



# Step by Step

LOS ANGELES COUNTY  
Pedestrian Plans for Unincorporated Communities

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Amended March 2024

PREPARED FOR  
**Los Angeles County**  
Department of Public Health

PREPARED BY  
**Alta Planning + Design**



COUNTY OF LOS ANGELES  
**Public Health**

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- Los Angeles County Department of Parks and Recreation
- Los Angeles County Public Works
- Los Angeles County Department of Regional Planning
- Los Angeles Sheriff’s Department
- Los Angeles Metro

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# BACKGROUND AND CONTEXT

## INTRODUCTION

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

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

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

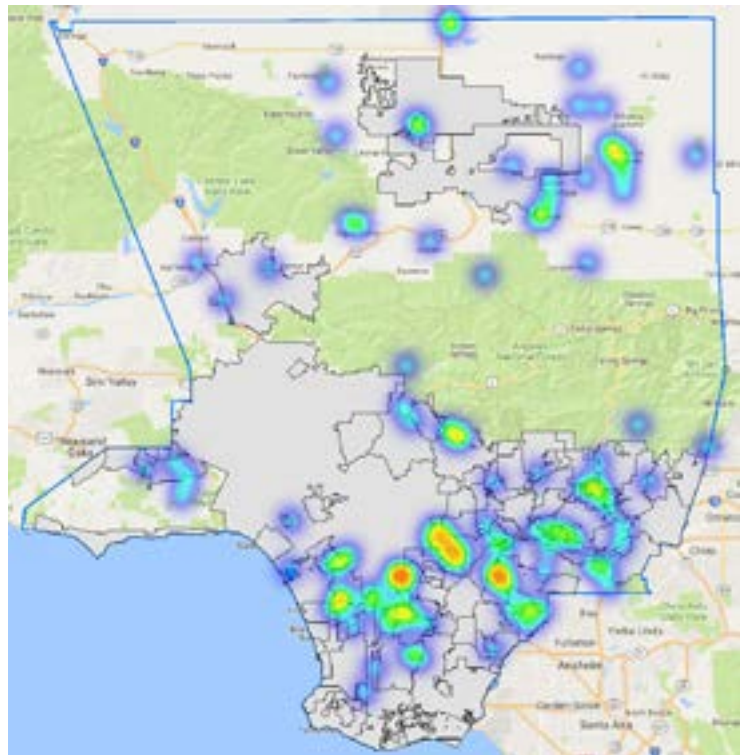
The Plan outlines actions, policies, procedures, and programs that the County of Los Angeles (the County) will consider to enhance walkability across unincorporated communities. It also includes Community Pedestrian Plans that identify potential pedestrian infrastructure projects for specific unincorporated 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.

## THE NEED FOR A PEDESTRIAN PLAN

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

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

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



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

<sup>1</sup> Data provided by Los Angeles County Public Works, 2018.

<sup>2</sup> *County Vision Zero Opportunities*; Report to the Board of Supervisors. Los Angeles County Department of Public Health. February 10, 2017



On February 14, 2017, the Los Angeles County Board of Supervisors directed County departments to develop, in collaboration with the California Highway Patrol, a Vision Zero Action Plan (VZAP) for unincorporated Los Angeles County. The VZAP was adopted in November 2019 to guide the County's efforts in enhancing traffic safety in unincorporated Los Angeles County communities, and aims to eliminate traffic fatalities and severe injuries through engineering, enforcement, education, engagement, and evaluation approaches. Success requires collaboration between various sectors including public health, public works, law enforcement, and community stakeholders. Step by Step Los Angeles County helps move us toward our Vision Zero goal by identifying specific actions, programs, and projects that prioritize pedestrian safety in the design and operations of the County's transportation system. These suggested steps will reduce fatalities and severe injuries and promote healthier living for Los Angeles County residents.

Creating walkable communities also helps the County address poor health outcomes and health inequities. Almost 24 percent of adults in Los Angeles County are obese and an additional

36 percent are overweight. In some unincorporated communities, such as Westmont/West Athens, adult obesity rates are higher than the county average.

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

Step by Step Los Angeles County will help address health inequities, obesity and inactivity, and chronic diseases such as diabetes and heart disease by creating physical environments that provide everyone with the opportunity to lead active lifestyles. One critical strategy for establishing environments that encourage walking is through projects that enhance the built environment; for example, projects that involve closing

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

gaps in the sidewalk network or adding curb extensions. Ensuring walkable communities also offers an opportunity to work with schools, law enforcement, and community members to address violence concerns, which may limit physical activity, and update critical County policies, procedures, and programs that support safe walking for people of all races, income levels, ages, and abilities.

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

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

**30**  
MINUTES

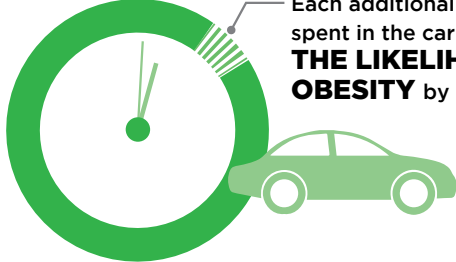


Children and adolescents should engage in 30 minutes or more of physical activity daily.

Nearly  
**1 in 4**  
Adults in  
Los Angeles County  
are **OBESE**.<sup>1</sup>



Each additional hour per day spent in the car **INCREASES THE LIKELIHOOD OF OBESITY** by **6%**.<sup>2</sup>



## BENEFITS OF WALKING

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

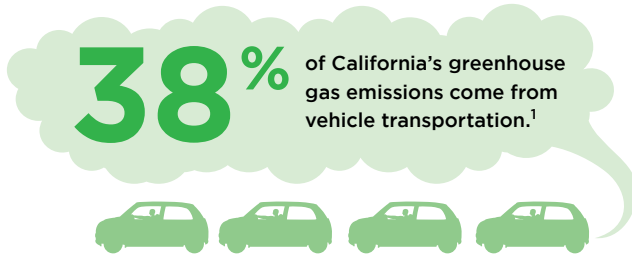
### Health

Walking is an easy way to start or maintain a physically active lifestyle. The Centers for Disease Control and Prevention (CDC) advises 30 minutes of walking five days a week to significantly reduce health risks for adults while contributing to healthy bones, muscles, and joints. Walking can help prevent weight gain and lower the risks of obesity, diabetes, and heart disease. Daily physical activity is associated with


mental health and cognitive benefits such as reducing stress and symptoms of depression and anxiety. The CDC notes that walkable communities increase social interaction, contributing to overall health and wellness. How the County shapes the built environment and transportation systems influences our mobility choices, such as whether people can walk to destinations or must drive to get around.

<sup>1</sup> American Community Survey, 5-year estimate 2010-2014

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



Increasing a neighborhood's walkability can result in:

**9 - 15%**  reduction of vehicle-related greenhouse gas emissions<sup>2</sup>

## Environment

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

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

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

## Economic

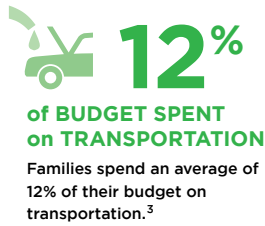
Walking is economically advantageous to individuals and communities. Replacing automobile trips with walking can reduce vehicle maintenance and fuel costs. These savings are accompanied by potential reductions in health care costs, as regularly walking can minimize health complications associated with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

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

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

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





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

### Social Equity

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

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

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

Further, enhanced pedestrian networks are a way to address park disparities in disadvantaged communities in the county. In some cases, conventional park development is slowed by the

lack of viable sites. The Plan helps to implement recreation paths and enhanced sidewalk corridors that utilize the existing public realm to create innovative recreation spaces.

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

## PLANNING PROCESS AND PLAN ORGANIZATION

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

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

The first ATP grant received by the County funded development of a countywide framework for enhancing walkability across unincorporated communities and four initial Community Pedestrian Plans for Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos. Additional Community Pedestrian Plans included in *Step by Step Los Angeles County* were funded by additional ATP grant funding.

To develop the Community Pedestrian Plans, DPH contracted with community-based organizations to lead outreach efforts:

- ▶ Antelope Valley Partners for Health in Lake Los Angeles
- ▶ Los Angeles Neighborhood Initiative in East Rancho Dominguez, Florence-Firestone, Westmont/West Athens, and West Whittier-Los Nietos
- ▶ Los Angeles Walks in Willowbrook/West Rancho Dominguez
- ▶ Public Matters in East Los Angeles
- ▶ YWCA of Greater Los Angeles in Walnut Park

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

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

and Consumer and Business Affairs; the Los Angeles County Department of Arts & Culture and Community Development Commission; and California Highway Patrol and Metro.

As additional funding becomes available, the County will continue adding Community Pedestrian Plans for the remaining unincorporated areas, identifying the specific pedestrian projects and programs needed in each community. The order of the communities is determined through a prioritization framework that considers equity, public health, and safety criteria. For more information about prioritizing future pedestrian plan communities, see Appendix D.

### **Purpose of the Plan**

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

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

## POLICY CONTEXT

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

The Plan serves as a critical step in implementing the County's Vision Zero goal of eliminating fatal and severe injury traffic collisions. It also helps to implement many other County initiatives that promote healthy communities and a sustainable environment. For example, the County's General Plan establishes goals, policies and programs that promote healthy, livable communities and includes a Community Climate Action Plan (CCAP) to mitigate greenhouse gas (GHG) emissions. Additionally, the County's Vision Zero Action guides the County's efforts on reducing traffic deaths and severe injuries on unincorporated County roadways through 2025 and includes goals and actions to enhance traffic safety in collaboration with agencies and community partners. *Step by Step Los Angeles County* helps to implement the goals of these plans by enhancing safety, walkability, and accessibility as well as helping increase sustainability and reduce transportation related emissions.

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

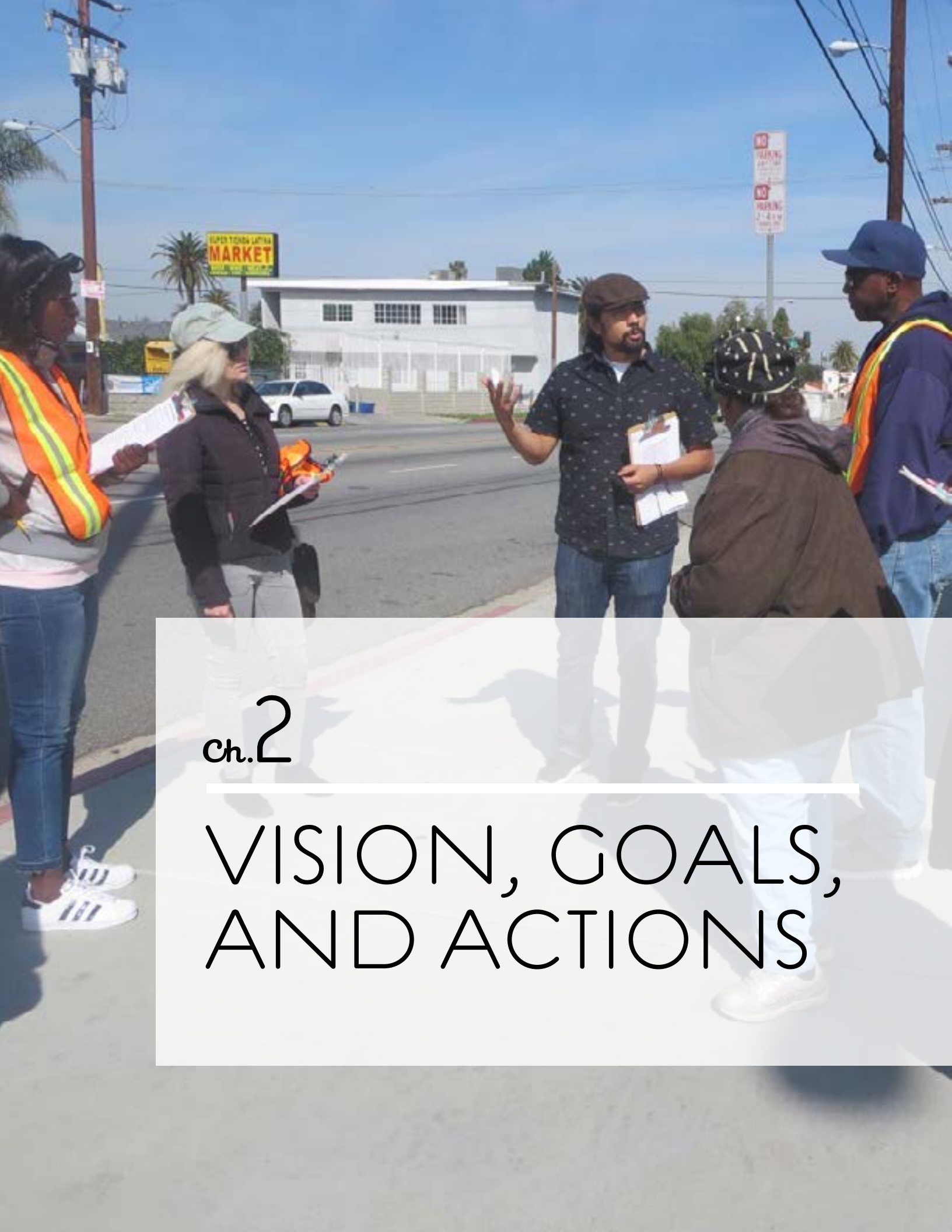
The Plan is also well aligned with regional and State policy goals. Metro's Active Transportation Strategic Plan and First and Last Mile Strategic Plan both provide policy and infrastructure recommendations that support walking, rolling, and biking to local destinations and promote facilities for making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



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

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





ch.2

# VISION, GOALS, AND ACTIONS

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

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

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

## VISION

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

## GOALS, POLICIES, AND ACTIONS

### Goal 1: Safe Streets

Eliminate all fatalities and severe injuries involving people walking.

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

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

**Lead Departments:** Public Works, Public Health

**Supporting Departments:** Regional Planning, Sheriff, California Highway Patrol, Fire, Chief Executive Office, Internal Services, Health Services, Parks and Recreation, Department of Arts & Culture

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works, Public Health

**Supporting Departments:** Regional Planning, Sheriff, California Highway Patrol, Fire, Health Services, Chief Executive Office, Internal Services, Parks and Recreation, Department of Arts & Culture

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works, Public Health

**Supporting Departments:** Regional Planning, Sheriff, California Highway Patrol, Fire, Health Services, Chief Executive Office, Internal Services, Parks and Recreation, Department of Arts & Culture

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TIMEFRAME: SHORT-TERM

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

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

**Lead Departments:** Public Works

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TIMEFRAME: MEDIUM-TERM

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

**Lead Departments:** Public Works

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TIMEFRAME: SHORT-TERM

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

**Lead Departments:** Public Works

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TIMEFRAME: SHORT-TERM

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

**Lead Departments:** Public Works

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TIMEFRAME: SHORT-TERM

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

**Lead Departments:** Public Works

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TIMEFRAME: SHORT-TERM

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

**Lead Departments:** Public Works

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TIMEFRAME: MEDIUM-TERM

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

**Lead Department:** Public Works

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TIMEFRAME: MEDIUM-TERM

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

**Lead Department:** Public Works

**Supporting Department:** Regional Planning

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TIMEFRAME: MEDIUM-TERM



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

**Lead Departments:** Public Works

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TIMEFRAME: LONG-TERM

**Action SS-2.10:** Evaluate and establish reduced and/or extended school speed limit zones on eligible unincorporated County roadways with the consideration of the provisions of California AB 321.

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: MEDIUM-TERM

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

**Lead Departments:** Public Works

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TIMEFRAME: MEDIUM-TERM

**Action SS-2.13:** Evaluate and establish speed limits on unincorporated County roadway with consideration of the provisions of California AB 43 (2021).

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

## Goal 2: Make Walking the Easy and Healthy Choice

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

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

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

**Lead Departments:** Regional Planning, Public Works

**Supporting Departments:** Member Departments of the Healthy Design Workgroup

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TIMEFRAME: ON-GOING

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

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

**Lead Departments:** Public Works

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TIMEFRAME: SHORT-TERM

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

**Lead Departments:** Public Works

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TIMEFRAME: LONG-TERM

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

**Lead Departments:** Public Works

**Supporting Department:** Regional Planning

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

**Supporting Departments:** Parks and Recreation, Regional Planning, Community Development Commission, Department of Arts & Culture, Metro

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TIMEFRAME: MEDIUM-TERM

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

**Lead Departments:** Public Works, Regional Planning

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TIMEFRAME: LONG-TERM

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

**Lead Departments:** Public Works

**Supporting Departments:** Regional Planning, Metro

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TIMEFRAME: SHORT-TERM

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

**Lead Departments:** Public Works

**Supporting Departments:** Transit Providers

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TIMEFRAME: ON-GOING

**Action EH-2.7:** When planning and designing corridor projects, incorporate supportive pedestrian amenities such as landscaping, shade structures, pavement reductions, and street furniture, as feasible and appropriate, as funding is available.

