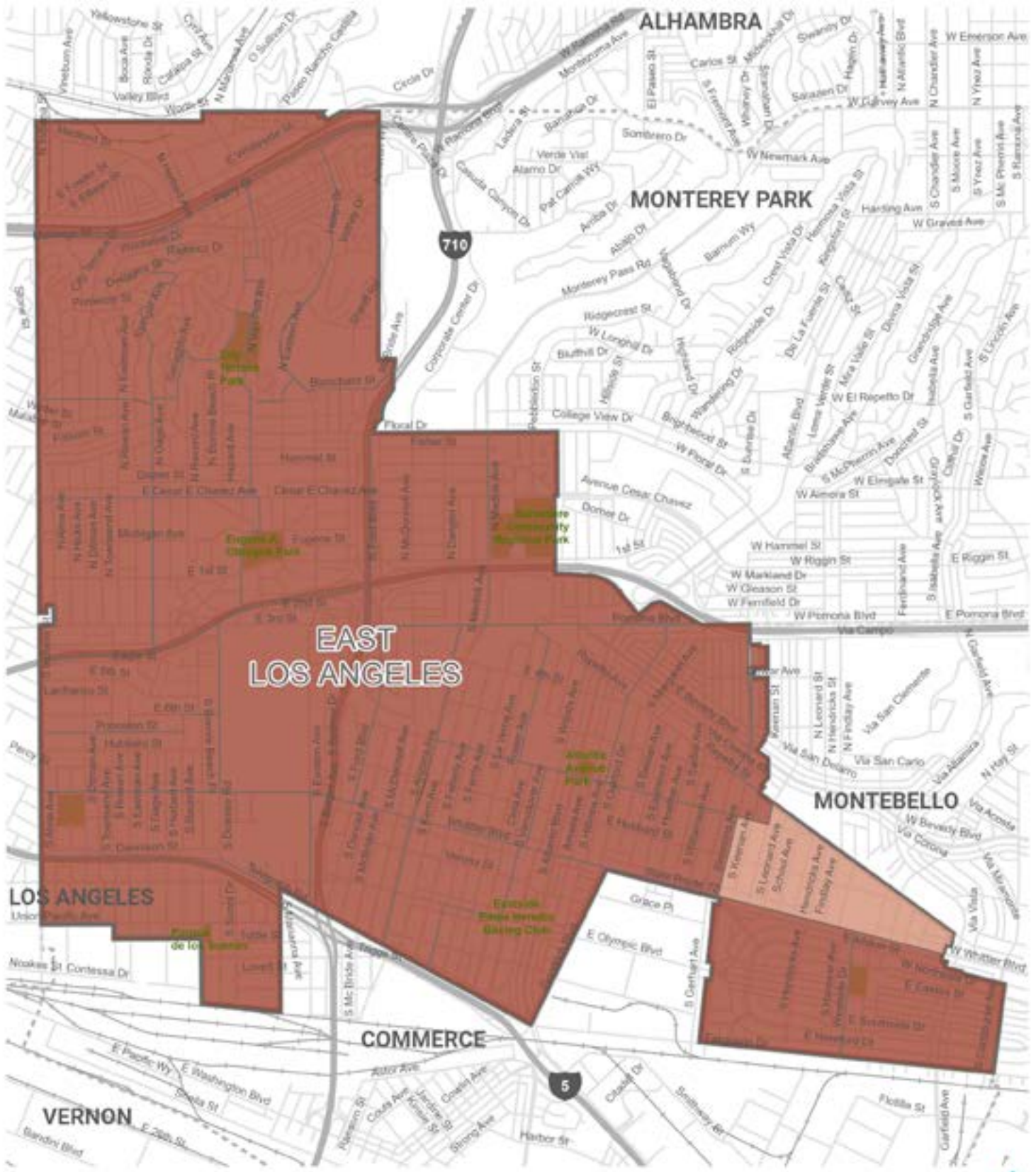
Pollution from nearby industries also impacts the health and well-being of East Los Angeles residents and visitors, often affecting their ability to recreate and enjoy being outdoors. A few miles south of East Los Angeles is the industrial City of Vernon, the location of over a dozen slaughterhouses, meat processing facilities and animal rendering plants that are known polluters and contributors of noxious smells across East

¹ <https://experience.arcgis.com/experience/11d2f52282a54ceeb-cac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

² <https://experience.arcgis.com/experience/11d2f52282a54ceeb-cac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

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

Figure 11-6: Map of CalEnviroScreen 4.0 Results in East Los Angeles



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

POLLUTION BURDEN PERCENTILE

- 50-75
- 75-100



and southeast Los Angeles. Despite ongoing interventions by state air quality regulators, these businesses continue to pollute the region's air with foul odors, causing headaches, nausea and respiratory irritation.¹ For over 90 years, the hazardous operations of another Vernon-based battery recycling facility released lead, arsenic, and other toxic substances and caused soil contamination in approximately 10,000 households in its surrounding East and Southeast Los Angeles communities. Exposure to these harmful chemicals has been associated with cancer, heart disease, as well as brain impairment and developmental effects in infants and children.²

Los Angeles's history of oil extraction has also had long term effects on communities like East Los Angeles. At present, there are eight plugged dry holes and five plugged oil or gas wells located in East Los Angeles, and the southwest area of East Los Angeles is located within the Bandini Oil Field.³

According to a 2018 report by the Department of Public Health, particulate matter and Volatile Organic Compounds from oil and gas extraction activities "can lead to harmful human health effects, including eye, nose and throat irritation; exacerbations of asthma; and other respiratory conditions,"⁴ among many other health impacts.

4 http://publichealth.lacounty.gov/eh/docs/PH_OilGasFacilitiesPHSafetyRisks.pdf

1 <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/camps/elabhwc-progress-reports/elabhwc-rendering-facilities---coming-soon.pdf>

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

3 <https://maps.conservation.ca.gov/doggr/wellfinder/#>

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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. East Los Angeles has 19 of 22 census tracts in the highest tier for social sensitivity in Los Angeles County, as shown in Figure 11-7.¹

Humans start to experience higher risk of heat illness at 95°F. According to the CVA, East Los Angeles historically experiences 95th-percentile daily maximum temperatures of 93.8°F, which

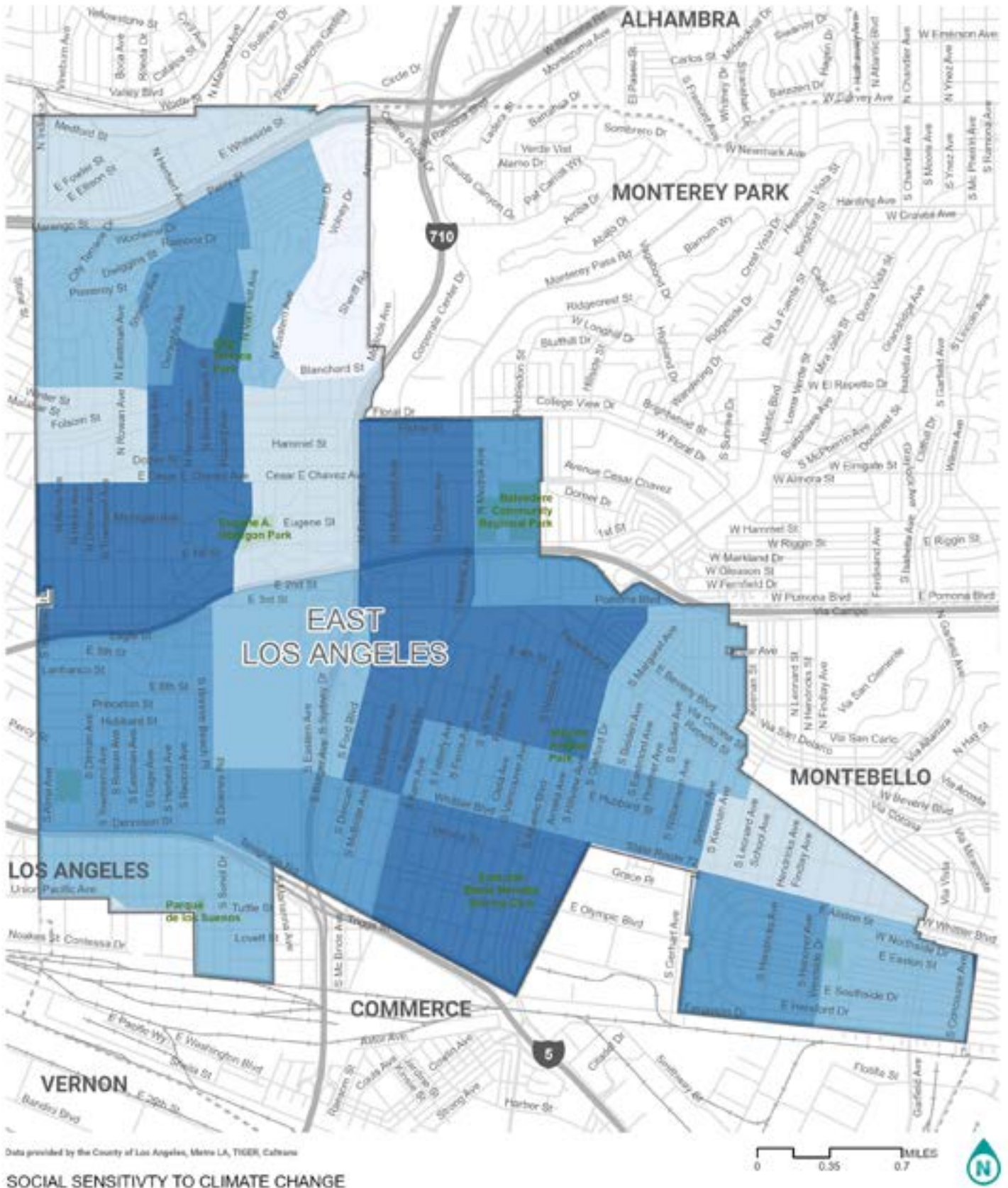
is projected to increase 5.3°F to 99.1°F by mid-century. This means the hottest days will generally be much hotter than they are today, and far more unpleasant to walk or roll without refuge from the heat, such as shade trees, green spaces, and bus shelters.

Additionally, East Los Angeles historically sees 29.3 heavy rain days each year, which the CVA projects will increase by 1.9 to 31.3 heavy rain days by mid-century. Localized flooding can occur in inland places like East Los Angeles when stormwater infrastructure is overwhelmed, and streets and sidewalks can become dangerous or impassable.

According to the CVA, East Los Angeles has low community-level adaptive capacity due to limited tree canopy (12 percent vs. 20 percent countywide), lots of pavement and other impermeable surfaces (68 percent vs. 23 percent countywide), and other features of the built environment that magnify the impacts of even modest increases in temperature. By mid-century, East Los Angeles' climate vulnerability will be among the highest in the county, due in part to a high proportion of residents that work outdoors.