**Lead Departments:** Public Works

**Supporting Department:** Regional Planning

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: MEDIUM-TERM

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

**Lead Departments:** Public Works

**Supporting Department:** Regional Planning

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TIMEFRAME: ON-GOING

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

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

**Lead Departments:** Public Works, Public Health

**Supporting Departments:** Regional Planning

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: MEDIUM-TERM

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

**Lead Departments:** Public Works

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

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TIMEFRAME: SHORT-TERM

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

**Lead Departments:** Public Works

**Supporting Departments:** Regional Planning, Department of Arts & Culture

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TIMEFRAME: MEDIUM-TERM

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

**Lead Departments:** Public Works

**Supporting Departments:** Public Health

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TIMEFRAME: MEDIUM-TERM

### Goal 3: Connectivity

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

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

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

**Lead Departments:** Public Works, Parks and Recreation

**Supporting Departments:** Regional Planning, Sheriff, Fire

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

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

**Lead Departments:** Public Works

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TIMEFRAME: MEDIUM-TERM

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

**Lead Departments:** Member Departments of the Healthy Design Workgroup

**Supporting Departments:** Community Development Commission, Consumer and Business Affairs

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

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

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works, Sheriff, California Highway Patrol

**Supporting Department:** Regional Planning

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: MEDIUM-TERM

**Action C-2.9:** Develop sidewalk vending rules and regulations for unincorporated areas to ensure sidewalk access for all users.

**Lead Department:** Consumer and Business Affairs

**Supporting Departments:** Public Health, Public Works

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TIMEFRAME: ON-GOING



### Goal 4: Equity

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

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

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

**Lead Departments:** Public Works, Public Health

**Supporting Department:** Regional Planning

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TIMEFRAME: ON-GOING

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

**Lead Departments:** All County Departments

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Member Departments of the Healthy Design Workgroup

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TIMEFRAME: MEDIUM-TERM

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

**Lead Departments:** All County Departments

**Supporting Department:** Regional Planning

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TIMEFRAME: ON-GOING

**Action EQ-1.5:** Implement measures to address inequities in infrastructure and advance anti-racism as identified in response to Board Motion 21-3167, where feasible and appropriate.

**Lead Departments:** Public Works

**Supporting Departments:** Member Departments of the Healthy Design Workgroup

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TIMEFRAME: ON-GOING

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

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

**Lead Departments:** Public Works

**Supporting Departments:** Regional Planning

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

**Supporting Departments:** Regional Planning

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

**Supporting Departments:** Regional Planning

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: LONG-TERM

## Goals 5: Safe Communities

Address real and perceived personal safety concerns to encourage walking.

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

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

**Lead Departments:** Public Works

**Supporting Department:** Regional Planning

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Member Departments of the Healthy Design Workgroup

**Supporting Departments:** Community Development Commission, Business and Consumer Affairs

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Sheriff's Department

**Supporting Departments:** Board of Supervisors

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Animal Care and Control

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TIMEFRAME: ON-GOING

## Goal 6: Sustainability and Preservation

Pedestrian projects and programs enhance the natural environment including clean air and water, and help communities adapt to extreme heat.

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

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

**Lead Departments:** Public Health

**Supporting Departments:** Community Development Commission, Business and Consumer Affairs

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Human Resources

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

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Chief Executive Office

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TIMEFRAME: MEDIUM-TERM

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

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

**Lead Departments:** Parks and Recreation, Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

**Action SP-2.4:** Implement locally tailored, youth-based tree and vegetation planting and maintenance projects in collaboration with community-based organizations where feasible and appropriate to reduce the impacts of heat island and enhance the pedestrian experience in low canopy areas.

**Lead Departments:** Member Departments of the Healthy Design Workgroup

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TIMEFRAME: SHORT-TERM

## Goal 7: Coordinated County Implementation

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

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

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

**Lead Departments:** Public Works, Public Health

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

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works, Regional Planning

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

**Supporting Departments:** Sheriff, California Highway Patrol, School Districts

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TIMEFRAME: ON-GOING



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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Public Works

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TIMEFRAME: ON-GOING

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

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

**Lead Departments:** Public Works

**Supporting Departments:** Regional Planning

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TIMEFRAME: ON-GOING

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

**Lead Departments:** Member Departments of the Healthy Design Workgroup

**Supporting Departments:** Community Development Commission, Business and Consumer Affairs

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TIMEFRAME: ON-GOING



ch. 3

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FACILITIES TO  
ENHANCE  
WALKABILITY

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

Age, for example, is one major factor that affects a person's physical abilities, walking speed, and environmental perception. Children have lower eye height and walk at slower speeds than adults. Older adults also may walk more slowly

and may require assistive devices for walking stability, sight, and hearing. This section presents an overview of some key pedestrian facilities that help form a safe, convenient environment for all people walking.





## WALKWAYS AND PUBLIC SPACE

### Walkways

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

considerations are important in walkway design. Providing enhanced and accessible facilities can lead to increased numbers of people walking, enhanced safety, and the creation of social space.

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



*A sidewalk in Westmont/West Athens*



*A path in Lake Los Angeles*

### Public Space

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



*People gather in a parklet in East Los Angeles*



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

## CROSSING FACILITIES

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

### Crosswalks

Crosswalks or pedestrian crossings are designated locations and areas for pedestrians to cross a street. Marked crosswalks provide a visual indication to motorists by defining the area in which pedestrians have the right-of-way. Crosswalks legally exist wherever sidewalks

and streets intersect, and may be marked or unmarked. Marked crosswalks encourage pedestrians to cross at designated locations, and indicate to motorists that they must yield for pedestrians.

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



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

### Accessible Curb Ramps

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

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

### Advance Stop and Yield Markings

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



*A continental crosswalk with advance yield markings*



### Median Refuge Islands

Median refuge islands provide a space within a median, mid-way through a crosswalk for people to wait while crossing a wide street. They enhance comfort for people crossing the street by enabling pedestrians to focus on one

direction of vehicle traffic at a time and wait for an acceptable gap in traffic. Refuge islands are best used to enhance marked crosswalks on multi-lane roadways, particularly those with higher motor vehicle speeds and volumes.



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



## TRAFFIC CONTROL DEVICES

### Traffic Signals

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

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

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

require a certain pedestrian and motor vehicle volume threshold to be met to justify a traffic signal for a location, among other considerations.

### PEDESTRIAN SIGNAL HEADS

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

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

*Countdown pedestrian signals provide timing information to people crossing the street*



### PEDESTRIAN DETECTORS

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

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

### PEDESTRIAN RECALLED SIGNALS

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

### LEADING PEDESTRIAN INTERVALS

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

### SEMI-EXCLUSIVE/EXCLUSIVE PEDESTRIAN MOVEMENTS

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

### ACCESSIBLE PEDESTRIAN SIGNALS

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

### **Pedestrian-Activated Warning Systems**

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

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

### **Stop Signs**

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

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



*An all-way stop in Los Angeles County*

## TRAFFIC CALMING

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

### Speed Humps/Speed Cushions

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



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

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

### Curb Radii Reduction

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

### Curb Extensions

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

Bus bulbs are a form of curb extension that align the bus stop with parking lanes, allowing buses to stop and board passengers without ever leaving the travel lane. Bus bulbs help

transit vehicles move faster and more reliably by decreasing the amount of time lost from merging in and out of traffic. Ideally, they are the length of two buses on routes with frequent service and one bus on less frequent routes.

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



*A curb extension with seating and landscaping in Walnut Park*

### Neighborhood Traffic Circles and Mini Roundabouts

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



*Top: a traffic circle*

*Bottom: a speed feedback sign*

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

### Speed Feedback Signs

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

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



## LIGHTING

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

Both street and pedestrian lighting levels may be considered for the same street corridor, including areas with tree canopy. “Dark Sky” lighting

should be pursued to reduce light pollution – this is usually desirable in residential and rural/mountainous areas. Pedestrian-scale lighting may be used in areas of high pedestrian activity and along pedestrian corridors connecting destinations, including transit hubs and access points, and multi-family neighborhoods.

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



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

## TRANSIT STOPS AND STATIONS

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

- ▶ Sidewalks provide comfortable pedestrian connections to transit stops and space for the streetscape elements listed below
- ▶ Signage at bus stops is an important element of good transit service. Signs serve as a source of information to patrons and operators regarding the location of the bus stop and are excellent marketing tools to promote transit use. Basic signs with route maps, fares, schedules, and applicable ADA information may be provided at all stops. On narrow sidewalks, transit signage may create

obstructions for pedestrians. Thoughtful placement or relocation of these signs is important for ensuring easy mobility for people traveling on the sidewalk,

- ▶ Lighting is beneficial for safety and security. A brightly lit transit stop can make it easier for the transit vehicle operator to observe waiting passengers, and can allow motorists to see pedestrians in the vicinity of a transit stop,
- ▶ Seating provides comfort and convenience at bus stops and is usually installed on the basis of existing or projected ridership figures. Seats may be installed as freestanding units or as part of a shelter,
- ▶ Shelters protect pedestrians from the sun and rain, increase comfort for patrons waiting for rides, and may encourage more people to ride transit. The location of shelters, however, can create barriers for people walking down the street. To avoid this issue, sidewalks may be able to be widened near shelters, providing enough room for people to walk or roll.



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



## STREETSCAPE

Landscaping, street trees, and street furniture such as benches, tables, and chairs can have a profound positive effect on the feel of a corridor. Landscaping and tree maintenance enhance the pedestrian environment by creating a visual buffer from the roadway. Trees and shade structures also offer refuge and cooling on sunny

days. Sidewalks can become inaccessible due to overgrown vegetation; landscaping should be designed and maintained to ensure compatibility with the use of pedestrian facilities. Curbs around landscaped areas should be flush with the adjacent sidewalk.



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

## PEDESTRIAN WAYFINDING

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

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

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

There are three general types of wayfinding signs:

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



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





ch. 4

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# PRACTICES AND PROCEDURES

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

## PAVEMENT AND SIDEWALKS

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

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

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

### PROPOSED ACTION STEPS

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

## PARKWAYS, TREES, AND MEDIANS

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

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

### PROPOSED ACTION STEPS

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

## SIGNALS AND BEACONS

### Traffic Signals

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

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

#### PROPOSED ACTION STEPS

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

### Pedestrian-Activated Warning Systems

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

#### PROPOSED ACTION STEPS

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

## CROSSINGS

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

Regarding maintenance, Public Works routinely restripes painted crosswalks every 2 1/2 years, and thermoplastic crosswalks every five years.

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

### PROPOSED ACTION STEPS

- ▶ Reduce travel lane widths to 10-foot standard for local residential streets and for inside lanes on other streets, to reduce pedestrian crossing distances, where feasible and appropriate. Consider 11-foot outside lanes for streets with designated truck and/or bus routes, where feasible and appropriate.
- ▶ Continue routine maintenance of striping and pavement markings, including crosswalk markings, every 30 months for painted material, and every five years for thermoplastic material.



- ▶ Enhance guidelines for marked crosswalk installation, which may be based on factors that include, but are not limited to, existing pedestrian activity, adjacent land use, and proximity to other marked crosswalks. These guidelines could include:
  - ▶ Direction on marking crosswalks and applying the appropriate countermeasures at unsignalized locations based on the number of vehicle travel lanes, average daily traffic, posted speed limit, and other factors based on engineering judgment
  - ▶ Direction on the use of adult crossing guards, school signs and markings, and/or pedestrian-activated warning devices at unsignalized street crossing locations
- ▶ Install two curb ramps per corner at marked crosswalks, where feasible considering factors such as right-of-way, turn radius, drainage, and sight distance.

## MULTI-WAY STOP CONTROL AND YIELD CONTROL

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

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

### PROPOSED ACTION STEPS

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

## NEIGHBORHOOD TRAFFIC CALMING MEASURES

Currently, Los Angeles County evaluates neighborhood traffic calming measures on a case-by-case basis. Potential streets for neighborhood traffic calming measures are primarily residential local or collector streets. As some potential traffic calming measures may significantly change traffic patterns and road user behavior, community outreach is often necessary to implement these changes.

### PROPOSED ACTION STEPS

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

## DRIVEWAYS

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

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

When driveways are required to be used as a Fire Apparatus Access Road, as defined in Chapter 5 of the County of Los Angeles Fire Code (Title 32), and is labeled as “No Parking – Fire Lane” for on-site Fire Department access, the minimum required width for detached single family dwellings is 20 feet.<sup>1</sup> The minimum width of the driveway is required to be increased to a minimum width of 26 feet<sup>2</sup> for a building(s) other

than detached single family dwellings, which are 30 feet or less. The minimum width of the driveway is increased to 28 feet when the building(s) is greater than 30 feet in height.<sup>3</sup>

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

### PROPOSED ACTION STEPS

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

<sup>1</sup> 2017 County of Los Angeles Fire Code (Los Angeles County Code Title 32), Chapter 5, Section 503.1; Appendix D, Section D103.1

<sup>2</sup> 2017 County of Los Angeles Fire Code (Los Angeles County Code Title 32), Appendix D, Section D103.2

<sup>3</sup> 2017 County of Los Angeles Fire Code (Los Angeles County Code Title 32), Appendix D, Section D104.2

## PEDESTRIAN COUNTS

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

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

### PROPOSED ACTION STEPS

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

# LIGHTING

## Streetlights

In 2022, Public Works completed the acquisition and purchase of approximately 30,000 streetlights from Southern California Edison located within the County Lighting Maintenance District 1687 (CLMD 1687) serving the unincorporated areas. The County now owns and maintains approximately half of the streetlights within the unincorporated areas.

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

It typically takes up to 12 months to process a street lighting petition and install streetlights,

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

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

## Pedestrian-Scale Lighting

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

There are limited unincorporated county areas that have pedestrian-scale lighting in operation; however, currently there is no formal County or SCE process to request new pedestrian lighting because a secure source of funding for the installation, operation, and maintenance costs needs to be identified on a case-by-case basis. Grants have been the main source of funding for the installation of pedestrian-scale lighting. These existing lights are generally operated and maintained through funds that also pay for other street and highway maintenance projects in the unincorporated areas of the county, including pavement enhancement; pavement widening; sidewalk work to prevent erosion; construction of concrete driveways, sidewalks, curbs and gutters to enhance drainage; traffic safety projects; and graffiti removal work.

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

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

#### PROPOSED ACTION STEPS

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



A wall of colorful tiles, each featuring a different drawing or symbol. The tiles are arranged in a grid pattern. The drawings include faces, abstract shapes, figures, and symbols. A dark rectangular overlay is centered on the wall, containing the text 'ch. 5' and 'PROGRAMS'.

ch. 5

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# PROGRAMS



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

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

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

The programs initiated by community members and organizations in unincorporated communities have helped support increased walking by residents. By uplifting these existing community-led programs, the County hopes to highlight

the important role individuals and organizations play in creating more walkable unincorporated communities. Their efforts lay the groundwork for culture change by encouraging more people to walk, reducing crime and fear of crime, and creating awareness and support for enhanced pedestrian infrastructure.

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

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

## PROGRAM 1: SAFE ROUTES TO SCHOOL

Enhancing roadway safety for our children is paramount. Motor vehicle collisions are the leading cause of death for children 5 to 14 years old<sup>1</sup> across Los Angeles County unincorporated communities. Schools are the heart of our unincorporated communities. As one of the only regularly occurring points of contact between local government and residents, schools serve as a perfect venue for County departments to engage with residents - who are also parents,

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

students, and school officials - to understand traffic safety concerns and work together to identify community-supported solutions.

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

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

<sup>2</sup> These resources can be found on Metro's website at: [www.metro.net/projects/srts-manual/](http://www.metro.net/projects/srts-manual/)



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

In 2011, Public Works developed a Suggested Routes to School map for multiple schools and contacted the schools to provide them with the maps. These maps identify the locations where crossing the street is suggested based on the presence of sidewalks. Other factors, such as whether intersections have marked crosswalks, traffic signals, or are served by crossing guards, are also taken into consideration when suggesting walking routes. These maps are available to the public through the Public Works website. Public Works also translates SRTS information for non-English proficient individuals.

Public Works continues to seek funding to develop a Safe Routes to School Plan for the unincorporated communities. The Plan will prioritize schools for engagement and planning efforts with additional focus for schools in disadvantaged communities. As part of the Plan, the County will develop infrastructure recommendations at some of the highest priority schools where traffic safety enhancements are needed.

In addition, Public Works helps coordinate the County's School Crossing Guard Program in partnership with the Los Angeles County Office of Education (LACOE). The program includes

warrants and a policy for assigning adult crossing guards to elementary and middle schools. The general warrant for crossing guards considers intersection geometry, vehicular volumes and vehicle speeds, and sight distance at the crossing. California Vehicle Code (CVC) 42201 (e) authorizes the Board of Supervisors to provide school crossing guards. The Board adopted a policy in 1995 that provides criteria for assigning crossing guards throughout the county at school crossings servicing elementary school children. The Crossing Guard Program warrants were updated in 2014 to include crossings servicing middle schools.

The purpose of the Crossing Guard Program is to safely assist elementary and middle school-aged children with crossing the roadways on their walk to and from school. School crossing guards help draw driver attention to the presence of pedestrians and can help parents feel comfortable about their children walking or bicycling to school. While the primary role of a crossing guard is to guide children safely across the street, children also remain responsible for their own safety. In this manner, a guard also serves as a role model helping children develop the skills necessary to cross streets safely at all times.

LACOE runs the County's Crossing Guard Program and is responsible for training and assigning crossing guards to intersections along walking routes for elementary and middle schools in unincorporated communities. Public Works' role in the Crossing Guard Program is to conduct traffic studies based on requests from residents received from local school districts and other stakeholders. Public Works determines whether the request meets the minimum criteria to have a crossing guard present, established by the Board of Supervisors and according to the current edition of the California Manual on Uniform Traffic Control Devices. As of April 2023, there are approximately 237 locations across the unincorporated areas that are serviced by crossing guards.

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

### Short-Term Steps

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

- ▶ Descriptions and status of completed, in-progress, and forthcoming infrastructure projects around schools
  - ▶ Descriptions of past and forthcoming Safe Routes to School education programs, such as field-based pedestrian safety education (Walk/Bike Rodeo)
  - ▶ Work with LACOE to expand the School Crossing Guard Program to serve additional school sites if criteria is met, as resources allow.
  - ▶ Partner with LACOE to promote annual Walk to School Day event to school districts serving unincorporated areas using resources developed or provided by the County and Metro on how to organize Walk to School Day.
  - ▶ DPH staff will continue to support community-led efforts to organize annual Walk to School Day events by providing walk leader trainings to school champions, and staffing events, providing incentives, connecting school officials to law enforcement partners for traffic control support, and/or other resources as available.
  - ▶ Collect contact information for key school stakeholders and champions across unincorporated areas to coordinate future programs and project implementation.
  - ▶ Seek funding to support the development of a County Safe Routes to School Action Plan.
- ▶ Work with schools to develop updated Suggested Routes to School maps and identify locations where pedestrian infrastructure projects are needed. Provide to all unincorporated community schools at least bi-annually.
  - ▶ Work with Metro to enhance current County efforts for Walk to School Day, and to develop a mechanism for school stakeholders to register and order incentives, request training, and/or coordinate law enforcement support for annual Walk to School Day events.
  - ▶ Evaluate participation in annual Walk to School day consistent with national best practices for SRTS program evaluation.
  - ▶ Evaluate crossing guard placement on an annual basis to consider changing pedestrian conditions, and continue to follow the guidelines and criteria set forth by the Adult Crossing Guard Program and California Vehicle Code 42201 (e).

### Long-Term Steps

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

### Medium-Term Steps

- ▶ Develop a Safe Routes to School Action

## Community-led SRTS Efforts

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

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





## PROGRAM 2: SAFE PASSAGES

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

There are several models for how Safe Passages programs are organized. Some are operated by school districts or a community agency in partnership with County government or public agencies, using security professionals or peer specialists trained to intervene in violent incidents and negotiate and maintain peace along routes in rival gang neighborhoods. Some programs are a volunteer model operated by community-based organizations or schools working with parent, resident, and business owner volunteers who are stationed in predetermined areas along walking routes, forming a neighborhood watch that communicates with law

enforcement to intervene when needed. The collaborative model brings together public agencies, service providers, community groups, parents, residents, and other stakeholders to implement a multifaceted program, which employs various tactics to ensure student safety, including both volunteers and/or professionally staffed route monitoring or patrols.

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

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

OVP is also working closely with the Sheriff's Department, Parks and Recreation, and local schools to develop protocols for implementing intervention and safe passages services in TPI communities. For example, these partners met to discuss expanding the impact of the Parks Are Safe Zones campaign that took place in South Los Angeles during summer 2017. The goal of this campaign included 1) encouraging community

members to use the parks through signage, flyers, and social media; and 2) working with interventionists to communicate to local gangs that parks are off limits for violence. The long-term goal of TPI is to build a sustainable model for intervention and safe passages that can be scaled countywide, and enhance the safety and resilience of unincorporated communities. This will be achieved by evaluating the impact of the above strategies, determining how partners can work together to promote safety, and identifying other Safe Passages programs that can be leveraged.

## Community-led Safe Passage Programs

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



**Short-Term Steps**

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

**Medium-Term Steps**

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

**Long-Term Steps**

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



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

## PROGRAM 3: PEDESTRIAN WAYFINDING

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

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

Public Works' Wayfinding Program is centered on enhancing access to Metro rail stations located in the unincorporated communities of Westmont/West Athens, Willowbrook, Florence-Firestone, Lennox, Del Aire, East Los Angeles, West Carson, and East Pasadena. As of 2017, Public Works

had secured two grants from Metro to implement pedestrian wayfinding signage around the Vermont C Line Station in Westmont/West Athens and around the Slauson and Firestone A Line Stations.

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

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

### Short-Term Steps

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

### Medium-Term Steps

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

*Wayfinding in Willowbrook directs people to local destinations and the nearby Metro A and C Lines*

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

### Long-Term Steps

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



## PROGRAM 4: OPEN STREETS AND DEMONSTRATION PROJECTS

### Open Streets Events

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

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

### Demonstration Projects

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

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

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



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

### **Short-Term Steps**

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

### **Medium-Term Steps**

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

### **Long-Term Steps**

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

## Past Open Streets Events in Unincorporated Communities

### *CicLAvia: Heart of Los Angeles - October 5, 2014*

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



### *May 15, 2016 - CicLAvia: Southeast Cities*

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

## PROGRAM 5: BUSINESS AND COMMUNITY PARTNERSHIPS

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

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

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

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

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

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

### **Short-Term Steps**

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

### **Medium-Term Steps**

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

### **Long-Term Steps**

- ▶ Expand the Parklet Program to include Public Plazas.

## Lessons Learned from the East Los Angeles Parklets

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

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



Top to bottom: SoCal Burger Parklet, El Machin Parklet

## PROGRAM 6: ARTISTIC STREETS

The County is interested in highlighting local community identity through artistic expression. While the County has a Civic Art Policy in place, which allocates 1% of design and construction costs for new County capital projects, its primary function is to create civic artworks for County facility sites and public buildings such as libraries, hospitals, and parks. The County is interested in developing new programs that would enable community members and local artists to bring art to the sidewalks and streets in their communities.

For centuries, murals have been an important public art form. Murals can serve as a focal point, increase community cultural assets, and foster an

increased sense of neighborhood pride. In many parts of the county, murals are often the only form of public art that is shared by an entire community. Furthermore, murals have been shown to deter vandalism by increasing public ownership and pride through art creation. In 2017, the Board of Supervisors directed the Department of Arts & Culture to work with Regional Planning and Public Works to create a Mural Ordinance for Los Angeles County. The Mural Ordinance will establish a process for the registration and permitting of murals on private property.

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



*A painted traffic signal cabinet in Los Angeles*



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

### **Medium-Term Steps**

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

### **Long-Term Steps**

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

## PROGRAM 7: GREEN STREETS

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

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

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

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

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

<sup>1</sup> Based on a study from Walkable Communities, Inc. (2016). Urban Street Trees: Specific Applications. [http://www.michigan.gov/documents/dnr/22\\_benefits\\_208084\\_7.pdf](http://www.michigan.gov/documents/dnr/22_benefits_208084_7.pdf)

### Short-Term Steps

- ▶ Increase efforts to implement robust public engagement and education that enhance communities' understanding of environmental stewardship and basic tree care, as well as the health, social, economic, and environmental benefits the urban forest provides. Community engagement and education efforts should focus on low-resourced, disadvantaged communities that experience the lowest tree canopy cover in unincorporated Los Angeles County.
- ▶ Continue Public Works- and community-led street tree planting in parkways in unincorporated communities.
- ▶ Balance the need for water conservation with the goal of preserving, maintaining, diversifying, and growing the urban forest. Young trees must be adequately watered to ensure strength and survival, and should not be dependent on broader landscape irrigation systems. For young trees, application of semiweekly, deep watering is important for long term tree survival. Once trees are established, water demands decrease, however it is still necessary to water trees during periods of drought. County policies and ordinances calling for water conservation should account for tree watering needs, which vary over the lifespan of trees.

### Medium-Term Steps

- ▶ Identify best management practices and develop strategies for preservation, maintenance, diversification, and growth of the urban forest.
- ▶ Establish an urban tree canopy goal to achieve an optimum degree of canopy cover for unincorporated areas. The tree canopy goal can be refined by further analysis to establish specific community tree canopy goals dependent on considerations that are unique to an area's particular circumstances, including climate zones, geography, climate projections, specific environmental concerns, local preferences, desired ecosystem services, land cover, land use patterns, resources, public health impacts, equity, and other factors.

### Long-Term Steps

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

## PROGRAM 8: WALKING CLUBS

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

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

DPH has also developed toolkits to help individuals, organizations and community groups lead their own walking clubs. The *Community Walking Club Toolkit*, developed by DPH in 2012, is used

to guide the PAD walking clubs and is a tool available for community members and organizations interested in organizing their own walking clubs. It provides nutrition and physical activity information to inform walking club participants. Walking clubs also build social cohesion as participants get to know their neighbors.

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

### Short-Term Steps

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

### Medium-Term Steps

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

### Long-Term Steps

- ▶ Lead year-round walking clubs at County parks.



*The County's Parks After Dark Program has helped reduce violent crimes in recent years*

*Source: Department of Parks and Recreation, 2014. Parks After Dark: Preventing Violence while Promoting Healthy, Active Living*

## PROGRAM 9: ONLINE INFORMATION AND SERVICE REQUESTS

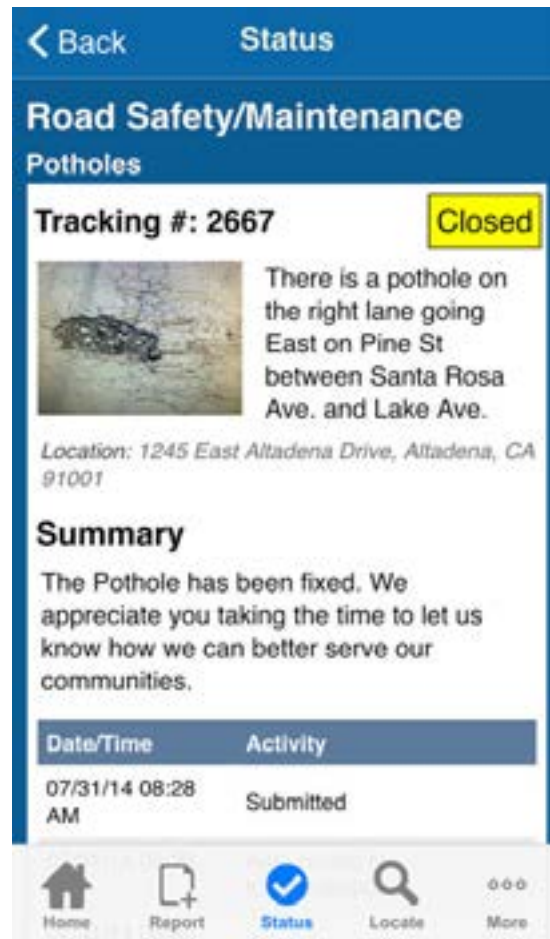
Los Angeles County Public Works has developed an online application, accessible through a smart-phone, called The Works that serves as a one-stop solution for County residents to report and track services. If the service is not handled by Los Angeles County, The Works will provide residents with the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

### Short-Term Steps

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

### Medium-Term Steps

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



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



## PROGRAM 10: VISION ZERO

Vision Zero is a traffic safety initiative to eliminate traffic-related fatalities. It is an international movement that emphasizes the Safe System approach to traffic safety, acknowledging that people make mistakes and focusing on system-wide practices, policies, and designs to lessen the severity of collisions. Agencies that adopt a Vision Zero initiative commit to the systematic elimination of traffic deaths and severe injuries for all roadway users. To achieve success, this approach requires data-driven decision making, an understanding of health equity, multi-disciplinary collaboration within and outside of government, and regular communication with the public.

“Vision Zero Los Angeles County: A Plan for Safer Roadways,” adopted August 4, 2020 (the “Vision Zero Action Plan”), focuses the County’s data-driven efforts to achieve the goal of eliminating traffic-related fatalities on unincorporated County roadways by 2035. The County primarily relies on traffic collision reports completed by the California Highway Patrol, as well as hospital records, first responder reports, and other data sources to inform and prioritize infrastructure enhancements and educational programs. The Action Plan identifies a network of Collision

Concentration Corridors (CCCs), defined as any half-mile county-maintained roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013, and December 31, 2017.

Additionally, based on meetings with community members, County departments, and partner agencies, the Action Plan includes a clear set of actions to move the County closer to the goal of eliminating traffic deaths and severe injuries. These actions include efforts to update, expand, and establish new processes, policies, and trainings to integrate the Safe System approach into projects, and programs. Where relevant, specific actions are suggested in the Community Pedestrian Plans.

Vision Zero programmatic efforts focus on education and encouragement for vulnerable populations, such as teens, older adults, and people walking and biking. In LA County, these include a Teen Distracted and Reckless Driving program, Safe Routes to Schools, Safe Routes for Seniors, and community bicycle and pedestrian safety classes.

Table 5-1: Implementation Actions

Action	Description
<b>A-7</b>	Update, as necessary, the County's guidelines for recommending roadway safety enhancements.
<b>A-8</b>	Update the Public Works' Highway Design Manual to consider available tools and design standards, including those recommended by the Los Angeles County Model Design Manual for Living Streets, National Association of City and Transportation Officials (NACTO) Guides, and other best practices to enhance safety for both motorized and non-motorized users.
<b>A-9</b>	Incorporate traffic safety enhancements into Public Works projects along the Collision Concentration Corridors where feasible and appropriate.
<b>B-4</b>	Establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling.
<b>B-5</b>	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
<b>B-6</b>	Establish a Safe Routes for Seniors program that provides traffic safety education to seniors, identifies traffic safety enhancements in areas populated or frequented by older adults, and promotes walking, bicycling, and transit use.
<b>B-10</b>	Install high visibility crosswalks on the Collision Concentration Corridors.
<b>B-11</b>	Implement leading pedestrian intervals (LPI) at intersections along the Collision Concentration Corridors to allow pedestrians to begin crossing the roadway before the vehicle signal turns green where feasible and appropriate.
<b>B-12</b>	Implement a semi-exclusive pedestrian or exclusive pedestrian (i.e. pedestrian scramble) operation in unincorporated Los Angeles County at an intersection with high pedestrian traffic and/or vehicle-pedestrian conflicts.
<b>B-13</b>	Implement curb extensions (paint and flexible posts or bollards and/or curb and gutter) on Collision Concentration Corridors where feasible and appropriate.
<b>B-14</b>	Implement left turn phasing at intersections along Collision Concentration Corridors where feasible and appropriate.
<b>B-15</b>	Implement bike paths/separated bikeways along Collision Concentration Corridors where feasible and appropriate.
<b>C-3</b>	Identify strategies for integrating art and culture into Vision Zero outreach and projects.
<b>D-11</b>	Continue leading the Street Racing Task Force aimed at reducing roadway racing regionally by coordinating among law enforcement agencies and the community.
<b>E-9</b>	Establish a process to conduct regular bicycle and pedestrian counts and identify count locations.

**Short-Term Steps**

- ▶ Continue identifying opportunities to implement traffic safety infrastructure enhancements and programs along the CCCs, including through Community Pedestrian Plans.
- ▶ Continue developing and implementing targeted traffic safety education and communications efforts supportive of Vision Zero goals.

**Medium-Term Steps**

- ▶ Update the Vision Zero Action Plan as necessary to remain a relevant and effective tool for achieving the County's traffic safety goals.