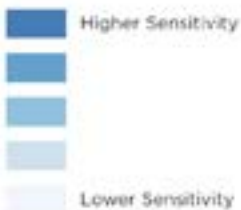
¹ The Social Sensitivity Index illustrated in Figure 12-7 incorporates the demographics and individual characteristics of the people living in each census tract. However, it does not measure the quality of the physical environment in which they live; and should not be the only factor in decision-making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

Figure 11-7: Map showing the Social Sensitivity Index for census tracts in East Los Angeles



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 East Los Angeles. Opportunities for enhancement are recorded in Figure 11-8 and Figure 11-9. 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*. 3.

Sidewalks

Sidewalks form the backbone of pedestrian transportation networks. Most streets in East Los Angeles have sidewalks or pathways on at least one side. However, the existing sidewalks along Ditman Avenue, Eastman Avenue, Pomeroy Street, and City Terrace Drive are between 4 and 5 feet wide which can make accessibility difficult.

Olympic Boulevard, Atlantic Boulevard, and Pomona Boulevard all feature relatively wider sidewalks between 10 and 20 feet that allow for easier pedestrian travel. Another challenge to access is sidewalk damage; including cracks, tree roots lifting up sections, or other issues with the existing pavement. These are noted in Figure 11-8

Crosswalks

Crosswalks provide guidance for pedestrians who are crossing the street by making their path of travel clearer. 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 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 at most major intersections throughout East Los Angeles, as well as



A standard crosswalk with two parallel lines and an ADA compliant curb ramp, East Los Angeles



A continental crosswalk that is yellow, indicating a school zone, East Los Angeles.



A ladder crosswalk with pedestrian crossing signage, East Los Angeles.

near schools in the community. Most are standard crosswalks, though high-visibility crosswalks exist at multiple intersections along East 3rd Street, around Metro E Line stations, and near some parks and schools.

Curb Ramps and Curb Extensions

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. See Chapter 3 of *Step by Step* for more information about different types of curb ramps. Curb extensions can enhance the pedestrian environment because they require vehicles to slow down before turning. Curb extensions also shorten the crossing distance between two curbs.

Traffic Signals

Traffic signals are present at most major intersections in East Los Angeles. Most traffic signals include push-button activated countdown walk signals for pedestrians. Certain intersections in East Los Angeles also feature a Leading Pedestrian Interval, signal timing that gives pedestrians a 3-7 second “head start” to cross before vehicle traffic gets a green light.

Lighting

Most major roads in East Los Angeles have street lights, which illuminate the roadway but do not always light the sidewalk, which could discourage community members from walking at night.

Pedestrian-scale lighting, defined in Chapter 3 of *Step by Step*, exists along some roads with relatively high levels of commercial activity, such as Whittier Boulevard, as well as along East 3rd Street near the Metro E Line.

Tree Canopy

According to the Healthy Places Index, seventy percent of California cities have greater tree canopy coverage than East Los Angeles.¹

Dense tree canopy coverage is an important strategy to cool neighborhoods and help communities adapt to a changing climate. Trees can make walking feel safer and more pleasant, beautify the community, provide important mental health benefits, and improve overall quality of life.

Even so, while there are many benefits to a

¹Public Health Alliance, Healthy Places Index, 2011



Parklet at Mednick Avenue across from the East LA Civic Center



Pedestrian scale lighting and limited shade, East Los Angeles

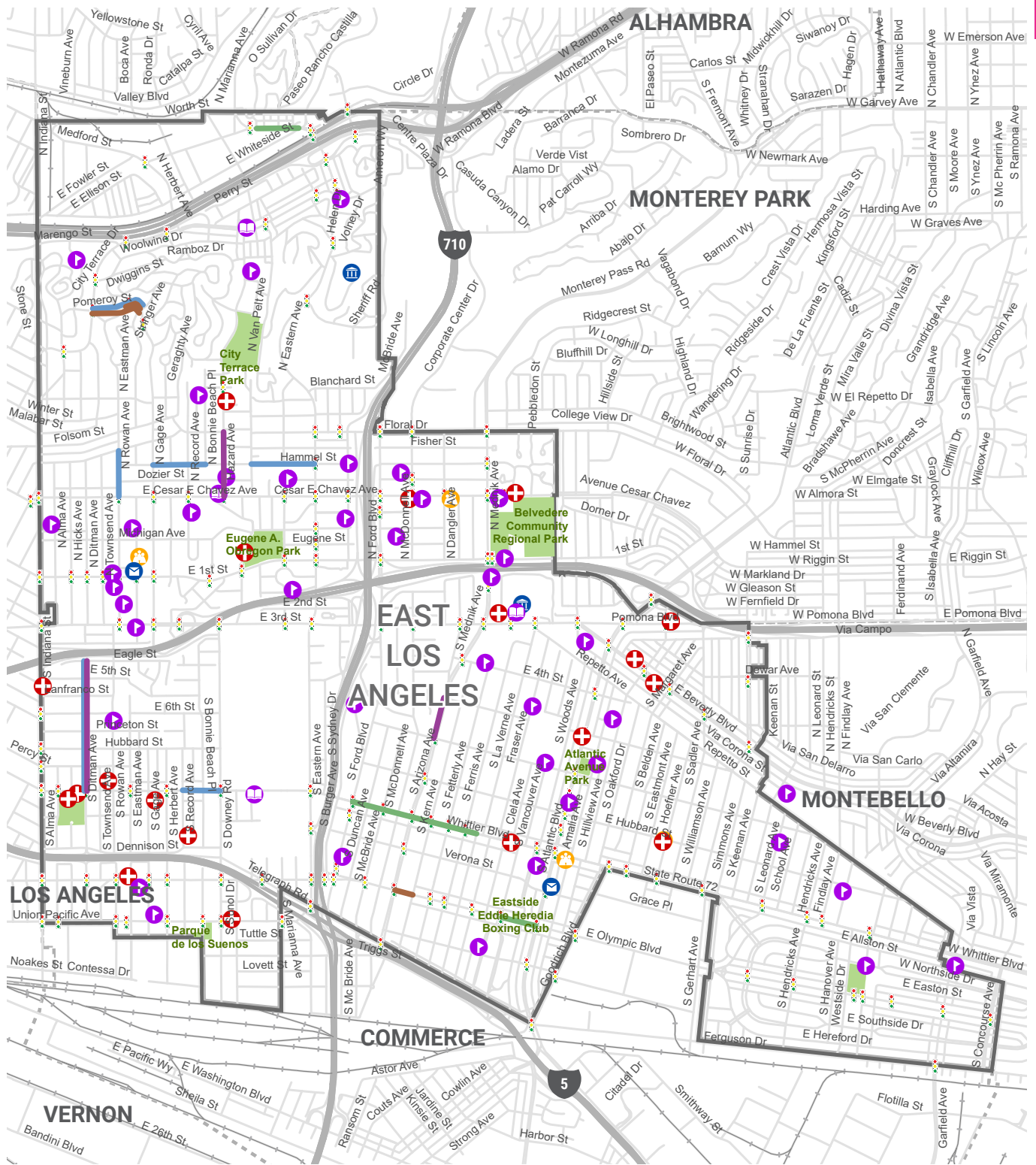
robust tree canopy, nearly all trees can conflict with surrounding infrastructure. Having enough space around and above trees is an important consideration in which species are planted, where, and for what purpose.

Parklets

East Los Angeles is the only LA County unincorporated community with parklets. Two parklets were installed in 2015 that are still in place:

- ▶ SoCal Burger Parklet on Mednick Avenue across from the East LA Civic Center
- ▶ El Machin Parklet on Whittier Boulevard

Figure 11-8: Map of walk audit observations related to sidewalks and paths in East Los Angeles²⁴



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

0 0.35 0.7 MILES



DESTINATIONS

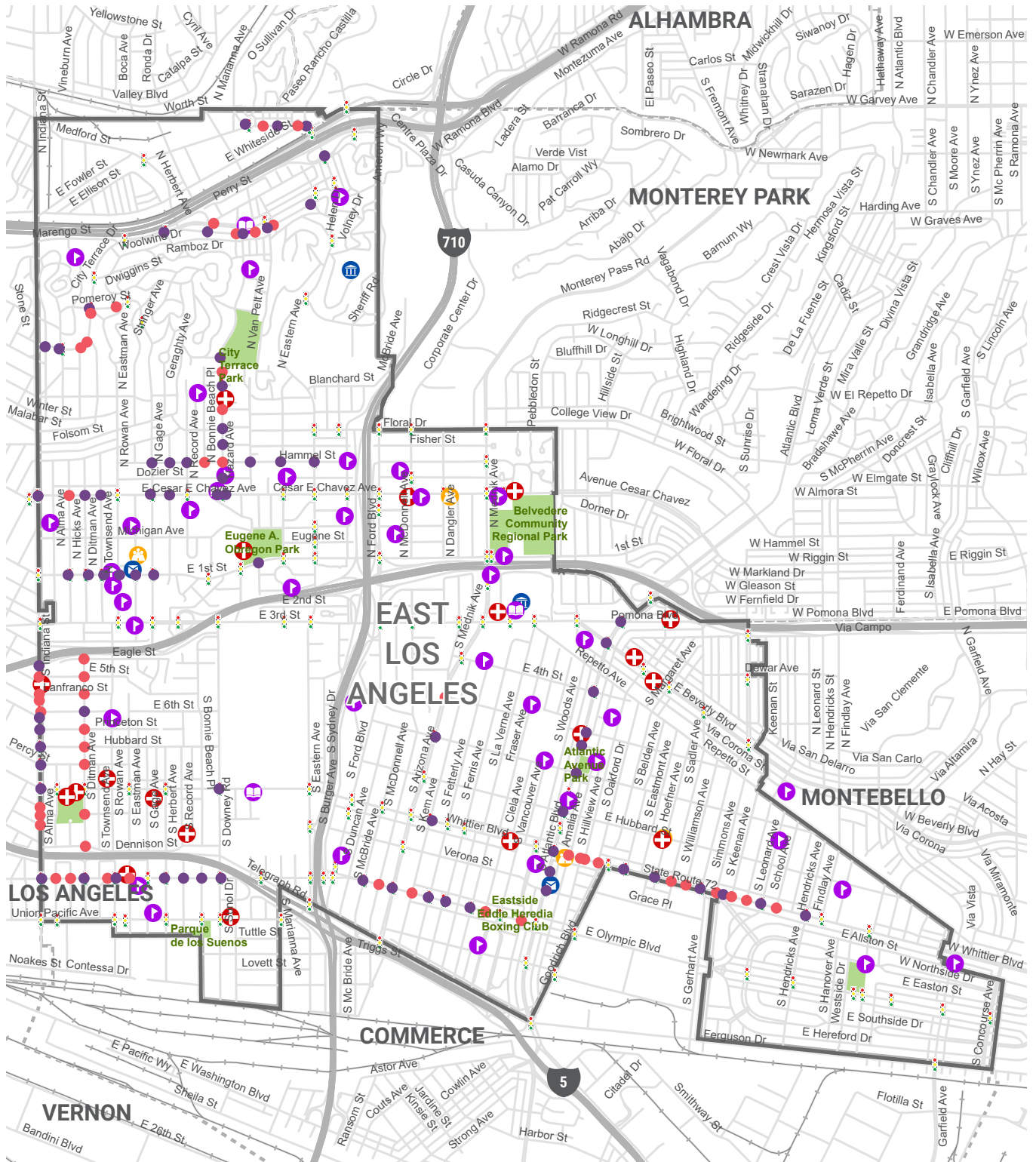
- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

SIDEWALK OBSERVATIONS

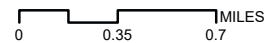
- Damaged Sidewalk
- Limited Lighting
- Limited Shade
- Narrow Sidewalk
- Traffic Signal
- Rail
- Park

24 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 11-9: Map of walk audit observations related to intersections in East Los Angeles²⁵



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

²⁵ 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 East Los Angeles' 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 East Los Angeles. 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: City Terrace Drive, Olympic Boulevard, E Cesar E Chavez Avenue, Whittier Boulevard, 1st Street, and Eastern Avenue. These corridors are identified as LA County Vision Zero Collision Concentration Corridors due to a history of pedestrian-related collisions, 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:

- ▶ Conducting a study along Eastern Avenue to determine if roadway reconfiguration, which could help calm traffic and create space for other pedestrian enhancements, is appropriate.

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:

- ▶ High visibility crosswalks, flashing crossing beacons, curb extensions, and ADA compliant curb ramps along Olympic Boulevard.
- ▶ Signal updates, like the leading pedestrian intervals recommended along Whittier

Boulevard, to allow pedestrians to begin crossing before the light turns green for vehicles, placing pedestrians in clearer view of drivers.

- ▶ High visibility crosswalks and other complete streets enhancements on Union Pacific Avenue to make pedestrians feel safer on their street.¹

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:

- ▶ Wider sidewalks on E 3rd Street, near the cemetery, to better separate pedestrians from vehicle traffic and reduce accessibility issues caused by poles and streetlights that are currently obstructing the sidewalk.
- ▶ Widening the sidewalks on 1st Street to provide easier access to Belvedere Park and will make walking along the highway underpass more comfortable.

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

¹ East Yard Communities for Environmental Justice, *Complete Streets in East LA Union-Pacific*, <http://eycej.org/campaigns/complete-streets-east-la-union-pacific/>. To create a complete streets space in the Union Pacific neighborhood, a group of community advocates worked with the Public Works to recommend a series of pedestrian improvements. Complete streets projects consider all roadway users including pedestrians, bicyclists, transit users, and drivers, and configure roadways to suit the needs of all of these users.

proposed traffic calming projects include:

- ▶ Mini roundabouts or other treatments at intersections of Ford Boulevard and Humphreys Avenue, and Dennison Street and Record Avenue.
- ▶ Chicanes or speed cushions on Blanchard Street between Marianna Avenue and Eastern Avenue to reduce speeding.
- ▶ A roundabout or curb extensions at Eagle Street and La Verne Avenue where there is reported street racing.

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 East Los Angeles. These proposals include, but are not limited to:

- ▶ Pedestrian-scale lighting near parks to make walking feel safer at night.

Enhanced Transit Stops - Facilities that can make transit more efficient while providing pedestrian benefits, as well as shade, seating, and lighting, which can make taking transit a more comfortable experience. This also includes bus bulbs, which extend the curb from the sidewalk further into the street. Bus stops are placed on the bus bulb, allowing buses to stop without leaving the travel lane. The bus bulbs also

shorten crossing distances for pedestrians, much like a curb extension. Examples of proposed transit stop enhancements in East Los Angeles include:

- ▶ Enhanced transit stops and bus bulbs along Olympic Boulevard, Atlantic Boulevard, Whittier Boulevard, and 1st Street.

Overcrossings, Undercrossings, and Staircase Projects - East Los Angeles has a number of pedestrian walkways that can lead pedestrians quickly and safely across highways, busy streets, and through neighborhoods, but many of these bridges, tunnels, and stairs can be enhanced, such as:

- ▶ Lighting improvements, wayfinding, public art, handrails, landscaping, and increased overall maintenance measures, to make the staircases, such as those in the City Terrace neighborhood, safer and more pleasant to use.
- ▶ Enhanced lighting and wayfinding along the I-10 overcrossings, like the one from Marengo Street to Whiteside Street.

Pocket Parks - Provide scenic green space in otherwise car-centric areas and can include basic amenities like seating. Pocket parks are typically installed on vacant lots less than three acres in size. For example, pocket parks are proposed at:

- ▶ Folsom and Gage, as recommended in the East Los Angeles Parks and Recreation plan.¹

These draft proposed projects are detailed in Table 11-6, and are mapped in Figure 11-10 and Figure 11-11. 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 East Los Angeles 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.

¹ Los Angeles County Department of Parks and Recreation, East Los Angeles Community Parks and Recreation Plan, 2016.