# Step by Step

WALNUT PARK



## PEDESTRIAN INSTALACIONES

WHAT WOULD YOU LIKE TO SEE IN WALNUT PARK? ("LIKE" WITH A STICKER)  
¿QUÉ LE GUSTARÍA VER EN WALNUT PARK? (PEGUE UN STICKER SI LE "GUSTA")

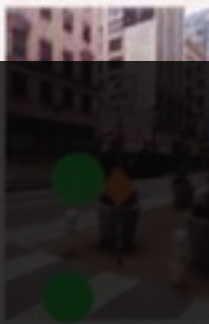
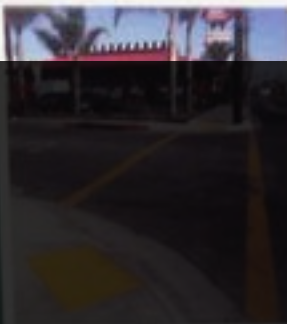
SIDEWALKS/ PATHS/ BANQUETAS



SIDEWALK/ BANQUETA



CORNERS/ ESQUINAS



CURB RADIUS REDUCTION  
BANCA REDUCTORA DE RADIO DE CURVA

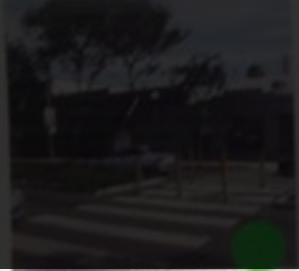
ch. 6

# IMPLEMENTATION

CROSSINGS/ CRUCES



CONTINENTAL CROSSWALK/  
CRUCE CON SEMAFORIZADO

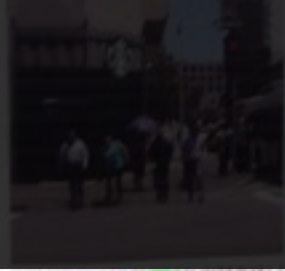


MEDIAN REFUGE/ REFUGIO  
PEATONAL

SIGNALS/ SEÑALES



PEDESTRIAN COUNTDOWN  
SIGNALS/ SEMAFOROS DE  
CONECTO



LEADING PEDESTRIAN INTERVAL  
ADELANTO PEATONAL



BEACON CROSSING/ SEÑAL  
DE LUZ/ LOS BANDOS

AMENITIES/ MOBILIARIO URBANO



CROSSING GUARD/  
SEÑAL DE CRUCE



BENCH/ BANCA



STREET TREES/  
ARBOLES URBANOS



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

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

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

Los Angeles County Public Works is responsible for the implementation of pedestrian infrastructure projects within the unincorporated communities. Programs to encourage walking or provide pedestrian safety education are the responsibility of several County departments including Public Health, Public Works, Parks and Recreation, Beaches and Harbors, the Department of Arts & Culture, and the Community Development Commission. They are also the responsibility of regional agencies

like Metro, and the California Highway Patrol, the State agency responsible for traffic enforcement on unincorporated County roadways. The County will work closely with these agencies to identify opportunities to partner on programs to enhance walkability across the unincorporated communities.

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

In addition, the County acknowledges the important role community members and organizations have in leading and running programs that encourage walking and educating fellow community members about pedestrian safety. As highlighted in Chapter 5: Programs, many programs are already being led by community-based

organizations. The County will work to support initiatives run by these organizations, such as helping connect local organizations with philanthropic funding sources or through contracting with local organizations to help implement regional, state, or federal grants.



## FUNDING RESOURCES

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

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

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

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

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

### County Pedestrian Programs

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

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

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

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

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

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

## Maintenance Costs

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

**Table 6-1: Average maintenance activity costs**

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

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

**Table 6-2: Average maintenance program budget**

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

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

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

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

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

## PRIORITIZATION FRAMEWORK

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

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

The framework also helps Public Works to inform future Community Pedestrian Plan chapters and may help prioritize the projects for funding that best implement County and community goals. Some projects can and will be made a part of routine roadway maintenance programs. Note while the County will take into account the prioritization score while programming projects, due to available funding, resources, and community and

political support, the order in which projects may be implemented may not necessarily correspond with the score assigned.

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

Table 6-3 and Table 6-4 lists the prioritization criteria, provides a rationale for each criterion, and describes how scores are assigned for 2019 and 2023 communities, respectively.

**Table 6-3: Infrastructure Prioritization Framework (2019)**

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

## Infrastructure Prioritization Framework, continued

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



**Table 6-4: Infrastructure Prioritization Framework (2023)**

Category	Rationale	Description	Maximum Possible Points
<b>Equity</b>	The project is in is a statewide Priority Population, which includes disadvantaged communities and low-income communities and household. Priority Populations are often disproportionately represented in severe and fatal injuries from traffic crashes.	Project is in a Census Tract with a median household income less than 80% of the statewide median (AB 1550)	10
		Project is in an area that is among the most disadvantaged 25% in the state, according to SB 535	10
<b>Public Health</b>	Research has shown that there is a link between better health and moderate-intensity aerobic activity, like brisk walking. Enhancements to the built environment can make walking more comfortable, convenient, and safe. This criterion uses Healthy Places Index data to prioritize census tracts with less healthy community conditions.	Project located where 90% of other census tracts have healthier conditions (<= 10th percentile) (10 points)	10
		Project is located where 75% of other census tracts have healthier conditions (<=25th percentile) (5 points)	
<b>Safety</b>	Safety is a core goal of the Pedestrian Plan and aligns with the County’s Vision Zero initiative. This criterion prioritizes fatal/severe injury pedestrian-involved collision locations and corridors.	Project is on or within 500 feet of a Vision Zero Collision Concentration Corridor (5 points)	30
		In the past 5 years, a pedestrian fatality occurred within 500 feet of the project (15 points)	
		In the past 5 years, 4 or more pedestrian-involved collisions have occurred within 500 feet of the project (10 points)	
		In the past 5 years, 1-3 pedestrian-involved collisions have occurred within 500 feet of the project (5 points)	

Infrastructure Prioritization Framework (2023), continued

Category	Rationale	Description	Maximum Possible Points
<b>Roadway Classification</b>	Major roadways generally have more lanes of traffic and higher speeds, increasing exposure to vehicles for crossing pedestrians and contributing to greater severity when crashes occur. This criterion prioritizes projects located along major roads.	Project is located on a Major Highway	5
		Project is located within ¼-mile of a transit stop or station	5
<b>Demand</b>	Projects in areas of high demand provide benefit to a greater number of people. This criterion uses data about pedestrian activity generators to prioritize areas of higher demand.	Project is located within ¼-mile of a school	5
		Project is located within ¼-mile of a park	5
		Project is located within ¼-mile of a senior center or library	5
		Project is located within ¼-mile of an area zoned for commercial use	5
<b>Implementation</b>	Lower cost projects can generally be implemented more rapidly, and allow limited resources to be distributed more widely; providing potential safety benefits as quickly and in as many places as possible.	Project is low-cost (<\$100k) (10 points)	10
		Project is medium-cost (\$100k-\$500k) (5 points)	
		Project is high-cost (>\$500k) (0 points)	
		Project will be easy to construct (does not require environmental studies, sewer realignment, etc.)	5
<b>Maximum Total Points</b>			<b>100</b>

## MONITORING AND EVALUATION

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

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

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

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

**Safety** indicators help tell us whether people walking are measurably safer than before the Plan's adoption. By tracking the number of people severely injured or killed while walking, we can get a clear picture of whether the Plan's projects and other actions are having any effect

on safety as we implement them. Looking at that same number, but per 10,000 residents in unincorporated areas, lets us understand the Plan's effect on safety regardless of population changes over time. Rates of severe injuries and deaths to people walking by population is also a standard measurement among other places and levels of government, allowing us to compare our progress with theirs.

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

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

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

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

Implementation of proposed projects is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices,

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

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<sup>1</sup> Los Angeles Metro Fall 2017 On-Board Survey Results and Trend Report. [http://media.metro.net/projects\\_studies/research/images/infographics/2017\\_fall\\_onboard\\_survey\\_results.pdf](http://media.metro.net/projects_studies/research/images/infographics/2017_fall_onboard_survey_results.pdf)

**Table 6-5: Pedestrian Performance Metrics**

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

Table 6-5: Pedestrian Performance Metrics for Future Tracking

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

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Ch. 7

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# LAKE LOS ANGELES

## COMMUNITY PEDESTRIAN PLAN

## COMMUNITY PROFILE

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

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



## Thank You

### *Pedestrian Plan Community Advisory Committee Members:*

Shirley Harriman

Mary Hanna

Theresa Horvath

Pat McGuire

Yvonne Milikowski

Scarlet Hauffen-Pflieger

Deb Hill

Francisco Merlan

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

## **Demographics**

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

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

**Table 7-1: Lake Los Angeles Demographics**

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

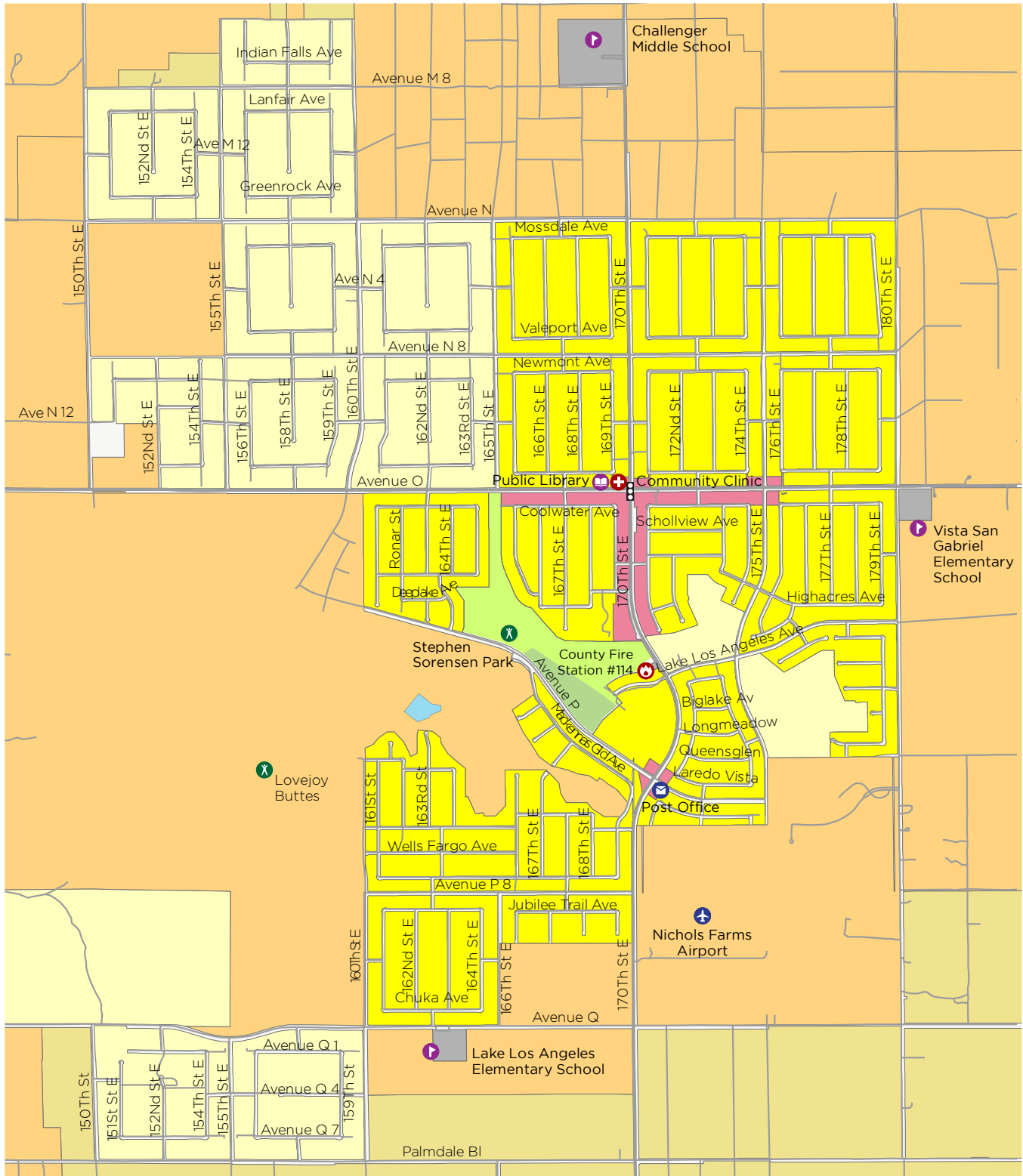
Source: American Community Survey, 5-year 2010-2014

## **Land Use**

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

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

Figure 7-1: Lake Los Angeles Zoning Map



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

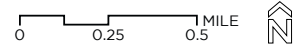
**LAND USE**

**DESTINATIONS**

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

**LAND USES**

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



Stephen Sorensen Park was split into two parks in 2019, which created a new natural area: Tameobit Wildlife Sanctuary. As a result, the total area of Stephen Sorensen Park has been reduced to 22.92 acres.

## Park Access

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

Lake Los Angeles currently has one park, Stephen Sorenson Park (22.92 acres), which provides the community an average of 2 acres of parkland per 1,000 residents.<sup>2</sup> This is below the countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of 4 acres of local parkland per 1,000 residents.

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<sup>1</sup> Department of Parks and Recreation. Lake Los Angeles Park Needs Assessment. 2016.

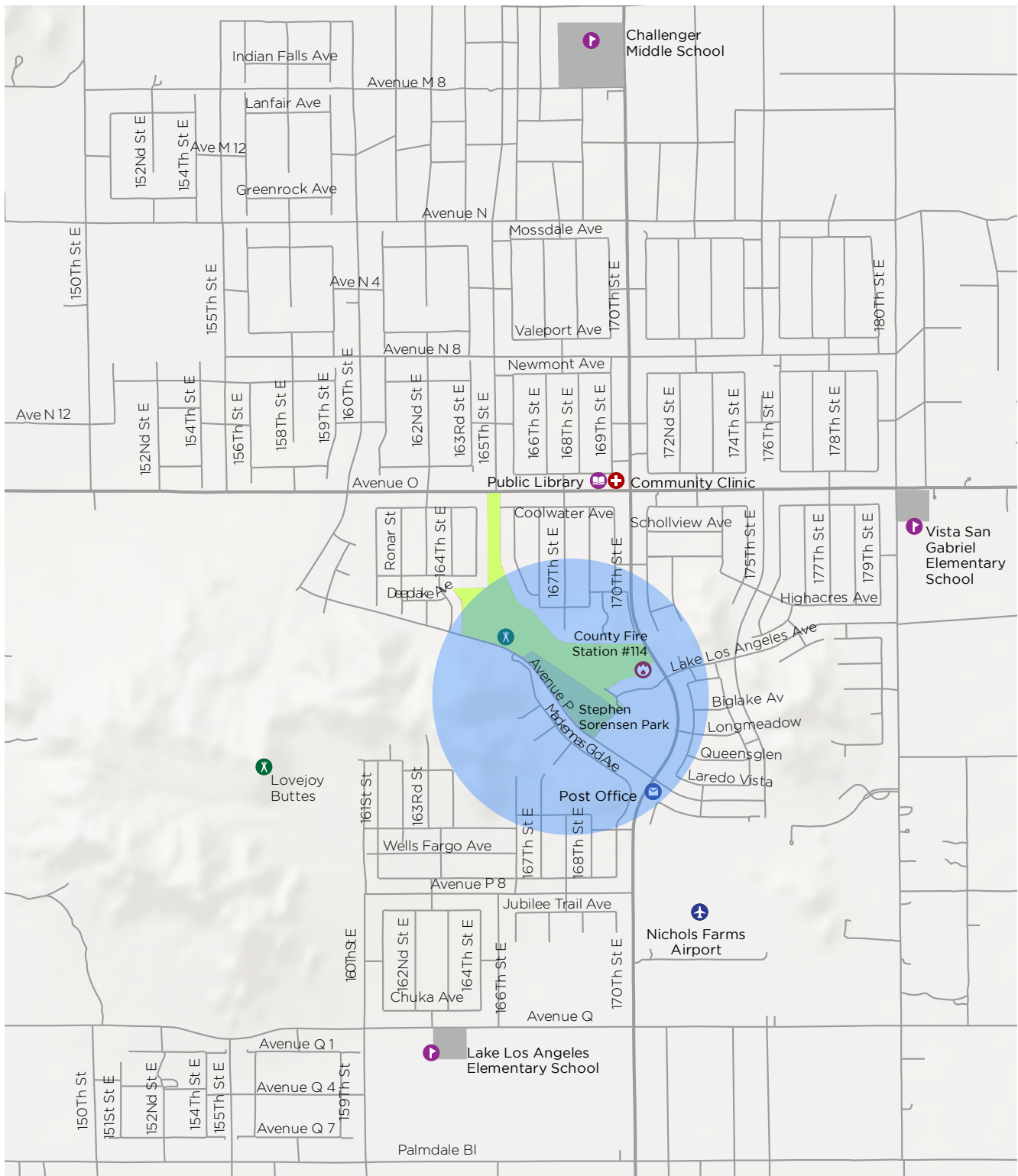
<sup>2</sup> Stephen Sorenson Park was split into two parks in 2019, which created a new natural area: Tameobit Wildlife Sanctuary. As a result, the total area of Stephen Sorenson Park has been reduced to 22.92 acres.

Further, only about 20 percent of Lake Los Angeles residents live within a half-mile walking distance to the park (Figure 7-2).<sup>3</sup> Stephen Sorenson Park is accessible by one road, Avenue P, from the south and several informal paths from the north. The Los Angeles County Parks and Recreation Needs Assessment has proposed developing new shared-use paths to enhance access to the park.

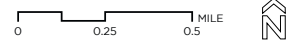
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<sup>3</sup> The distance from each household in Lake Los Angeles to the access points of all adjacent parks was calculated along the walkable road/pedestrian network rather than “as the crow flies.” Since pedestrians cannot safely or legally walk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





**PARK ACCESS**



**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL

**PARK ACCESS**

- WALKABLE AREA, ONE-HALF MILE FROM PARK

Stephen Sorensen Park was split into two parks in 2019, which created a new natural area: Tameobit Wildlife Sanctuary. As a result, the total area of Stephen Sorensen Park has been reduced to 22.92 acres.

## Health

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

Childhood and adult asthma rates in Lake Los Angeles are higher than the county average.<sup>4</sup> Obesity rates among adults and teens are higher than in the county as a whole, although proportionally fewer children are overweight for their age.<sup>5</sup> Only one in five youth in Lake Los

Angeles engage in regular physical activity,<sup>6</sup> though youth in Lake Los Angeles have a slightly higher level of physical activity than countywide. However, only 22.9 percent of adults in the Lake Los Angeles area walk at least 150 minutes each week, compared with over one-third of adults countywide.<sup>7</sup> This fact may be contributed to the high rates of disability in the community zip code 93591 - more than 1 in 10 adults in Lake Los Angeles under the age of 65 have a disability, which is more than twice the county average.<sup>8</sup>

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

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

2 HealthyCity.org

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

4 California Health Interview Survey, Neighborhood Edition, 2014

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

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

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

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

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

**Table 7-2: Lake Los Angeles Causes of Death**

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

**Table 7-3: Lake Los Angeles Health Indicators**

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

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

## PREVIOUS PLANS AND PROJECTS

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

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

### **Lake Los Angeles Community Standards District (2014)**

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

### **Antelope Valley Area Plan (2015)**

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

### **High Desert Corridor Project (2016)**

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

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

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

## COMMUNITY INVOLVEMENT

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

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

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

### **Community Advisory Committee**

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

### **Community Collaboration**

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

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

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

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

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

### **Community Events**

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

Community events that the project team attended include:

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

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

Survey respondents identified a lack of street lighting, non-existent sidewalks, and a fear of physical violence as their primary challenges faced while walking in Lake Los Angeles.

Respondents indicated they would feel safer walking with additional street lighting and marked street crossings, and would walk more often with paved paths, intersection projects, and pedestrian lighting along paths.

### **Community Data Collection**

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

#### PEDESTRIAN COUNTS

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

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



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

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

#### PHOTOVOICE

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



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

*Feedback from the Lake Los Angeles community workshop*



### Community Workshop 1

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

#### ACTIVITY #1 BARRIERS TO WALKING

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

Concerns and opportunities included:

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

#### ACTIVITY #2 PRIORITY FACILITY TYPES

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

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

### ACTIVITY #3 PRIORITY LOCATIONS FOR PROJECTS

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

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

### Community Workshop 2

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

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



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

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

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

## PEDESTRIAN ENVIRONMENT

### Levels of Walking and Driving

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

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

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

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

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

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

**MOTOR VEHICLE VOLUMES**

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

**MOTOR VEHICLE SPEEDS**

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

**Table 7-4: Lake Los Angeles Pedestrian Counts Summary**

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

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

<sup>1</sup> This information was collected via machine counts in February 2016.

### Challenges to Walking

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

#### COLLISIONS

Between 2009 and 2016, there were a total of 13 pedestrian-involved collisions in the Lake Los Angeles area.<sup>1</sup> Nearly 77 percent of collisions occurred along 170th Street East and Avenue O, where most neighborhood attractions are located. Six of the collisions occurred during AM

and PM peak hours (6 AM - 9 AM and 5 PM - 8 PM). Five of the collisions involved pedestrians under 18 years old (38.5 percent), and four were between 55 and 64 years old (31 percent). Two of the collisions involved a fatality, and nine involved a severe or visible injury.

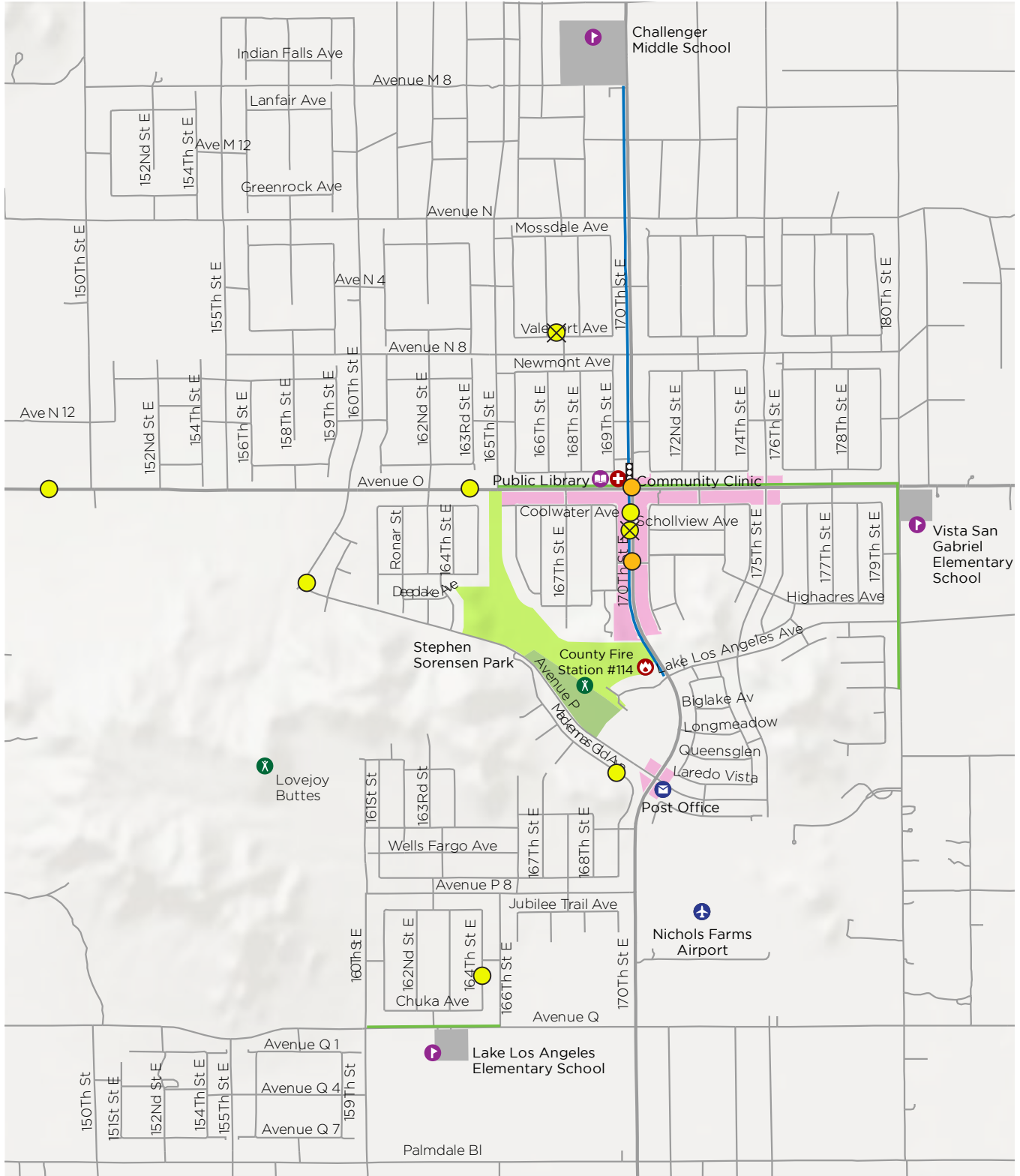
Law enforcement attributed fault to the pedestrian in 54 percent of the pedestrian collisions. Half of the eight collisions were classified as 'Hit and Run.' All pedestrian-involved collisions (2009-2016) are shown in Figure 7-3.

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<sup>1</sup> SWITRS, 2016



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



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



### PEDESTRIAN-INVOLVED COLLISIONS

#### DESTINATIONS

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

#### EXISTING INFRASTRUCTURE

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

#### COLLISIONS

- LOCATION WITH FATALITY
- 1
- 2

Stephen Sorensen Park was split into two parks in 2019, which created a new natural area: Tameobit Wildlife Sanctuary. As a result, the total area of Stephen Sorensen Park has been reduced to 22.92 acres.

## NUISANCE ACTIVITIES

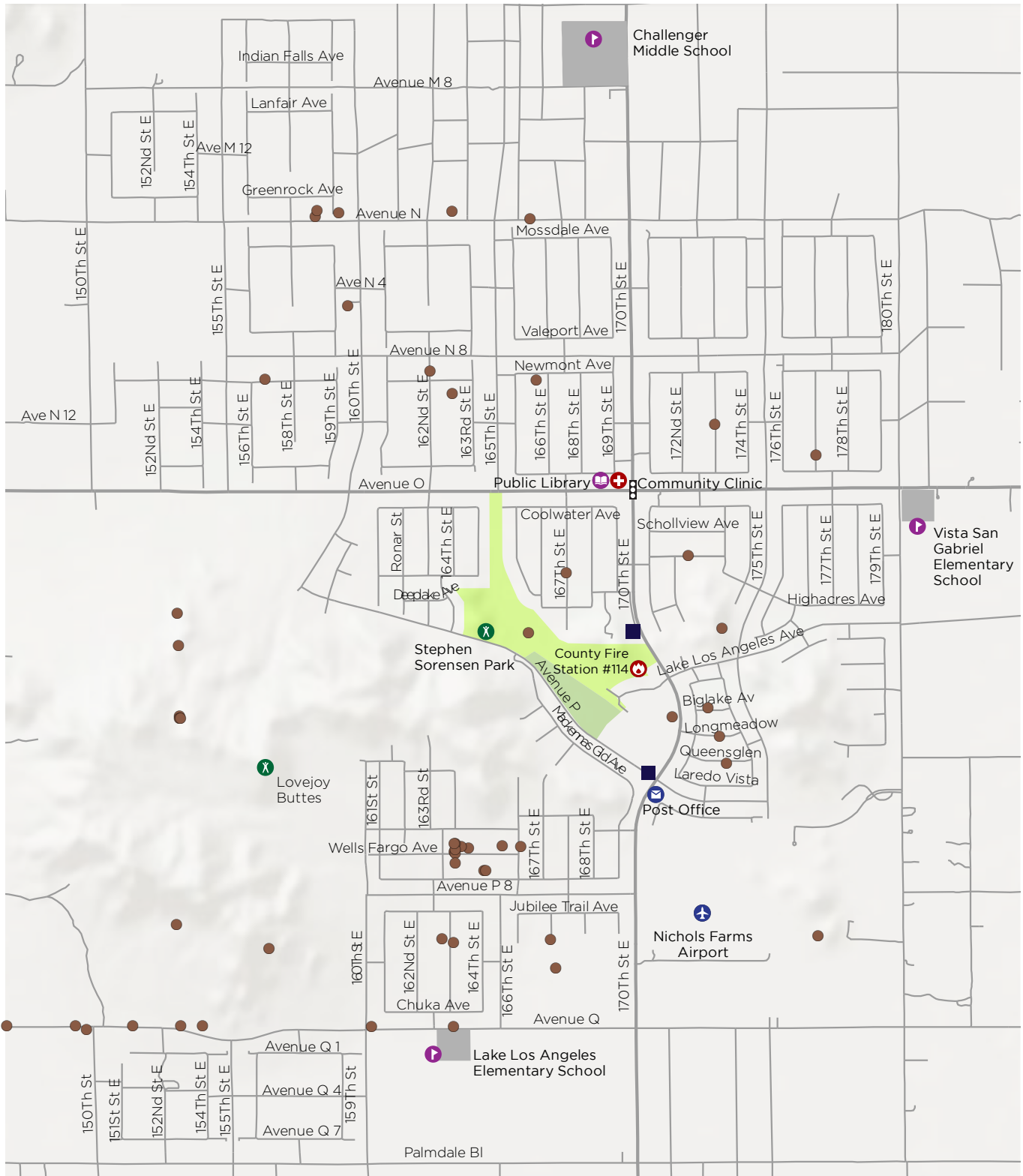
Nuisance activities, unwanted, undesirable or illegal uses, can impact the real and perceived safety, comfort, and attractiveness of the pedestrian environment. A number of nuisance activities were identified in Lake Los Angeles by using data provided by The Works, the County's mobile application that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

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

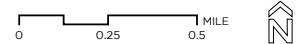
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<sup>1</sup> To report dumping in Lake Los Angeles, contact the AVIDTF Illegal Dumping Hotline at (888) 8DUMPING or report at <http://dpw.lacounty.gov/epd/illdump/>. More information about the AVIDTF can be found at <http://dpw.lacounty.gov/epd/illdump/tf.cfm>.

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












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



## PUBLIC NUISANCES

### DESTINATIONS

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

### EXISTING INFRASTRUCTURE

-  ROAD NETWORK
-  TRAFFIC SIGNAL

### NUISANCES

-  ILLEGAL DUMPING
-  LIQUOR STORE

Stephen Sorensen Park was split into two parks in 2019, which created a new natural area: Tameobit Wildlife Sanctuary. As a result, the total area of Stephen Sorensen Park has been reduced to 22.92 acres.

## CRIME

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

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

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

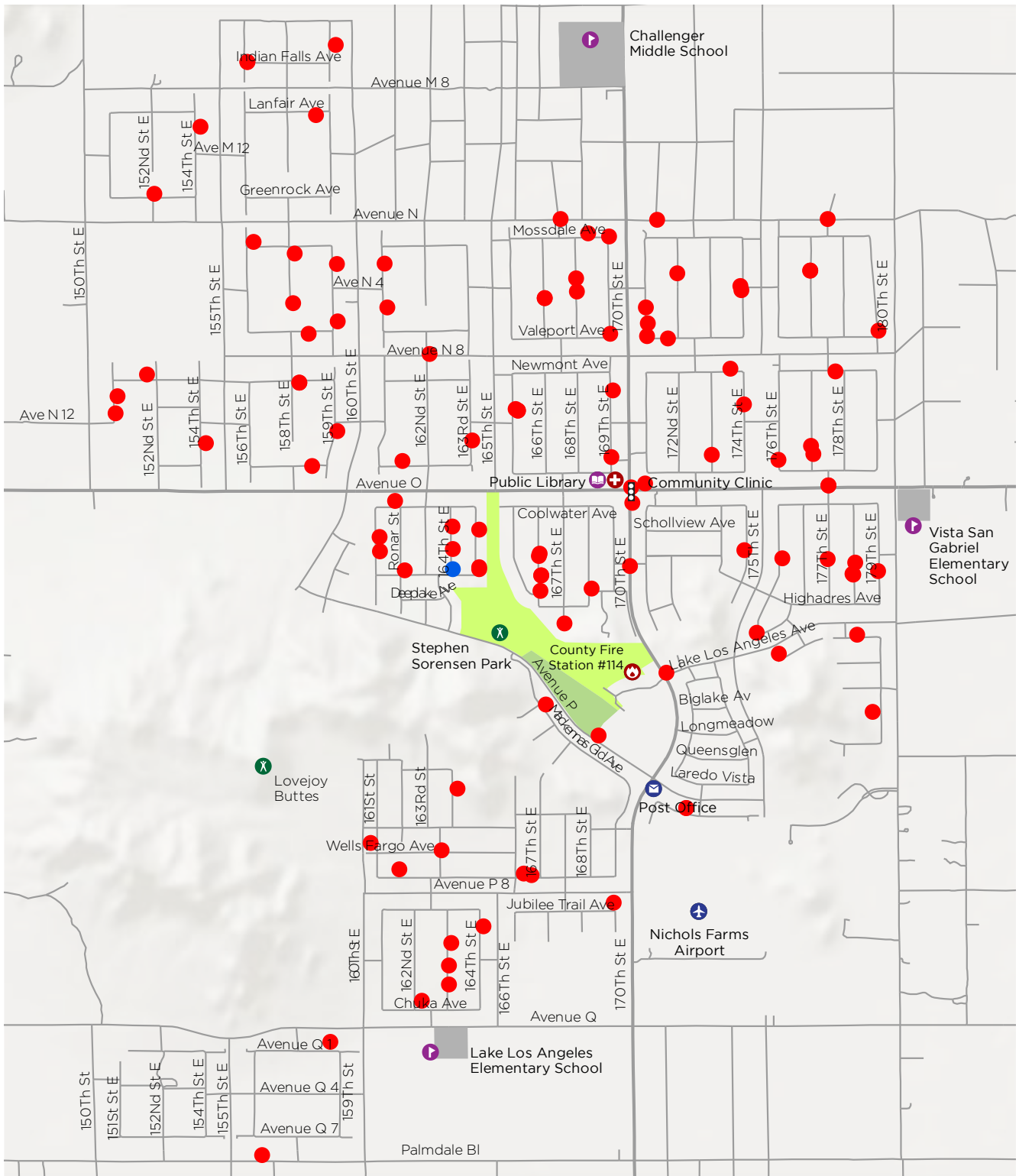
Violent crimes, which include homicide, rape, aggravated assault, and robbery, account for approximately one-third of the crimes committed in Lake Los Angeles.<sup>2,3</sup> Of these violent crimes, one was reported as a homicide. Violent crime reports between January and July 2016 were distributed evenly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

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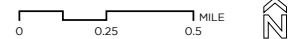
<sup>2</sup> Robbery, in contrast to theft, is a taking of property that involves person-to-person interaction with force, intimidation, and/or coercion. Nancy King Law, 2018.