Table 11-6: Proposed pedestrian projects in East Los Angeles*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
1st Street					Average Corridor Score: 57.6	
County	1st Street (Ditman Avenue to Eastern Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	60.0
County	1st Street (Mednik Avenue to Bonnie Beach Place)	Both sides of street	Widen sidewalks	\$237,600	\$343,200	70.0
County	1st Street (Mednik Avenue to Vancouver Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	62.0
County	1st Street & Alma Avenue	East leg	Stripe continental crosswalk	\$3,000	\$5,000	48.3
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		East-west direction	Install advance yield marking	\$4,000	\$4,000	
		Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	
County	1st Street & Dangler Avenue	West leg	Install pedestrian-activated warning system	\$125,000	\$400,000	50.0
County	1st Street & Ditman Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	55.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	1st Street & Eastern Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	58.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast corner	Install curb extension	\$65,000	\$100,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	1st Street & Eastman Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	57.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	1st Street & Ford Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	55.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	1st Street & Gage Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	65.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	1st Street & Herbert Avenue	Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	52.0
County	1st Street & Hicks Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	52.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County/ City of Los Angeles	1st Street & Indiana Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	55.0
County	1st Street & Marianna Avenue	North leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	60.3
		Northeast corner	Install curb extension	\$65,000	\$100,000	
		Southeast corner	Install bus bulb	\$200,000	\$390,000	
County	1st Street & McDonnell Avenue	North leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	45.0
		Northwest and northeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	1st Street & Mednik Avenue	Northeast, northwest, and southeast corners	Install curb extension	\$195,000	\$300,000	72.5
		All legs	Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	1st Street between Mednik Avenue and Vancouver Avenue	Existing midblock crossing	Restripe as yellow continental crosswalk	\$3,000	\$5,000	55.0
County	1st Street & Rowan Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	57.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	1st Street & Sunol Drive	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	68.3
		Northwest and southeast corners	Install curb extension	\$130,000	\$200,000	
		Northeast and southwest corners	Install bus bulb	\$400,000	\$780,000	
County	1st Street & Townsend Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	57.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	1st Street & Villa Serena	East leg	Restripe as continental crosswalk	\$3,000	\$5,000	62.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
City of Monterey Park	1st Street & Woods Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	48.7
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
E 2nd Street					Average Corridor Score: 40.0	
County/ Caltrans	E 2nd Street & Humphreys Avenue	North end of Humphreys Avenue	Plant additional street trees on the existing landscaped buffer	\$55,000	\$75,000	40.0
E 3rd Street					Average Corridor Score: 60.4	
County	E 3rd Street & Arizona Avenue	All legs	Stripe continental crosswalk	\$12,000	\$20,000	65.0
County	E 3rd Street & Civic Center Way	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	65.0
County	E 3rd Street (Eastern Avenue to Humphreys Avenue)	North side of street	Widen sidewalks	\$33,795	\$48,815	55.0
County	E 3rd Street (Eastern Avenue to Downey Road)	South side of street	Widen sidewalks	\$33,750	\$48,750	60.0
County	E 3rd Street & Downey Road	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	55.0
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	E 3rd Street & Eastern Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	56.7
		All corners	Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Southeast corner	Install curb extension	\$65,000	\$100,000	
County	E 3rd Street (Gage Avenue to Ford Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	72.0
County	E 3rd Street & Ford Boulevard	Northeast and southeast corners (on Ford)	Install curb extension	\$130,000	\$200,000	62.0
County	E 3rd Street & Gage Avenue	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	62.0
County	E 3rd Street & Indiana Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	55.0
County	E 3rd Street & La Verne Avenue	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	60.0
		South corners	Install curb extensions	\$130,000	\$200,000	
		Eastbound, southeast corner	Install bus shelter	\$28,000	\$28,000	
County	E 3rd Street & McDonnell Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
County	E 3rd Street & Rowan Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	60.0
			Modify signal timing to include a Leading Pedestrian Interval	\$4,000	\$30,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
E 4th Street					Average Corridor Score: 47.0	
County	E 4th Street & Amalia Avenue	All legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	50.0
		All corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
County	E 4th Street & Ferris Avenue	All corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	50.0
County	E 4th Street & Fetterly Avenue	East and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	52.0
		Northeast, southeast, and southwest corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
County	E 4th Street & Hillview Avenue	West leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	45.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	E 4th Street & La Verne Avenue	All legs	Stripe continental crosswalk	\$12,000	\$20,000	45.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
		All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	
County	E 4th Street & Mednik Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	63.7
		Northwest and northeast corners	Enhanced transit stops that include amenities such as seating and shade	Varies	Varies	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	E 4th Street & Rowan Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	35.0
County	E 4th Street (Rowan Avenue to Eastman Avenue)	North side of street	Install pedestrian-scale lighting	Varies	Varies	35.0
E 6th Street					Average Corridor Score: 45.3	
County	E 6th Street (Amalia Avenue and Eastmont Avenue)	Both sides of street	Plant street trees	\$55,000	\$75,000	57.0
County	E 6th Street & Amalia Avenue	North and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	55.0
		All corners	Install new ADA compliant curb ramp	\$12,000	\$20,000	
County	E 6th Street & Arizona Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.5
		North and south legs	Enhanced transit stops that include amenities such as seating and shade	Varies	Varies	
		All corners	Install curb extensions	\$260,000	\$400,000	
			Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	E 6th Street & Clela Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate	\$100,000	\$650,000	37.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	E 6th Street & Ditman Avenue	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	47.0
		North and south legs	Restripe as continental crosswalk	\$6,000	\$10,000	
		All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	
County	E 6th Street & Fetterly Avenue	East leg	Stripe continental crosswalk	\$3,000	\$5,000	34.5
County	E 6th Street & Fetterly Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate	\$100,000	\$650,000	34.5
County	E 6th Street & La Verne Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate	\$100,000	\$650,000	32.0
County	E 6th Street & Vancouver Avenue	Southwest, southeast, and northeast corners	Install curb extensions	\$195,000	\$300,000	42.0
Adkisson Avenue					Average Corridor Score: 45.0	
County	Adkisson Avenue (Ellison Street to Whiteside Street)	Both sides of street	Plant street trees	\$55,000	\$55,000	\$75,000
Alma Avenue					Average Corridor Score: 52.0	
County	Alma Avenue (Whittier Boulevard to Dennison Street)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	52.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Amalia Avenue					Average Corridor Score: 55.0	
County	Amalia Avenue & Hastings Street	North leg	Install raised crosswalk	\$20,000	\$40,000	55.0
Arizona Avenue					Average Corridor Score: 65.6	
County	S Arizona Avenue & Eagle Street	All legs	Install traffic signal	\$375,000	\$500,000	60.3
		East leg	Stripe continental crosswalk	\$3,000	\$5,000	
		All corners	Install curb extensions	\$260,000	\$400,000	
County	S Arizona Avenue & E Hubbard Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	54.5
		All corners	Install new ADA compliant curb ramp	\$10,000	\$15,000	
County	S Arizona Avenue & E Olympic Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	72.0
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	S Arizona Avenue (Telegraph Road to 3rd Street)	Both sides of street	Plant street trees	\$55,000	\$75,000	85.0
County/ City of Commerce	S Arizona Avenue & Telegraph Road	North and west legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	62.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	S Arizona Avenue & Verona Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	61.7
		All corners	Install curb extensions	\$260,000	\$400,000	
			Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	S Arizona Avenue & Whittier Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	63.7
			Modify signal timing to include a Leading Pedestrian Interval	\$4,000	\$30,000	
		Southbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
		All corners	Install curb extensions	\$260,000	\$400,000	
		-	Study for scramble crossing	\$12,000	\$20,000	
Atlantic Boulevard					Average Corridor Score: 64.1	
County	Atlantic Boulevard & E 6th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	65.0
		All corners	Install curb extension	\$260,000	\$400,000	
		Southwest corner	Install bus bulb	\$200,000	\$390,000	
		Southbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
County	Atlantic Boulevard & Eagle Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	65.0
		Northeast and southwest corners	Install curb extension	\$130,000	\$200,000	
County	Atlantic Boulevard & Goodrich Avenue	Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	70.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Atlantic Boulevard & Hubbard Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	63.3
		All corners	Install curb extension	\$260,000	\$400,000	
		Southwest corner	Install bus bulb	\$200,000	\$390,000	
County	Atlantic Boulevard & Olympic Boulevard	All legs	Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	67.0
		Northwest and southeast corners	Install bus bulb	\$400,000	\$780,000	
County	Atlantic Boulevard & Pomona Boulevard	North and east legs	Restripe as continental crosswalk	\$6,000	\$10,000	67.0
		West-bound slip lane	Install raised crosswalk	\$25,000	\$50,000	
		Northeast corner	Increase size of right-turn slip lane island	\$40,000	\$65,000	
		Southbound, southwest corner	Install bus shelter	\$25,000	\$25,000	
County/ City of Commerce	Atlantic Boulevard & Telegraph Road	All legs	Stripe continental crosswalk	\$24,000	\$40,000	50.0
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Southbound, northwest corner	Install bus shelter	\$28,000	\$28,000	
County	Atlantic Boulevard & Verona Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	65.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Atlantic Boulevard & Whittier Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	62.5
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
			Study for scramble crossing	\$12,000	\$20,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	
Beverly Boulevard					Average Corridor Score: 53.3	
County	Beverly Boulevard & Gerhart Avenue	Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	57.0
County	Beverly Boulevard & Hillview Avenue	Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	57.0
County	Beverly Boulevard & Pomona Avenue	Eastbound, southeast corner	Install bus shelter	\$28,000	\$28,000	57.0
County	Beverly Boulevard/ Woods Avenue & Pomona Avenue/3rd Street	All way	Study for traffic calming	\$100,000	\$650,000	42.0
Blanchard Street					Average Corridor Score: 35.7	
County	Blanchard Street & Eastern Avenue	Northwest and southwest corners	Install curb extensions	\$260,000	\$400,000	35.0
County	Blanchard Street & Marianna Avenue	All corners	Install curb extensions	\$260,000	\$400,000	45.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Blanchard Street & Townsend Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	27.0
Brannick Avenue					Average Corridor Score: 57.5	
County	Brannick Avenue & Dozier Street	North and west legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	55.0
		Northeast, northwest, and southwest corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
County	Brannick Avenue (between Blanchard Street to 410 N Brannick Avenue)	Both sides of street	Plant street trees	\$55,000	\$75,000	60.0
Burger Avenue					Average Corridor Score: 47.0	
County	Burger Avenue (Humphreys Avenue to Whitter Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	47.0
Campus Road					Average Corridor Score: 47.1	
County / Caltrans	Campus Road & Ramona Boulevard	North and west legs	Restripe as continental crosswalk	\$6,000	\$10,000	38.3
		Northeast, northwest, and southwest corners	Install new ADA compliant curb ramps	\$30,000	\$45,000	
Caltrans		Northeast and northwest corners	Reduce curb radii	\$30,000	\$100,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Caltrans	Campus Road at I-10W on-ramp	West leg	Restripe as continental crosswalk	\$3,000	\$5,000	54.5
		Northwest and southwest corners	Reduce curb radii	\$30,000	\$100,000	
County / Caltrans / City of Los Angeles	Campus Road & State University Drive	North, east and west legs	Restripe as continental crosswalk	\$9,000	\$15,000	48.3
Caltrans		Northeast, northwest, and southwest corners	Reduce curb radii	\$45,000	\$150,000	
City of Los Angeles		North and west legs	Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