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

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



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



**CRIME**

**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL

**CRIME**

- VIOLENT CRIME
- HOMICIDE

Stephen Sorensen Park was split into two parks in 2019, which created a new natural area: Tameobit Wildlife Sanctuary. As a result, the total area of Stephen Sorensen Park has been reduced to 22.92 acres.

## EXISTING PEDESTRIAN FACILITIES

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

### Pedestrian Walkways

#### SIDEWALKS

Sidewalks in Lake Los Angeles are only located in core commercial areas, adjacent to schools and some bus shelters. Major streets such as Avenue O and 170th Street East are two of the

few roadways with sidewalks. The width, location, and condition of sidewalks vary throughout the community. Continuous sidewalks range from less than 100 feet to at most 800 feet. Most sidewalks are the result of new development in the area, but since projects are not contiguous, this results in many sidewalk gaps.

#### PATHS

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



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

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

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

#### DESIRE PATHS

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



*Bike path along 170th Street East near Avenue P*



## Crossing Facilities

### CROSSWALKS

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

### CURB RAMPS

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

### TRAFFIC SIGNALS

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

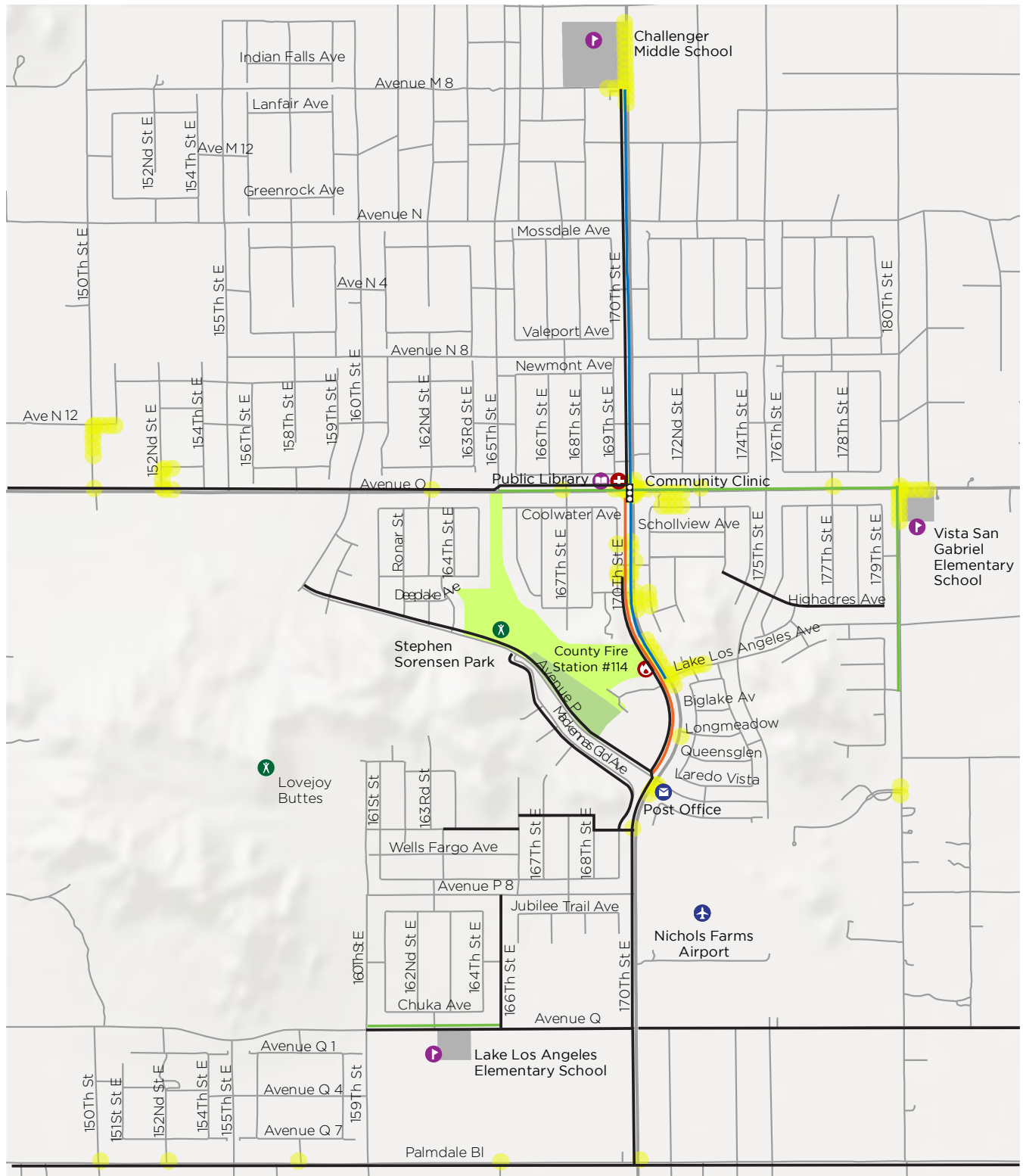
### LIGHTING

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

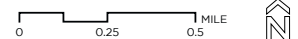


*School zone yellow ladder crosswalk in Lake Los Angeles*

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



### WALK AUDIT OBSERVATIONS IN LAKE LOS ANGELES SIDEWALKS AND PATHS



**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

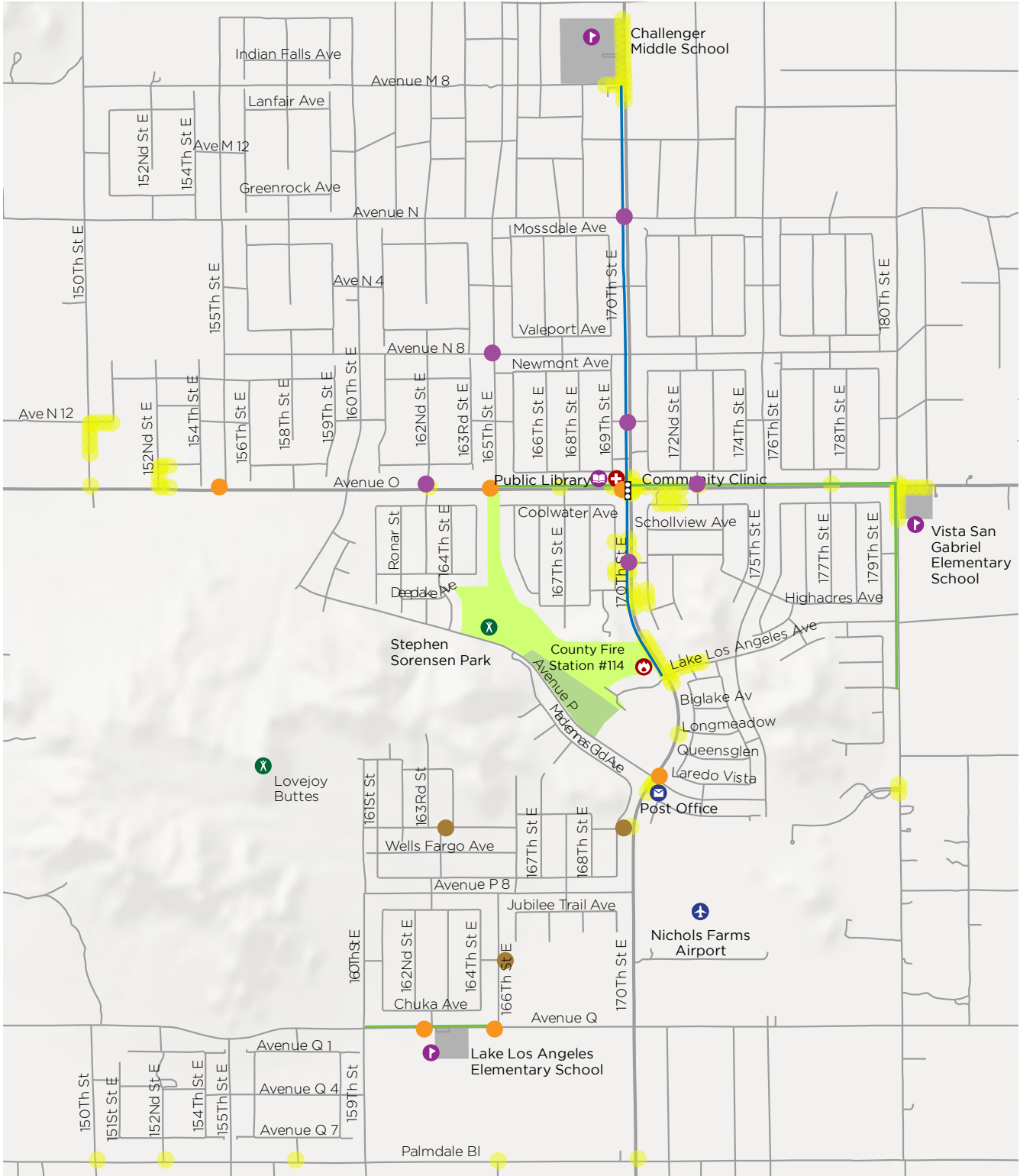
- ROAD NETWORK
- TRAFFIC SIGNAL
- STREET LIGHT
- EXISTING OFF-STREET PATH
- EXISTING OFF-STREET BIKE PATH

**SIDEWALK OBSERVATIONS**

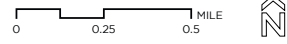
- DISCONTINUOUS SIDEWALK
- NO LIGHTING

Stephen Sorensen Park was split into two parks in 2019, which created a new natural area: Tameobit Wildlife Sanctuary. As a result, the total area of Stephen Sorensen Park has been reduced to 22.92 acres.

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



### WALK AUDIT OBSERVATIONS IN LAKE LOS ANGELES INTERSECTIONS



**DESTINATIONS**

- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES

- HEALTHCARE
- POST OFFICE
- AIRPORT
- PARK
- WILDLIFE SANCTUARY

**EXISTING INFRASTRUCTURE**

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

**INTERSECTION OBSERVATIONS**

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

Stephen Sorensen Park was split into two parks in 2019, which created a new natural area: Tameobit Wildlife Sanctuary. As a result, the total area of Stephen Sorensen Park has been reduced to 22.92 acres.

## PROPOSED PEDESTRIAN FACILITIES

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

- ▶ **Crossing Projects:** Facilities that make crossing the street at intersections and mid-block easier, including continental crosswalks, advance yield markings, pedestrian-activated warning systems, pedestrian signals, and new or updated curb ramps. Any recommendation to stripe a crosswalk (at controlled or uncontrolled locations) should be consistent with the County's Crosswalk Guidelines.
- ▶ **Sidewalk/Path Projects:** Facilities that make walking along the street safer and more comfortable, including shared-use paths with physical buffers to prevent vehicle incursion, and pedestrian-scale lighting. Given Lake Los Angeles' rural nature, sidewalks have not been proposed, though paved paths are proposed at Sorensen Park.
- ▶ **Traffic Calming:** Facilities that encourage drivers to slow down, such as speed feedback signs.

- ▶ **Pedestrian Lighting:** Human-scaled lights that provide lighting for people walking in Lake Los Angeles, as opposed to those at heights and directions intended to light the roadway for motorists. Types and styles of lighting can vary, but should follow the County's Rural Outdoor Lighting District Ordinance. See Chapter 4 for more information about requesting pedestrian-scale lighting in Lake Los Angeles.
- ▶ **Placemaking/Placekeeping:** Vacant lots can be converted to public gathering spaces for people of all ages to interact, play, rest, and more. Gateway signage can alert drivers that they are entering the Lake Los Angeles community, encouraging them to slow down.

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

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

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

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

The intersection of Avenue O and 180th Street East was identified by residents as a top priority for safety projects, due to the adjacent Vista San Gabriel Elementary School. At this location, traffic calming and speed feedback signs are proposed

to help slow traffic. Additionally, high-visibility crosswalks, a pedestrian-activated warning system, and physical buffers at all corners of the intersection could also help increase pedestrian safety near the school.

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

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

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

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

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

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

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



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

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

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

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

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

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

<sup>1</sup>All costs are based on 2018 estimates. Appropriate inflation and escalation increases may be applicable at time of implementation.

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

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

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



**PROPOSED PEDESTRIAN PROJECTS**

**DESTINATIONS**

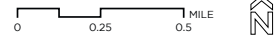
- SCHOOL
- HEALTHCARE
- PARK/RECREATION
- EMERGENCY SERVICES
- PARK
- WILDLIFE SANCTUARY
- AIRPORT
- LIBRARY

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL

**PROPOSED PROJECTS**

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



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

Stephen Sorensen Park was split into two parks in 2019, which created a new natural area: Tameobit Wildlife Sanctuary. As a result, the total area of Stephen Sorensen Park has been reduced to 22.92 acres.

## PROPOSED ACTIONS AND PROGRAMS

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

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

**Table 7-6: Actions for Lake Los Angeles**

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

**Table 7-7: Programs for Lake Los Angeles**

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





ch. 8

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# WALNUT PARK

## COMMUNITY PEDESTRIAN PLAN



## COMMUNITY PROFILE

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

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

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



## Thank You

### *Pedestrian Plan Community Advisory Committee Members:*

Araceli Flaharty  
 Salvador Diaz  
 Milton Hernandez-Nimatuj  
 Joseph Baltazar  
 Marisol Camelo  
 Priscilla Sanchez  
 Dillia Ortega  
 Kevin Cervantes  
 Leticia Cervantes  
 Evelyn Olvera  
 Jose Luis Silva  
 Alicia Silva  
 Maria Briano  
 Ana Salcedo  
 Esther Perez  
 Norma Diaz

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

## Demographics

Understanding the demographics of a community helps decision makers plan for and target appropriate pedestrian projects and programs. The median household income in Walnut Park is \$41,202, approximately 25 percent less than the county average of \$55,870. Significantly fewer residents have at least some college education in Walnut Park than countywide. The community is relatively young, and a high

percentage of households include children under 18. Almost 19 percent of these are single-parent households. Walnut Park is primarily Hispanic/Latino, and has a large foreign-born, immigrant population. Almost half of households are considered linguistically isolated, meaning that the members have at least some difficulty with English (see Table 8-1).<sup>1</sup>

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<sup>1</sup> American Community Survey, 5-year 2010-2014

**Table 8-1: Walnut Park Demographics**

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

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

## Land Use

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

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

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

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<sup>1</sup> 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](http://england.shelter.org.uk/__data/assets/pdf_file/0004/39532/Full_house_overcrowding_effects.pdf)

Figure 8-1: Walnut Park Land Use Map



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

**LAND USE**

**DESTINATIONS**

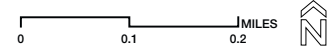
- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

**LAND USES**

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





## Park Access

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

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

<sup>1</sup> Department of Parks and Recreation. Walnut Park Park Needs Assessment. 2016.