Cesar E Chavez Avenue					Average Corridor Score: 64.1	
County	E Cesar E Chavez Avenue & N Arizona Avenue	Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	59.5
		East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
County	E Cesar E Chavez Avenue, between Mednik Avenue and Vancouver Avenue	Existing midblock crossing	Restripe as yellow continental crosswalk	\$3,000	\$5,000	57.0
		North and south ends of existing midblock crossing	Install curb extension	\$130,000	\$200,000	
		Westbound stop	Install bus shelter	\$28,000	\$28,000	
County	E Cesar E Chavez Avenue & Dangler Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	65.0
		Northeast and southwest corners	Install bus bulb	\$400,000	\$780,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	E Cesar E Chavez Avenue & N Eastern Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	65.0
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast, northwest, and southeast legs	Install new ADA compliant curb ramp	\$30,000	\$45,000	
		Eastbound, southeast corner and southbound, northwest corner	Install bus shelter	\$56,000	\$56,000	
County	E Cesar E Chavez Avenue & Ford Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	59.5
			All corners (on Ford)	Install curb extension	\$260,000	
		Northeast and southeast corners	Install bus bulb	\$400,000	\$780,000	
		Westbound, northeast corner	Install bus shelter	\$28,000	\$28,000	
County	E Cesar E Chavez Avenue, between Ford Boulevard and McDonnell Avenue	Midblock	Stripe continental crosswalk	\$3,000	\$5,000	55.8
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		East-west direction	Install advance yield marking	\$4,000	\$4,000	
		North and south end of crosswalk	Install curb extension	\$130,000	\$200,000	
County	E Cesar E Chavez Avenue & N Gage Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	65.0
			Northeastern and northwestern corners	Install new ADA compliant curb ramp	\$20,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	E Cesar E Chavez Avenue & N Hazard Avenue	West, north, and east legs	Restripe as continental crosswalk	\$9,000	\$15,000	67.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
		Northwest corner	Install curb extension	\$65,000	\$100,000	
		Northeast corner	Install bus bulb	\$200,000	\$390,000	
County	E Cesar E Chavez Avenue & Humphreys Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	62.0
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	E Cesar E Chavez Avenue & Kern Avenue	South leg	Stripe continental crosswalk	\$3,000	\$5,000	77.0
County	E Cesar E Chavez Avenue & Marianna Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	67.0
		Northeast corner	Install new ADA compliant curb ramp	\$10,000	\$15,000	
		Eastbound, southeast corner	Install bus shelter	\$28,000	\$28,000	
County	E Cesar E Chavez Avenue & McDonnell Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	65.0
County	E Cesar E Chavez Avenue (Rowan Avenue to Vancouver Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	70.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	E Cesar E Chavez Avenue & Mednik Avenue	All legs	Study for scramble crossing	\$12,000	\$20,000	69.5
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	E Cesar E Chavez Avenue & Record Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	60.7
		All corners	Install curb extension	\$260,000	\$400,000	
		Northwest and northeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
County	E Cesar E Chavez Avenue & Rowan Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	60.0
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	E Cesar E Chavez Avenue & San Carlos Street	South leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	65.0
City Terrace Drive					Average Corridor Score: 60.0	
County	City Terrace Drive (Alma Avenue to Eastern Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	65.0
			Plant street trees	\$55,000	\$75,000	
County	City Terrace Drive & Alma Avenue	Westbound, northeast corner	Install bus shelter	\$28,000	\$28,000	60.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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 Terrace Drive & Eastern Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	53.3
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Southeast corner	Reduce curb radii	\$15,000	\$50,000	
County	City Terrace Drive & Hazard Avenue	Northeastern, southwestern, and northwestern corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	78.0
		West, south, and east legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	
		Northwest and northeast corners	Install curb extensions	\$130,000	\$200,000	
		All legs	Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Eastbound, southwest corner and westbound, northeast corner	Install bus shelter	\$56,000	\$56,000	
County	City Terrace Drive & Herbert Avenue	East leg	Restripe as continental crosswalk	\$3,000	\$5,000	56.7
		All corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
		Southeast and northwest corners	Install bus bulb	\$400,000	\$780,000	
County	City Terrace Drive & Marengo Street	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	52.5
		All legs	Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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 Terrace Drive & Miller Avenue	North and south legs	Stripe continental crosswalk	\$6,000	\$10,000	65.0
		Northeast and northwest corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
County	City Terrace Drive & Pomeroy Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	67.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	City Terrace Drive & Rogers Street	East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	63.8
		North leg	Stripe continental crosswalk	\$3,000	\$5,000	
County	City Terrace Drive & Ramboz Drive	South and east legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	50.0
County	City Terrace Drive & Van Pelt Avenue	West, east, and south legs	Restripe as continental crosswalk	\$30,000	\$45,000	65.0
		Northeastern, northwestern, and southeastern corners	Install new ADA compliant curb ramp	\$4,000	\$30,000	
County	City Terrace Drive & Van Pelt Avenue	West, east, and south legs	Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$1,500	\$3,500	65.0
County	Pedestrian walkway (3515 City Terrace Drive to 1267 N Ditman Avenue)	-	Install pedestrian-scale lighting	Varies	Varies	35.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Civic Center Way					Average Corridor Score: 75.0	
County	Civic Center Way & Mednik Avenue	North, east, and south legs	Restripe as continental crosswalk	\$9,000	\$15,000	75.0
			Upgrade 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	
Cordova Avenue					Average Corridor Score: 40.0	
County	Cordova Avenue (Blanchard Street to Folsom Street)	Both sides of street	Plant street trees	\$55,000	\$75,000	40.0
Dangler Avenue					Average Corridor Score: 48.8	
County	Dangler Avenue (Cesar E Chavez Avenue and Michigan Avenue)	Both sides of crosswalk	Install new ADA compliant curb ramp	\$20,000	\$30,000	50.0
County	Dangler Avenue & Dozier Street	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 yellow continental crosswalk	\$6,000	\$10,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Dennison Street					Average Corridor Score: 48.6	
County	Dennison Street & Ditman Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate	\$100,000	\$650,000	57.0
County	Dennison Street & Eastman Avenue	North leg	Stripe continental crosswalk	\$3,000	\$5,000	51.7
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		All way	Study for all-way stop	\$15,000	\$30,000	
County	Dennison Street & Record Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	37.0
Ditman Avenue					Average Corridor Score: 78.3	
County	Ditman Avenue (Dennison Street to Whittier Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	78.3
			Plant street trees	\$55,000	\$75,000	
			Study for speed humps	\$20,000	\$40,000	
Downey Road					Average Corridor Score: 54.5	
County	Downey Road (Whittier Boulevard to 3rd Street)	East side of street	Widen sidewalks	\$153,450	\$221,650	57.0
		Both sides of street	Install pedestrian-scale lighting	Varies	Varies	
			Plant street trees	\$55,000	\$75,000	
			Study for roadway reconfiguration	\$200,000	\$300,000	
County	Staircase (431 Downey Road & 4030 Eagle Street)	Staircase	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	52.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Dozier Street					Average Corridor Score: 60.0	
County	Dozier Street (Marianna Avenue & Eastern Avenue)	Both sides of street	Plant street trees	\$55,000	\$75,000	60.0
Dwiggins Street					Average Corridor Score: 45.0	
County	Staircase (3958 Dwiggins Street & 1243 N Bonnie Beach Place)	Staircase	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	45.0
Eagle Street					Average Corridor Score: 43.4	
County	Eagle Street & Amalia Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	55.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Eagle Street & Hillview Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	50.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Eagle Street & Humphreys Avenue	Northwest corner	Install curb extension	\$65,000	\$100,000	36.7
		West leg	Stripe continental crosswalk	\$3,000	\$5,000	
		East leg	Restripe as continental crosswalk	\$3,000	\$5,000	
County	Eagle Street & La Verne Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install curb extensions	\$100,000	\$650,000	32.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Eastern Avenue					Average Corridor Score: 56.3	
County	Eastern Avenue (Marianna Avenue to Hauck Street)	Both sides of street	Widen sidewalks	\$130,185	\$188,045	60.0
County	Eastern Avenue (Marianna Avenue to near Sheriff Road)	Both sides of street	Plant street trees	\$55,000	\$75,000	50.0
			Install pedestrian-scale lighting	Varies	Varies	
County	Eastern Avenue (E Cesar E Chavez Avenue to Whittier Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	75.0
			Plant street trees	\$55,000	\$75,000	
County	Eastern Avenue (E 2nd Street to Whittier Boulevard)	Both sides of street	Study for roadway reconfiguration	\$200,000	\$300,000	65.0
County	Eastern Avenue & E 5th Street	North and east legs	Stripe continental crosswalk	\$6,000	\$10,000	48.3
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	
		North leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
County	Eastern Avenue (City Terrace Drive to Floral Drive)	-	Study for traffic calming	\$100,000	\$650,000	50.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Eastern Avenue & Dozier Street	Southwest, southeast, and northeast corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	60.8
		North leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	Eastern Avenue & Floral Drive	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Eastern Avenue & Hammel Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	52.0
		Northeast, northwest, and southeast corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		Southwest and southeast corners	Install bus bulb	\$400,000	\$780,000	
County	Eastern Avenue & Hauck Street	Existing crosswalk across Hauck Street	Restripe as continental crosswalk	\$3,000	\$5,000	50.0
County	Eastern Avenue & Medford Street	North and west legs	Restripe as continental crosswalks	\$6,000	\$10,000	45.0
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Eastern Avenue & Michigan Avenue	East, south, and west legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	60.0
County	Eastern Avenue & Ramona Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	60.0
		Northwestern, northeastern and southeastern corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
County	Eastern Avenue & Sheriff Road	Northeast, southeast, and southwest corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	55.0
		East, south, and north legs	Restripe as continental crosswalk	\$9,000	\$15,000	
County	Eastern Avenue & Whiteside Street	South leg	Stripe continental crosswalk	\$3,000	\$5,000	57.0
		Southeast corner	Install curb extension	\$65,000	\$100,000	
Eastman Avenue					Average Corridor Score: 50.0	
Caltrans	Pedestrian Over crossing (1142 S Eastman Avenue to 1072 S Eastman Avenue)	Pedestrian over crossing	Enhance pedestrian over crossing. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	50.0
Eugene Avenue					Average Corridor Score: 50.0	
County	Eugene Street & Eastern Avenue	North leg	Install pedestrian-activated warning system	\$125,000	\$400,000	49.5
		Northwest and northeast legs	Install curb extension	\$130,000	\$200,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Eugene Street (Humphreys Avenue to Marianna Avenue)	Both sides of street	Plant street trees	\$55,000	\$75,000	57.0
Fairfield Street					Average Corridor Score: 51.3	
County	Fairfield Street & Garfield Avenue	West and south legs	Stripe continental crosswalk	\$6,000	\$10,000	51.3
		South leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
		All corners	Install curb extension	\$260,000	\$400,000	
		North-south direction	Install advance yield marking	\$2,000	\$2,000	
Floral Drive					Average Corridor Score: 48.1	
County	Floral Drive (Eastern Avenue to Brannick Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	45.0
County	Floral Drive & Brannick Avenue	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	55.0
		North, west, and south legs	Restripe existing as continental crosswalk	\$12,000	\$20,000	
County	Floral Drive & Dangler Avenue	Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	50.0
County	Floral Drive & Humphreys Avenue	Eastbound, southwest corner and westbound, northeast corner	Install bus shelter	\$56,000	\$56,000	50.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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 Monterey Park	Floral Drive & Mednik Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	54.5
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$3,000	\$5,000	
		Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	
County	Floral Drive & Record Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	35.0
Folsom Street					Average Corridor Score: 36.1	
County	Folsom Street (Lopez Avenue to Brannick Avenue)	Both sides of street	Install pedestrian- scale lighting	Varies	Varies	45.0
County	Staircase (3434 Folsom Street & 3501 Floral Drive)	Staircase	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	30.0
County	Folsom Street & Gage Avenue	The end of Folsom street to the west of N Gage Avenue	Install pocket park*	Varies	Varies	35.0
County/ City of Los Angeles	Folsom Street & Indiana Street	North, east, and west legs	Stripe continental crosswalk	\$9,000	\$15,000	40.0

¹Project requires further study and/or outreach by Department of Parks and Recreation

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Folsom Street & Marianna 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
County	Folsom Street & Rowan Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	27.0
Ford Boulevard						Average Corridor Score: 53.9
County	Ford Boulevard (3rd Street & 1st Street)	Mid-block crossing	Install midblock crossing(s) in median, parking on both sides of the street	\$3,000	\$5,000	50.0
County	Ford Boulevard between 3rd Street and 710 Highway on-ramp	West side	Widen sidewalks	\$7,740	\$11,180	67.0
County	Ford Boulevard & Eagle Street	East leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	47.0
County	Ford Boulevard & 710 Highway entrance	West leg	Restripe as continental crosswalk	\$3,000	\$5,000	55.0
County	Ford Boulevard & Humphreys Avenue	North-south direction	Install advance yield marking	\$4,000	\$4,000	47.0
		West leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	
		North leg	Install pedestrian-activated warning system	\$125,000	\$400,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Geraghty Avenue					Average Corridor Score: 45.0	
County	Geraghty Avenue & Meisner Street	All way	Install all-way stop	\$15,000	\$30,000	45.0
Gerhart Avenue					Average Corridor Score: 36.3	
County	Gerhart Avenue & Dewar Avenue	North leg	Stripe continental crosswalk	\$3,000	\$5,000	36.3
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advanced yield markings	\$4,000	\$4,000	
Gleason Street					Average Corridor Score: 59.7	
County	Pedestrian over crossing at Gleason Street in Belvedere Park	Crosswalk at pedestrian over crossing	Install raised crosswalk	\$25,000	\$50,000	60.0
County	Gleason Street & Marianna Avenue	North leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	57.0
County	Gleason Street (Marianna Avenue to Eastern Avenue)	Both sides of street	Plant street trees	\$55,000	\$75,000	62.0
Hammel Street					Average Corridor Score: 52.3	
County	Hammel Street & Brannick Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	45.0
		All corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Hammel Street & Marianna Avenue	West leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	47.0
		North leg	Stripe as yellow continental crosswalk	\$3,000	\$5,000	
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Hammel Street & Mednik Avenue	West and south leg	Restripe as continental crosswalk	\$6,000	\$10,000	65.0
Harris Street					Average Corridor Score: 42.5	
County	Harris Avenue & Gage Avenue	South leg	Install continental crosswalk	\$3,000	\$5,000	42.5
		North leg	Install pedestrian-activation warning system	\$125,000	\$400,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northeast and Northwest corners	Install curb extension	\$130,000	\$200,000	
Hazard Avenue					Average Corridor Score: 62.7	
County	Hazard Avenue & Almanza Lane	East leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	60.0
		Northeast and southeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
County	Hazard Avenue & City Terrace Drive	Northbound, southeast corner	Install bus shelter	\$28,000	\$28,000	85.0
County	Hazard Avenue (City Terrace Drive to Cesar E Chavez Avenue)	Both sides of street	Plant street trees	\$55,000	\$75,000	75.0
		-	Study for traffic calming	\$100,000	\$650,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Hazard Avenue & Dobinson Street	North-south direction	Install advance yield marking	\$4,000	\$4,000	62.5
		Northwest corner	Install new ADA compliant curb ramp	\$10,000	\$15,000	
County	Hazard Avenue & Dozier Street	North and west legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	55.0
		Northeast, southeast, southwest corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
County	Hazard Avenue & Floral Drive	Northwest, northeast, and southwest corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	57.0
County	Hazard Avenue & Hammel Street	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	52.0
		North, west, and south legs	Stripe yellow continental crosswalk	\$9,000	\$15,000	
		East leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	
County	Hazard Avenue & Ramboz Drive	East and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	60.0
		Northeast, southeast, and southwest legs	Install new ADA compliant curb ramp	\$30,000	\$45,000	
County	Hazard Avenue & Snow Drive	All legs	Stripe as continental crosswalk	\$12,000	\$20,000	57.5
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
Herbert Avenue					Average Corridor Score: 40.0	
County	Herbert Avenue (Whiteside Street to City Terrace Drive)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	40.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Hubbard Street					Average Corridor Score: 35.0	
County	Hubbard Street & Margaret Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	35.0
County	Hubbard Street & Simmons 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
County	Hubbard Street & Sydney Drive	Northwest and southwest corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	40.0
Humphreys Avenue					Average Corridor Score: 44.8	
County	Humphreys Avenue between Gratian Street & E 4th Street	West side of street	Coordinate with USPS (local postmaster) to move mailbox and ensure sidewalk access	Varies	Varies	35.0
County	Humphreys Avenue (E 3rd Street to Ford Boulevard)	-	Stuy for speed humps	\$20,000	\$40,000	54.5
		Both sides of street	Install pedestrian-scale lighting	Varies	Varies	
Indiana Street					Average Corridor Score: 52.5	
County/ City of Los Angeles	Indiana Street & E 3rd Street	Northbound, southeast corner	Install bus shelter	\$28,000	\$28,000	52.0
County/ City of Los Angeles	Indiana Street & E 5th Street	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	49.5
		North leg	Install pedestrian-activated warning system	\$125,000	\$400,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Indiana Street & Dennison Street	South leg	Restripe as continental crosswalk	\$3,000	\$5,000	61.3
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		North-south direction	Install advanced yield marking	\$4,000	\$4,000	
		Southwest and southeast corners	Install curb extension	\$65,000	\$100,000	
County/ City of Los Angeles	Indiana Street alley (Malabar Street to Wabash Avenue)	Alley	Install pedestrian-scale lighting	Varies	Varies	37.0
County/ City of Los Angeles	Indiana Street & Whittier Boulevard	North, east, and south legs	Restripe as continental crosswalk	\$9,000	\$15,000	75.0
		East/west direction	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
County/ City of Los Angeles	Indiana Street (Folsom Street to Floral Drive)	West side	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	40.0
Lanfranco Street					Average Corridor Score: 52.0	
County	Lanfranco Street & Ditman Avenue	All legs	Stripe continental crosswalk	\$12,000	\$20,000	52.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
Marengo Street					Average Corridor Score: 53.7	
County	Marengo Street (City Terrace Drive to Ditman Avenue)	Both sides of street	Widen sidewalks	\$112,500	\$162,500	53.7
			Install pedestrian-scale lighting	Varies	Varies	
			Study for reconfiguration	\$200,000	\$300,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
McBride Avenue					Average Corridor Score: 48.2	
County	McBride Avenue (E 3rd Street to Eagle Street)	-	Study for speed humps	\$20,000	\$40,000	55.0
County	McBride Avenue (E 6th Street to Whittier Boulevard)	-	Study for speed humps	\$20,000	\$40,000	59.5
		Both sides of street	Install pedestrian-scale lighting	Varies	Varies	
County	McBride Avenue & Hubbard 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
McDonnell Avenue					Average Corridor Score: 45.0	
County	McDonnell Avenue (E 3rd Street to E 6th Street)	-	Study for traffic calming	\$100,000	\$650,000	45.0
Medford Street					Average Corridor Score: 36.0	
County	Medford Street (Indiana Avenue to Eastern Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	35.0
			Study for roadway reconfiguration	\$200,000	\$300,000	
County	Medford Street (Indiana Avenue to Whiteside Street)	-	Study for traffic calming	\$100,000	\$650,000	37.0
Mednik Avenue					Average Corridor Score: 75.0	
County	Mednik Avenue (E Cesar E Chavez Avenue to E 1st Street)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	65.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Mednik Avenue (Eagle Street to E 3rd Street)	Both sides of street	Plant street trees	\$55,000	\$75,000	85.0
Michigan Avenue					Average Corridor Score: 50.9	
County	Michigan Avenue & Bonnie Beach Place	South leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	57.0
County	Michigan Avenue & Marianna 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
County	Michigan Avenue & McDonnell	All legs	Stripe yellow continental crosswalk	\$12,000	\$20,000	45.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Michigan Avenue (Record Avenue to Sunol Drive)	Both sides of street	Widen sidewalks	\$63,675	\$91,975	52.0
County	Michigan Avenue & Record Avenue	East and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	57.0
County	Michigan Avenue & San Carlos Street	North leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	55.0
County	Michigan Avenue & Sunol Drive	South and west legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	50.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Miller Avenue					Average Corridor Score: 45.0	
County	Staircase (1200 Miller Avenue & 1201 Van Pelt Avenue)	Staircase	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	45.0
Nassau Avenue					Average Corridor Score: 40.0	
County	Staircase (483 Nassau Avenue and 439 Gage Avenue)	Staircase	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	40.0
New York Street					Average Corridor Score: 50.0	
County	New York Street & McDonnell Avenue	Northwest, northeast, and southwest corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	50.0
Northside Drive					Average Corridor Score: 47.3	
County	Northside Drive (Server Avenue to Concourse Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	42.0
County	Northside Drive & Concourse Avenue	All legs	Stripe continental crosswalk	\$12,000	\$20,000	45.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Northside Drive & Server Avenue	North leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	55.0
		All corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
Olympic Boulevard					Average Corridor Score: 67.8	
County	Olympic Boulevard (Atlantic Boulevard to Downey Road)	Both sides of street	Plant street trees	\$55,000	\$75,000	80.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Olympic Boulevard & Bonnie Beach Place	East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	67.5
		All corners	Install curb extension	\$260,000	\$400,000	
County	Olympic Boulevard & Concourse Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
County	Olympic Boulevard & Ditman Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	68.7
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
		Northeast and southwest corners	Install curb extension	\$130,000	\$200,000	
County	Olympic Boulevard & Downey Road	Northeast, southeast, and southwest corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	75.0
		Eastbound, southeast corner and westbound, northwest corner	Install bus shelter	\$56,000	\$56,000	
County	Olympic Boulevard & Eastern Avenue	All legs	Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	67.0
County	Olympic Boulevard & Ferris Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	70.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Olympic Boulevard & Fetterly Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	67.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Olympic Boulevard & Ford Boulevard	North, east, and south legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	67.0
County	Olympic Boulevard & Fraser Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	70.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
		Westbound, northeast corner and eastbound, southwest corner	Install bus shelter	\$56,000	\$56,000	
County	Olympic Boulevard & Gage Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	65.3
		All corners	Install curb extension	\$260,000	\$400,000	
		Northwest and southwest corners	Install bus bulb	\$400,000	\$780,000	
County	Olympic Boulevard & Garfield Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	61.7
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County/ City of Compton	Olympic Boulevard & Goodrich Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	58.7
		Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Olympic Boulevard & Hendricks Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	62.0
County	Olympic Boulevard & Herbert Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	82.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
		Westbound, northeast corner	Install bus shelter	\$28,000	\$28,000	
County/ City of Los Angeles	Olympic Boulevard & Indiana Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	72.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
		Northbound, northeast corner and eastbound, southeast corner	Install bus shelter	\$56,000	\$56,000	
County/ City of Los Angeles	Olympic Boulevard (Indiana Avenue to Goodrich Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	70.0
County	Olympic Boulevard & McBride Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	60.0
		Northeast, southeast, and southwest corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
County	Olympic Boulevard & Northside Drive	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	55.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Olympic Boulevard & Rowan Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	77.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Olympic Boulevard & Saybrook Avenue	Southwest and southeast corner	Install curb extension	\$130,000	\$200,000	57.0
County	Olympic Boulevard & Telegraph Road	North and south legs	Restripe as continental crosswalk	\$6,000	\$10,000	65.0
County	Olympic Boulevard & Vancouver Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	77.0
Percy Street					Average Corridor Score: 50.4	
County	Percy Street & Ditman Avenue	All legs	Stripe continental crosswalk	\$12,000	\$20,000	52.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
		All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	
County	Percy Street & Eastman Avenue	North and west legs	Stripe continental crosswalk	\$6,000	\$10,000	51.7
		North-south direction	Install advanced yield marking	\$4,000	\$4,000	
		Northwest corner	Install curb extension	\$65,000	\$100,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Percy Street & Rowan 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, and north or south leg	Stripe continental crosswalk	\$6,000	\$10,000	
Perry Street					Average Corridor Score: 47.0	
County	Perry Street (Knowles Avenue to Norman Place)	South side of street	Plant street trees	\$55,000	\$75,000	47.0
Princeton Street					Average Corridor Score: 40.0	
County	Staircase (4016 Princeton Street & 4022 Princeton Street)	Staircase	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	40.0
Ramboz Drive					Average Corridor Score: 46.7	
County	Staircase (3999 Ramboz Drive & 1266 N Bonnie Beach Place)	Staircase	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	40.0
County	Ramboz Drive (between Van Pelt Avenue and Hazard Avenue)	All way	Study for traffic calming	\$100,000	\$650,000	45.0
County	Ramboz Drive & Miller Avenue	West, north, and east legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	55.0
		All corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Ramona Boulevard					Average Corridor Score: 55.0	
County	Ramona Boulevard (Marengo Avenue to Eastern Avenue)	Both sides of street	Plant street trees	\$55,000	\$75,000	55.0
Repetto Avenue					Average Corridor Score: 38.5	
County	Repetto Avenue & Gerhart Avenue	All ways	Study for reconfiguration	\$200,000	\$300,000	32.0
County	Repetto Avenue & Hillview Avenue	West leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	45.0
		Southeast leg	Install new ADA compliant curb ramp	\$10,000	\$15,000	
Rogers Street					Average Corridor Score: 46.3	
County	Rogers Street (City Terrace Drive to McGilvrey Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	55.0
County	Rogers Street & McGilvrey Avenue	East and west legs (on McGilvrey), and north or south leg (on Rogers)	Stripe continental crosswalk	\$6,000	\$10,000	45.0
		East/west legs	Install curb extensions	\$130,000	\$200,000	
County	Rogers Street & Miller Avenue	North and south legs, and east or west leg	Stripe continental crosswalk	\$6,000	\$10,000	40.0
		All corners	Install curb extensions	\$260,000	\$400,000	
County	Rogers Street (Steele Avenue to Ramona Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	45.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Rollins Drive					Average Corridor Score: 30.0	
County	Rollins Drive (Steele Avenue to Volney Drive)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	30.0
Rosilyn Drive					Average Corridor Score: 30.0	
County	Staircase (4236 Rosilyn Drive & 4301 Milburn Drive)	Staircase	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	30.0
Rowan Avenue					Average Corridor Score: 46.0	
County	Rowan Avenue (Princeton Street to 5th Street)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	42.0
County	Rowan Avenue (E Cesar E Chavez Avenue to 1st Street)	-	Study for speed humps	\$20,000	\$40,000	70.0
County	Rowan Avenue & Hammel 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
County	Rowan Avenue (Hammel Street to Michigan Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	45.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Sunol Drive					Average Corridor Score: 59.0	
County	Staircase (356 Sunol Drive & 4077 San Carlos Street)	Staircase	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	57.0
County	Sunol Drive (1st Street to Michigan Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	60.0
County	Midblock at 133 N Sunol Drive	Midblock	Install raised crosswalk to connect the East Los Angeles Senior Center and Obregon Park	\$25,000	\$50,000	60.0
Sydney Drive					Average Corridor Score: 44.7	
County	Sydney Drive (Eagle Street to Whittier Boulevard)	Both sides of street	Plant street trees	\$55,000	\$75,000	44.7
			Install pedestrian-scale lighting	Varies	Varies	
			Study for traffic calming	\$100,000	\$650,000	
Telegraph Road					Average Corridor Score: 54.3	
County	Telegraph Road (Downey Road to Marianna Avenue)	North side of street	Widen sidewalks	\$65,250	\$94,250	67.0
City of Commerce	Telegraph Road & Duncan Avenue	East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	46.7
		Northeast and southeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
		West-east direction	Install advance yield marking	\$4,000	\$4,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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 Commerce	Telegraph Road & Eastern Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	48.3
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
City of Commerce	Telegraph Road & Ferris Avenue	East leg	Restripe as continental crosswalk	\$3,000	\$5,000	55.0
			Install new ADA compliant curb ramp	\$10,000	\$15,000	
Union Pacific Avenue					Average Corridor Score: 57.3	
County	Union Pacific Avenue & Bonnie Beach Street	North, west, and south legs	Stripe continental crosswalk	\$9,000	\$15,000	60.0
County	Union Pacific Avenue (Downey Road to Rowan Avenue)	Both sides of street	Install pedestrian- scale lighting	Varies	Varies	55.0
County	Union Pacific Avenue & Downey Road	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Union Pacific Avenue & Fraser Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	52.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Union Pacific Avenue & Gage Avenue	East and south legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	60.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Union Pacific Avenue & Sunol Drive	All legs	Stripe continental crosswalk	\$12,000	\$20,000	54.5
		All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	
County	Union Pacific Avenue & Vancouver Avenue	North and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	50.0
County	Union Pacific Avenue & Woods Avenue	All legs	Stripe continental crosswalk	\$12,000	\$20,000	70.0
Van Pelt Avenue					Average Corridor Score: 51.3	
County	Van Pelt Avenue (Along City Terrace Park)	West side of street	Widen sidewalks	\$171,000	\$247,000	50.0
		Both sides of street	Install pedestrian-scale lighting	Varies	Varies	
County	Van Pelt Avenue & Ramboz Drive	West leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	52.5
		Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	
		Northwest and southwest corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Verona Street					Average Corridor Score: 46.6	
County	Verona Street & Clela Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	35.0
County	Verona Street & Ditman Avenue	South and east legs	Stripe continental crosswalk	\$6,000	\$10,000	49.5
		All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	
County	Verona Street & Fetterly Avenue	All legs	Stripe continental crosswalk	\$12,000	\$20,000	47.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Verona Street (Ford Boulevard to Woods Avenue)	-	Study for traffic calming	\$100,000	\$650,000	55.0
Whiteside Street					Average Corridor Score: 50.4	
County	Whiteside Street (Fowler Street to Eastern Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	65.0
County	Whiteside Street & Adkisson Avenue	East leg	Install rectangular rapid flashing beacon	\$80,000	\$80,000	50.0
County	Whiteside Street (Bonnie Beach Place to Eastern Avenue)	South side of street	Install sidewalks	\$116,100	\$167,700	57.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Whiteside Street & Bonnie Beach Place	North and east legs	Stripe continental crosswalk	\$6,000	\$10,000	45.0
		Northwest, northeast, and southeast corners	Install curb extensions	\$195,000	\$300,000	
		East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
County	Whiteside Street & Ditman Avenue	East and north legs	Stripe continental crosswalk	\$6,000	\$10,000	46.7
		Northwest, northeast, and southeast corners	Install curb extensions	\$195,000	\$300,000	
		Northwest and northeast corners	Install new ADA compliant curb ramps	\$20,000	\$30,000	
County	Whiteside Street & Dunn Avenue	All way	Study for all-way stop	\$15,000	\$30,000	42.5
		East and north legs	Stripe continental crosswalk	\$6,000	\$10,000	
		Northwest and northeast corners	Install curb extensions	\$130,000	\$200,000	
		Northwest and northeast corners	Install new ADA compliant curb ramps	\$20,000	\$30,000	
County	Whiteside Street & Herbert Avenue	Right turn onto Whiteside Street	Remove right-turn slip lane	\$50,000	\$100,000	45.0
		West, east, and south legs	Restripe as continental crosswalk	\$9,000	\$15,000	
Caltrans	Pedestrian over crossing (3540 Whiteside Street to 3520 Marengo Street)	Over crossing	Enhance pedestrian overcrossing. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	52.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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
Whittier Boulevard					Average Corridor Score: 61.5	
County	Alley north of Whittier Boulevard (Indiana Street to S Ditman Avenue)	All way	Install pedestrian-scale lighting	Varies	Varies	70.0
County	Whittier Boulevard & Alma Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	67.0
County	Whittier Boulevard & Belden Avenue	North and east legs	Restripe as continental crosswalk	\$6,000	\$10,000	62.5
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
County	Whittier Boulevard & Brady Avenue	West leg	Stripe continental crosswalk	\$3,000	\$5,000	60.3
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		East-west direction	Install advance yield marking	\$4,000	\$4,000	
County	Whittier Boulevard & Burger Avenue	West leg	Install pedestrian-activated warning system	\$125,000	\$400,000	55.3
		East-west direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	
County	Whittier Boulevard (Ditman Avenue to Alma Avenue)	Both sides of street	Plant street trees	\$55,000	\$75,000	80.0