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

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

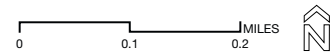
- ▶ April to September
  - ▶ Monday through Friday: 5:00AM - 7:30PM
  - ▶ Saturday: 8:00AM - 4:30PM
  - ▶ Sunday: 10:00AM - 4:00PM
  - ▶ Holidays: 12:00PM - 4:00PM
- ▶ October to March
  - ▶ Weekends: 10:00AM - 4:00PM
  - ▶ Holidays: 12:00PM - 4:00PM



Figure 8-2: Walnut Park Park Access



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



### PARK ACCESS

**DESTINATIONS**

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

**PARK ACCESS**

- WALKABLE AREA, ONE-HALF MILE FROM PARK

## Health

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

Child and teen obesity is slightly more prevalent in Walnut Park than the county,<sup>4</sup> and Walnut Park youth have lower levels of physical activity than those in the county as a whole.<sup>5</sup> Adult obesity is almost 40 percent higher than in the county,<sup>6</sup> although Walnut Park adults are more likely to

walk at least 150 minutes per week compared to those countywide.<sup>7</sup>

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

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

1 This plan uses health data at the zip code level when necessary. Walnut Park is in Zip Code 90255, which also includes Huntington Park, an adjacent community with similar socio-demographics and built environment.

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

3 California Health Interview Survey, 2014

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

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

6 Adults with a body mass index greater than or equal to 30.0 are considered obese, according to the California Health Interview Survey, Neighborhood Edition, 2014.

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

8 California Health Interview Survey, 2014

9 Population Reference Bureau. Exploring the Paradox of U.S. Hispanics' Longer Life Expectancy, 2013. <http://www.prb.org/us-hispanics-life-expectancy/>

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

**Table 8-2: Walnut Park Causes of Death**

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

**Table 8-3: Walnut Park Health Indicators**

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

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

## PREVIOUS PLANS AND PROJECTS

This Plan builds on numerous Walnut Park planning efforts.

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

### **Walnut Park Neighborhood Plan and Implementation Program (1987)**

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

### **Walnut Park Community Standards District (2010)**

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

### **Walnut Park Community Parks and Recreation Plan (2016)**

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

## COMMUNITY INVOLVEMENT

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

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

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

### **Community Advisory Committee**

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

### Community Collaboration

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

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

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

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

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

### Community Events

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

Community events the project team attended included:

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

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

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

### **Community Data Collection**

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

#### PEDESTRIAN COUNTS

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

The project team recruited 16 community members and hosted a volunteer training prior to the counts. Community members were provided

with the materials needed to conduct counts including clipboards, count forms, safety vests, and pens, as well as the count locations assigned to volunteers. Participants used count forms to indicate how many people were walking in multiple directions, in which direction they were walking, and other characteristics like whether they were in a wheelchair or whether they were children.

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

#### WALK AUDITS

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

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





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

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

### **Community Workshop 1**

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

### **ACTIVITY #1 GROUP DISCUSSION ON BARRIERS TO WALKING**

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

Concerns and opportunities included:

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

#### ACTIVITY #2 FACILITY TYPES SELECTION WITH STICKER DOTS

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

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



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

### ACTIVITY #3 PRIORITY LOCATIONS FOR PROJECTS

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

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

## Community Workshop 2

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

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

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

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

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



## Demonstration Event

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

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

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

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

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

- ▶ Trees/shade
- ▶ Wider sidewalks
- ▶ Sidewalk lighting

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

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



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

## PEDESTRIAN ENVIRONMENT

### Levels of Walking and Driving

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

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

Automated pedestrian counts were conducted at eight locations in Walnut Park between August 18 and August 31, 2016 to measure trends in facility use, put collision data in context, and observe pedestrian behaviors. The counts in Table 8-4 show us what pedestrian activity looks like in

this community at these locations. Though count data is also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals, counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in Walnut Park may seem low in another community.

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

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

<sup>1</sup> American Community Survey (ACS), 2010-2014 Five-Year Estimates

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

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



**Table 8-4: Walnut Park Pedestrian Counts Summary**

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

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

**MOTOR VEHICLE VOLUMES**

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

**MOTOR VEHICLE SPEEDS**

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

<sup>1</sup> This information was collected via machine counts in February 2016.

## Challenges to Walking

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

### COLLISIONS

Between 2009 and 2016, there were a total of 58 pedestrian-involved collisions in the Walnut Park area, with an average of seven pedestrian-involved collisions per year.<sup>1</sup> The highest concentration of these collisions occurred along Pacific Boulevard and Santa Fe Avenue, including fatalities at Pacific Boulevard/Florence Avenue, Pacific Boulevard/California Street, and Santa Fe Avenue/Poplar Place (Figure 8-3). Most

collisions occurred during peak hours (6AM - 9AM and 5PM – 8PM) and daylight (9AM - 5PM) (43 percent each). The largest proportion of those involved in collisions were under 18 years old (19 percent), followed by ages 45 to 54 and over 65 (17 percent each). The majority of collisions (almost 60 percent) involved either a severe or visible injury, and four were fatalities.

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

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

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



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

### PEDESTRIAN-INVOLVED COLLISIONS

**DESTINATIONS**

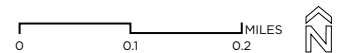
- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

**COLLISIONS**

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



## NUISANCE ACTIVITIES

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

- ▶ **Alcohol retail outlets.** Living within close proximity to a liquor store is associated with negative health outcomes, increased crime and other nuisance activities.

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

- ▶ **Illicit Activities.** Illicit activities can impact the perceived safety of an area. Illegal activities such as human trafficking, prostitution, and illegal drug uses have been reported throughout Walnut Park.<sup>2</sup> Illicit activities are also conducted from vehicles parked just off of Pacific Boulevard.
- ▶ **Illegal dumping.** These nuisance crimes create a negative visual impact that affects the perception of safety and can discourage walking. Illegal dumping has been reported throughout Walnut Park.

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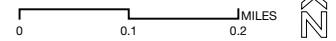
<sup>2</sup> In Walnut Park, legacies of prostitution and misdemeanor crime tough to erase. (2012, July) KPCC. Retrieved on August 25, 2016 from <http://www.scpr.org/news/2012/07/11/33191/money-years-difficult-eradicate-street-prostitution/>

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



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

**NUISANCES**



**DESTINATIONS**

- SCHOOL
- PARK/RECREATION
- POST OFFICE

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

**NUISANCES**

- DUMPING
- LIQUOR STORE

## CRIME

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

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

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

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

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

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

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

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



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

**CRIME**

**DESTINATIONS**

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

**CRIME**

- HOMICIDE
- ALL OTHER VIOLENT CRIMES





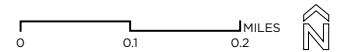
#### GANG ACTIVITY

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

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



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



### GANG VIOLENCE

**DESTINATIONS**

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL

**GANG ACTIVITY**

- GANG-RELATED CRIME

## EXISTING PEDESTRIAN FACILITIES

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

### Sidewalks

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



sidewalks, enhancing street lighting, widening sidewalks, and removing sidewalk clutter (Figure 8-7).

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

### Crosswalks

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

*A yellow ladder crosswalk near a school in Walnut Park*

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

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

*Large curb radii at Santa Fe Avenue and Broadway*

### **Curb Ramps**

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

### **Curb Radii**

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



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

### Traffic Signals

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

### Lighting

Lighting at crosswalks and intersections throughout Walnut Park meets state requirements, but

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



*A pedestrian push button in Walnut Park*



many community members have expressed dissatisfaction with the lighting along sidewalks. Much of the lighting is designed to light the street and not the sidewalk, leading to dissatisfaction with the level of personal safety and discouraging pedestrian activity.

### Tree Canopy

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

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

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



### WALK AUDIT OBSERVATIONS IN WALNUT PARK SIDEWALKS AND PATHS



**DESTINATIONS**

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

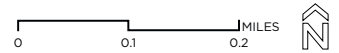
**SIDEWALK OBSERVATIONS**

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

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



### WALK AUDIT OBSERVATIONS IN WALNUT PARK INTERSECTIONS



**DESTINATIONS**

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

**INTERSECTION OBSERVATIONS**

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



## PROPOSED PEDESTRIAN FACILITIES

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

- ▶ **Corridor Studies:** Potential roadway reconfigurations that would enhance walking conditions and potentially add more green space to the community, but require more extensive study to implement.
- ▶ **Crossing Projects:** Facilities that enhance crossing the street, including continental crosswalks, advance yield markings, pedestrian-activated warning systems, traffic signals with pedestrian signal heads, and ADA compliant curb ramps. Any recommendation to stripe a crosswalk (at controlled or uncontrolled locations) should be consistent with the County's Crosswalk Guidelines.
- ▶ **Sidewalk/Path Projects:** Facilities that enhance walking down the street, including adding new or widened sidewalks, and evaluating removal or relocation of driveways.

- ▶ **Pedestrian Lighting:** Human-scaled lights that provide lighting for people walking in Walnut Park, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 for more information about requesting pedestrian-scale lighting in Walnut Park.

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

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

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

Like Pacific Boulevard, Santa Fe Avenue is a potential location for roadway reconfiguration between Florence Avenue and Broadway. A study will be conducted by Public Works, but reconfiguring the road could help slow traffic, create room for widened sidewalks, and other amenities, while maintaining parking. Crossing enhancements, including continental crosswalks and advance yield markings, are identified for multiple intersections on Santa Fe Avenue where crossing may be challenging. At certain locations,

such as at Leota/Olive Street and Broadway, curb ramps are nonexistent; new curb ramps that meet current American with Disability Act standards could be installed to increase accessibility for all users.

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

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

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

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

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

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

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

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

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

## Proposed pedestrian projects and cost estimates in Walnut Park, continued

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

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



## Proposed pedestrian projects and cost estimates in Walnut Park, continued

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

<sup>1</sup>All costs are based on 2018 estimates. Appropriate inflation and escalation increases may be applicable at time of implementation.

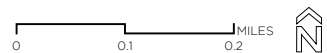
<sup>2</sup>Driveway related projects are contingent upon the County developing a process to consolidate, reduce widths of, or close excessive driveways, where feasible and appropriate, in accordance with Los Angeles County Code Title 16, and considering prior planning approval. See Chapter 4, Driveways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

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

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



### PROPOSED PEDESTRIAN PROJECTS



**DESTINATIONS**

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

**PROPOSED PROJECTS**

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

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

## PROPOSED ACTIONS AND PROGRAMS

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

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

**Table 8-6: Actions for Walnut Park**

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

**Table 8-7: Programs for Walnut Park**

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



A photograph of a community garden with several raised wooden beds containing various plants. A purple semi-transparent rectangle is overlaid on the top half of the image, containing white text. The background shows a clear blue sky and some buildings in the distance.

ch. 9

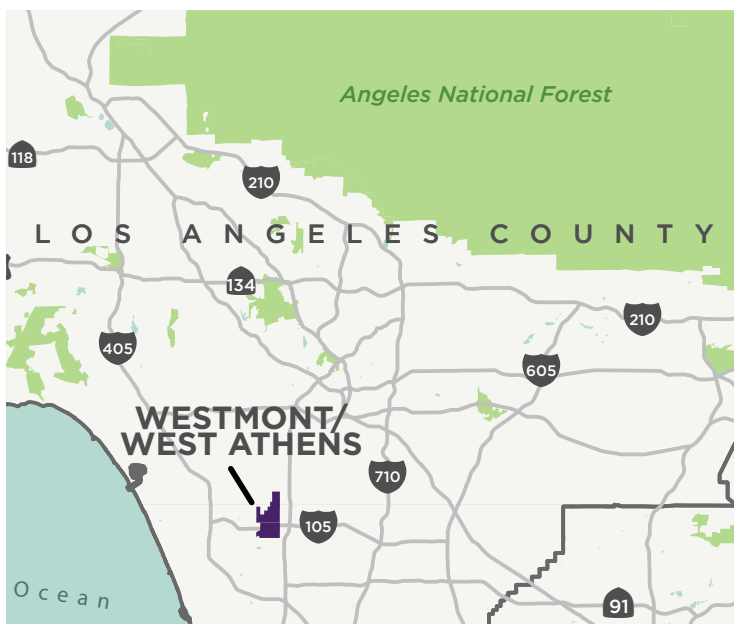
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WESTMONT/  
WEST ATHENS  
COMMUNITY PEDESTRIAN PLAN

## COMMUNITY PROFILE

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

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



## Thank You

### ***Pedestrian Plan Community Advisory Committee Members:***

Jacqueline Badejo  
 Lavonda Brown  
 Oscar Cardoza  
 Daisy Corral  
 Stephanie de la Torre  
 Ernesto Harris  
 Evelyn Harris  
 Ramona Hernandez  
 Elisa McGhee  
 Irene Mitchem  
 Delight Mungoma  
 Rena Shillings  
 Patty Vazquez  
 Kenneth Walker

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

## Demographics

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

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

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<sup>1</sup> American Community Survey, 5-year 2010-2014



**Table 9-1: Westmont/West Athens Demographics**

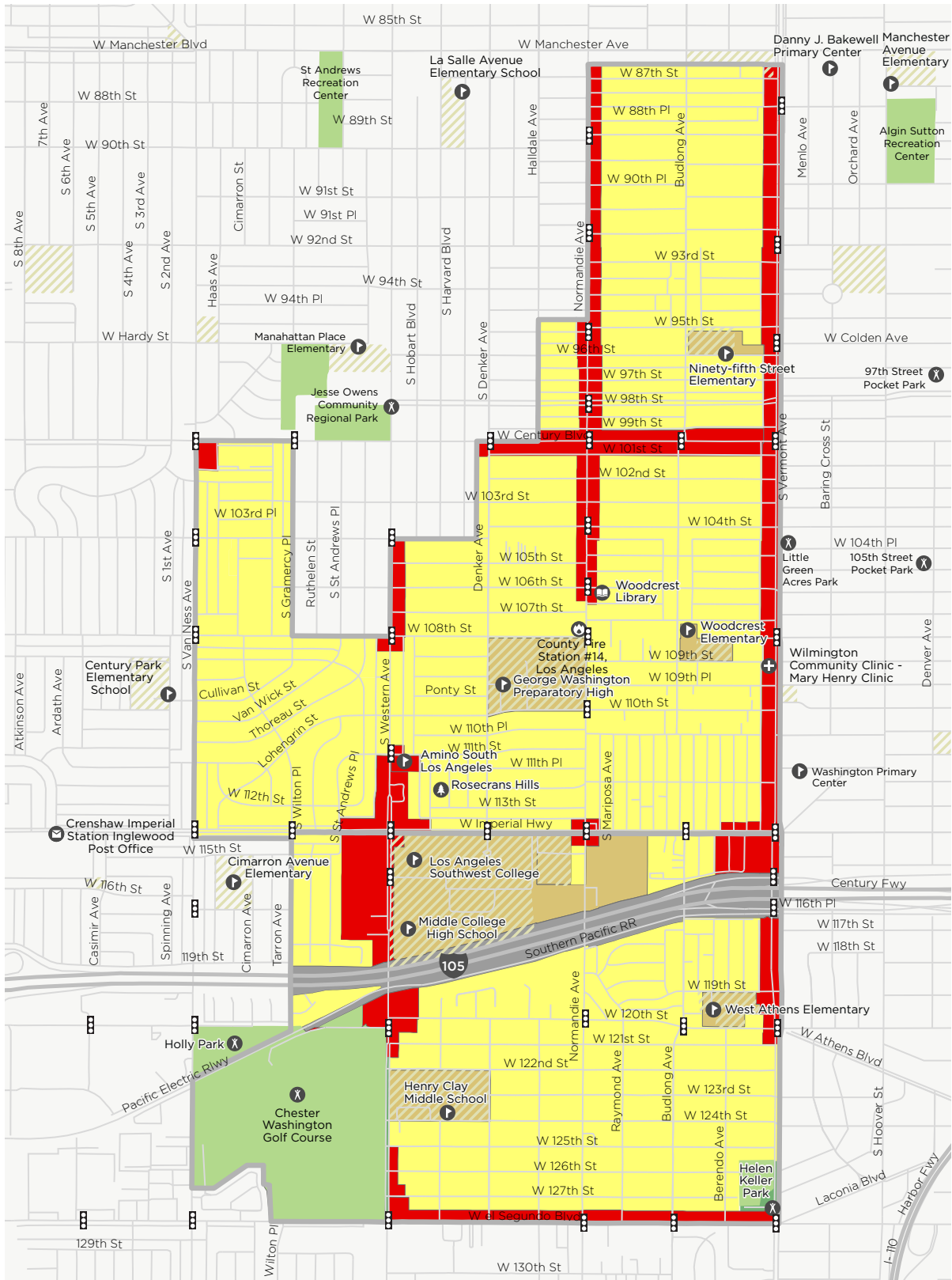
	Percent in Westmont/ West Athens	Percent in Los Angeles County
<b>Education</b>		
Less than high school diploma	30.5	21.4
High school graduate, GED or alternative	28.3	20.5
Some college or Associate's degree	31.1	26.5
Bachelor's degree or higher	10.2	26.5
<b>Poverty</b>		
Persons in Poverty	33.0	18.7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

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

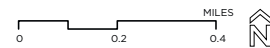
**Land Use**

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

Figure 9-1: Westmont/West Athens Zoning Map



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



**LAND USE**

**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL

**LAND USES**

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

## Park Access

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

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

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

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

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

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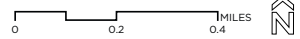
<sup>1</sup> Department of Parks and Recreation. Westmont/West Athens Park Needs Assessment. 2016.