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Whittier Boulevard & Ditman Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	65.3
		Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	
		Northeast and southeast corners	Install bus bulb	\$400,000	\$780,000	
County	Whittier Boulevard & Downey Road	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	62.0
County	Whittier Boulevard & Eastern Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	50.3
			Modify signal timing to include a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast and southeast corner	Install curb extension	\$130,000	\$200,000	
County	Whittier Boulevard & Eastman Avenue	Eastbound, southeast corner	Install bus shelter	\$28,000	\$28,000	60.0
County	Whittier Boulevard & Findlay Avenue	North and west legs	Restripe as continental crosswalk	\$6,000	\$10,000	60.0
County	Whittier Boulevard & Ferris Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	55.0
			Modify signal timing to include a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast, southeast, and southwest corners	Install curb extension	\$195,000	\$300,000	
		Northwest corner	Install bus bulb	\$200,000	\$390,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Whittier Boulevard & Ford Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	63.3
		Southwest corner	Install curb extension	\$65,000	\$100,000	
		Northeast and southeast corner	Install bus bulb	\$400,000	\$780,000	
County	Whittier Boulevard & Fraser Avenue	East leg	Restripe as continental crosswalk	\$3,000	\$5,000	61.7
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		Southwest and southeast corners, north end of crosswalk	Install curb extension	\$130,000	\$200,000	
County	Whittier Boulevard & Gage Avenue	West leg	Install pedestrian-activated warning system	\$3,000	\$5,000	57.0
City of Montebello	Whittier Boulevard & Garfield Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	40.0
County/ City of Commerce	Whittier Boulevard & Gerhart Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	68.7
			Modify signal timing to include a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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 Commerce	Whittier Boulevard & Goodrich Boulevard	West and south legs	Restripe as continental crosswalk	\$6,000	\$10,000	73.3
		All legs	Modify signal timing to include a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	Whittier Boulevard & Hendricks Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	71.7
			Upgrade traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	Whittier Boulevard & Hoefner Avenue	North and west legs	Restripe as continental crosswalk	\$6,000	\$10,000	78.3
		All corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
County	Whittier Boulevard (Indiana Street to Sydney Drive)	Both sides of street	Install pedestrian- scale lighting	Varies	Varies	70.0
County	Whittier Boulevard & Kern Avenue	East leg	Restripe as continental crosswalk	\$3,000	\$5,000	50.3
		All legs	Modify signal timing to include a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	

Table 11-6: Proposed pedestrian projects in East Los Angeles, 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	Whittier Boulevard & La Verne Avenue	East leg	Restripe as continental crosswalk	\$3,000	\$5,000	60.0
			Install pedestrian-activated warning system	\$125,000	\$400,000	
County	Whittier Boulevard & Leonard Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	54.5
		Northeast, southeast, and southwest corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
		All corners	Install curb extension	\$260,000	\$400,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	
County	Whittier Boulevard & McBride Avenue	Northwest corner	Install bus bulb	\$200,000	\$390,000	60.3
		All legs	Restripe as continental crosswalk	\$12,000	\$20,000	
		Northeast, southeast, and southwest corners	Install curb extension	\$195,000	\$300,000	
County	Whittier Boulevard & McDonnell Avenue	East leg	Restripe as continental crosswalk	\$3,000	\$5,000	55.0
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		Southeast corner	Install curb extension	\$65,000	\$100,000	
County	Whittier Boulevard & Montebello Park Way	South legs	Restripe as continental crosswalk	\$3,000	\$5,000	57.0
County	Whittier Boulevard & Record Avenue	East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	60.0

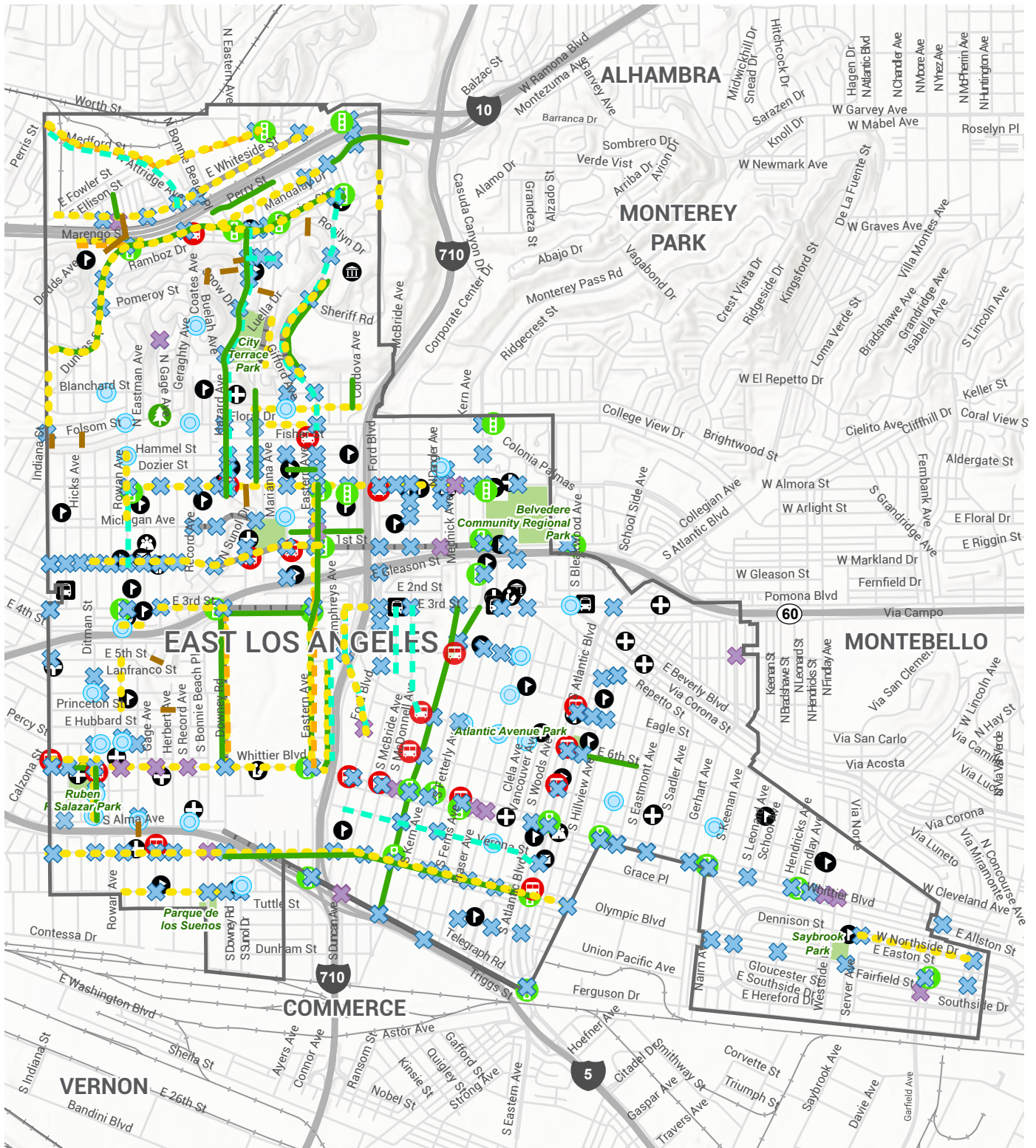
Table 11-6: Proposed pedestrian projects in East Los Angeles, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Whittier Boulevard & Rowan Avenue	West leg	Install pedestrian-activated warning system	\$125,000	\$400,000	62.0
County	Whittier Boulevard & Westside Drive	East leg	Stripe continental crosswalk	\$3,000	\$5,000	60.3
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		East-west direction	Install advance yield marking	\$4,000	\$4,000	
County	Whittier Boulevard & Woods Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	55.0
Total Capital Costs ²				\$31,883,045	\$72,175,065	
Contingency (20% of total capital cost)				\$6,376,609	\$14,435,013	
Total P.E. (30% of total capital cost)				\$9,564,914	\$21,652,520	
Total Construction Engineering (50% of total capital cost)				\$15,941,523	\$36,087,533	
Community Total				\$63,766,090	\$144,350,130	

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 11-10: Proposed pedestrian projects in East Los Angeles



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

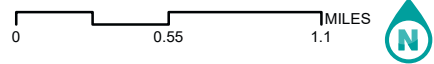
DESTINATIONS

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

PROPOSED PEDESTRIAN PROJECTS

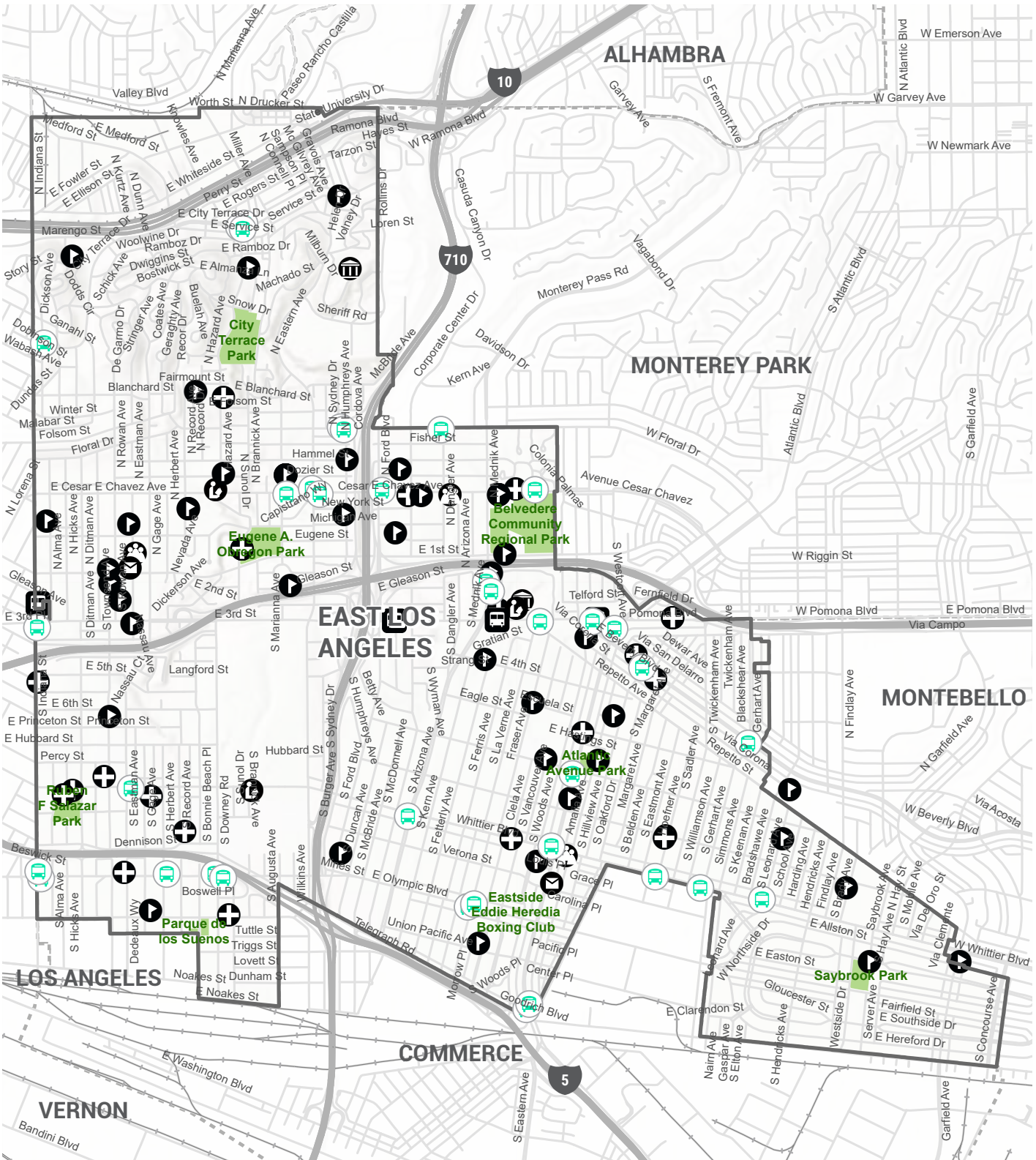
- New or Enhanced Sidewalks
- Pedestrian-Scale Lighting
- Street Trees
- Study for Potential Road Reconfiguration
- Study for Physical Median Installation
- Neighborhood Path
- Study for Traffic Calming
- Pocket Park
- Signal Update
- New Traffic Signal
- Traffic Calming
- Enhanced Transit Stop
- New or Enhanced Crossing
- New or Enhanced Crossing with Beacon/Signal

- Road Network
- Rail
- Metro L Line Station



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

Figure 11-11: Proposed bus shelters in East Los Angeles



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

0 0.5 1 MILES



- Road Network
- Rail
- Metro L 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 11-7 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in East Los Angeles. Relevant actions from LA County's Vision Zero Action Plan are listed in Table 11-8.

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 East Los Angeles are listed in Table 11-9.

Table 11-7: Countywide Actions Suggested for East Los Angeles

Action	Lead Departments	Timeframe
EH-2.1: Develop guidelines that establish a maximum distance between controlled intersections and marked crosswalks on major and secondary streets, where feasible.	Public Works	On-going
Action EH-2.8: 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-2.4: Prioritize requests related to illegal dumping when a report indicates the material is impeding safe pedestrian travel.	Public Works, Sheriff, Agricultural Commissioner/Weights & Measures	On-going
Action SC-1.1: Continue to explore ways to purchase, operate, and maintain pedestrian-scale lighting.	Public Works	On-going
Action SP-2.1: Install trees as part of sidewalk, shared-use path, and trail projects, where feasible and appropriate.	Parks and Recreation, Public Works	On-going
Action CI-1.3: Seek opportunities to fund planning and implementation of proposed projects identified in Community Pedestrian Plans.	Public Works	On-going

Table 11-8: Vision Zero Actions Suggested for East Los Angeles

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 11-9: Countywide Programs Suggested for East Los Angeles

Program	Description
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors.
Green Streets	The County is dedicated to making its unincorporated streets greener and more sustainable. One way to achieve this is through a Green Streets Program that expands the urban forest, a system of trees, other vegetation, and water within an urban area. Street trees make communities more livable in many ways, including removing air pollutants often associated with respiratory illnesses, reducing stormwater run-off, helping cool the region's hot summer temperatures, beautifying neighborhoods, and even helping calm traffic.
Wayfinding	Wayfinding systems help pedestrians navigate to major community-serving destinations and can also provide walking time to destination information, help people orient themselves with less confusion or stress, and encourage the discovery of new places or services. There are multiple wayfinding programs in place by County departments including Public Works and Parks and Recreation. Some wayfinding already exists in East Los Angeles, such as near Civic Center and Metro E Line stations, but additional wayfinding would help pedestrians navigate to the community's numerous libraries, parks, schools, and more. Additional wayfinding could also highlight the unique local identity of East Los Angeles.
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 East Los Angeles 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 East Los Angeles 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 East Los Angeles 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 East Los Angeles residents overall.