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

Figure 9-2: Westmont/West Athens Park Access



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



**PARK ACCESS**

**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL

**PARK ACCESS**

- WALKABLE AREA, ONE-HALF MILE FROM PARK

## Health

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

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

the state.<sup>4</sup> Childhood asthma rates in Westmont/West Athens are 13.9 percent, which is close to the same levels as the county.

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

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

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

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

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

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

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

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

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

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

**Table 9-3: Westmont/West Athens Health Indicators**

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

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



## PREVIOUS PLANS AND PROJECTS

This Plan builds on numerous Westmont/West Athens planning efforts

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

### **West Athens/Westmont Community Plan (1990)**

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

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

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

### **LA County TOD Access Study (2015)**

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

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

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

## COMMUNITY INVOLVEMENT

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

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

### **Community Advisory Committee**

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

### **Community Collaboration**

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

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

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



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

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

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

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

### Community Events

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

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

*Community members on a walk audit in Westmont/ West Athens*

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



### **Community Data Collection**

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

The project team conducted two walk audits in February and March 2017, with a total of 11 community participants. Prior to each walk audit, training was provided to residents. After the training, participants split into teams of two and were assigned a specific corridor to conduct the walk audit on. After each team finished their audit, participants regrouped to debrief about issues they

noticed and data that they gathered along the corridor. The corridors included in the walk audit were identified by community members through feedback received from surveys, community events, and CAC meetings. The information collected from this activity is included in the Existing Pedestrian Facilities section of this chapter.

### **Community Workshop 1**

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

#### ACTIVITY #1 GROUP DISCUSSION ON BARRIERS TO WALKING

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

Concerns and opportunities included:

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

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



#### ACTIVITY #2 PRIORITY FACILITY TYPES

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

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

#### ACTIVITY #3 PRIORITY LOCATIONS FOR PROJECTS

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

Top priority locations were:

- ▶ Vermont Avenue/Imperial Highway
- ▶ Vermont Avenue/Southern Pacific Rail Corridor

- ▶ Vermont Avenue/116th Street
- ▶ Western Avenue/108th Street
- ▶ Western Avenue/Imperial Highway
- ▶ Vermont Avenue/120th Street

Other locations identified included:

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



## Community Workshop 2

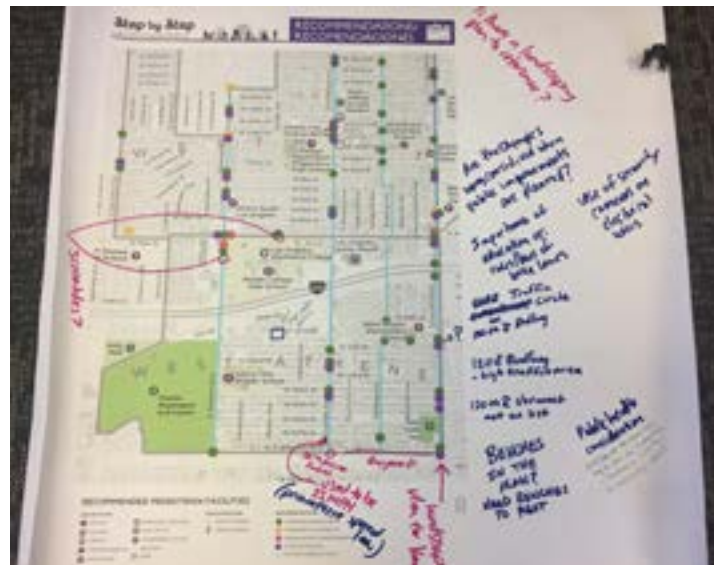
On September 27, 2017, Public Health and Public Works co-hosted a second community workshop to provide information and gather feedback about the preliminary draft Westmont/West Athens Community Pedestrian Plan. The workshop also included a presentation of information on upcoming pedestrian and bikeway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

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

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

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

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



### **Demonstration Event**

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

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

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

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



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

## PEDESTRIAN ENVIRONMENT

### Levels of Walking and Driving

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

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

Where residents and visitors are traveling is critical in understanding local mobility patterns. Westmont/West Athens residents commute by walking far less than the Los Angeles County average (1.0 percent in Westmont and 0.2 percent in West Athens vs. 2.9 percent county-wide), however the number of Westmont/West Athens commuters who take public transit to work is higher than the county average (15

percent in Westmont, 11 percent in West Athens, and only 7 percent in Los Angeles County). It is likely that a majority of these transit riders walk to numerous bus stops or rail stations in their community (see map in Appendix B).<sup>1</sup> Overall, more people commute in Westmont by walking and by using public transit, while more people in West Athens carpool than in Westmont (16 percent versus 9 percent).

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

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

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

#### MOTOR VEHICLE VOLUMES

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

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

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

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

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

#### MOTOR VEHICLE SPEEDS

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

### Challenges to Walking

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

#### COLLISIONS

Between 2009 and 2016, there were 240 total pedestrian-involved collisions in Westmont/West Athens.<sup>1</sup> The highest concentration of these

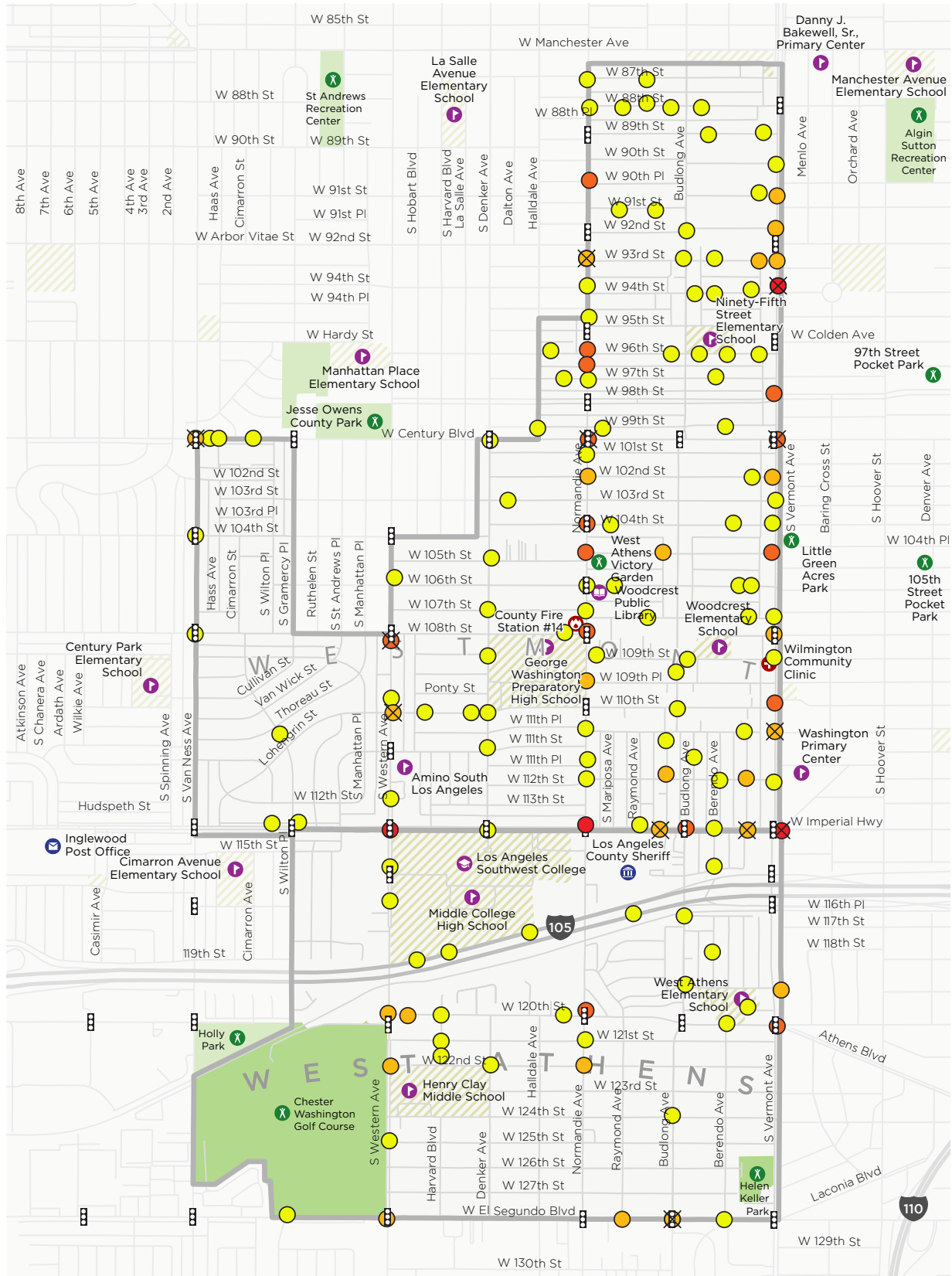
collisions occurred on Vermont Avenue (54), Normandie Avenue (52), Imperial Highway (32), Western Avenue (28), and 120th Street (15) (Figure 9-3).

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

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

<sup>1</sup> SWITRS, 2016.

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



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

### PEDESTRIAN-INVOLVED COLLISIONS

**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL

**COLLISIONS**

- 1
- 2
- 3-4
- 5-9
- LOCATION WITH FATALITY



## NUISANCE ACTIVITIES

Nuisances—unwanted, undesirable or illegal uses, can impact the real and perceived safety, comfort and attractiveness of the pedestrian environment (Figure 9-4). In Westmont/West Athens,<sup>1</sup> these activities include:

- ▶ **Alcohol retail outlets.** Living within close proximity to a liquor store is associated with negative health outcomes, increased crime and nuisance activities.<sup>2</sup> Approximately 73.8 percent of Westmont/West Athens residents live within a quarter mile walking distance of a liquor store.
- ▶ **Illegal dumping.** Illegal dumping creates a negative visual impact that affects the perception of safety and can discourage walking. Illegal dumping incidents are reported throughout Westmont/West Athens but there are high concentrations along Budlong Avenue and 116th Street.

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

2 A study conducted in Los Angeles found that each new liquor store in a neighborhood resulted in an additional three or more assaults per year. Source: The risk of assaultive violence and alcohol availability in Los Angeles County. 1995. American Journal of Public Health. [www.ncbi.nlm.nih.gov/pmc/articles/PMC1614881/](http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1614881/). Other studies have demonstrated an association between alcohol retail outlets in Los Angeles County and alcohol-related vehicle crashes. Source: Alcohol outlet density and motor vehicle crashes in Los Angeles County cities. 1994. Journal Study of Alcohol. <http://www.ncbi.nlm.nih.gov/pubmed/7934052>.

Community members also report that alleyways are problematic in Westmont/West Athens due to occurrences of illicit activities and dumping. Residents can report illegal dumping online and via the County's mobile application, The Works, while illicit activities are reported to the Sheriff's Department.

Alternatively, an alleyway can be closed by gating the public alleyway, which makes access difficult for the Fire Department and utilities, or by vacating the easement and making the alleyway private by moving adjacent property lines. Public Works does not maintain private alleyways. Community members interested in vacating an alleyway need to follow Public Works' process, which involves writing a request letter including a sketch of the area to be vacated, reason for vacation, and signatures from all adjacent property owners.<sup>3</sup>

3 A full explanation of the vacation process can be found here: <https://dpw.lacounty.gov/idd/lib/fp/Road/How%20to%20Start%20a%20Public%20Easement%20Vacation.pdf>

Figure 9-4: Map showing nuisance activities in Westmont/West Athens, 2016



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

**NUISANCES**

**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL

**NUISANCES**

- DUMPING
- LIQUOR STORE

## CRIME

Crime and safety are connected with health in several ways. Because fear of crime may impact participation in healthy activities and increase depression, addressing and reducing crime may promote health benefits.

Between January and July 2016, Westmont/West Athens experienced 197 crimes per 10,000 people. Property crimes, which include burglary, theft,<sup>1</sup> grand theft auto, and theft from vehicles, only accounted for a little over half of the crimes reported.

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

Of 209 communities in Los Angeles County, Westmont/West Athens is ranked 13th for violent crimes per capita. The community's violent crime rate is higher than that of the county, and likely is a factor in deterring people from walking in the community.<sup>2</sup> Violent crimes, which include homicide, rape, aggravated assault, and robbery, accounted for nearly half of crimes committed in Westmont/West Athens.<sup>34</sup> Of these violent crimes, 14 were reported as homicides. Most violent crimes reported in Westmont/West Athens between January and July 2016 were concentrated in the north and east portion of the community (Figure 9-5).

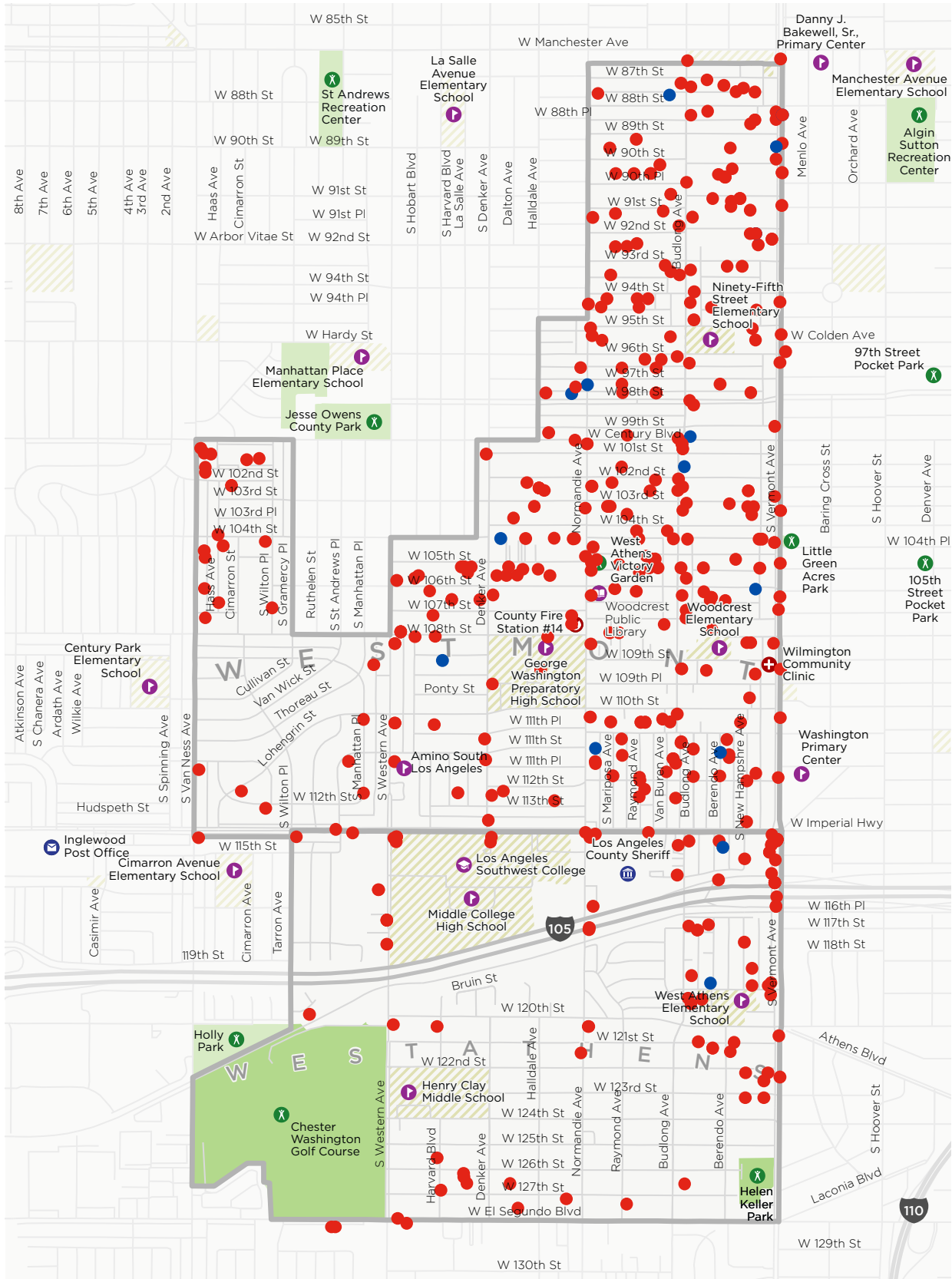
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2 Sheriff's Department, cited in LA Times Mapping LA, August 2016

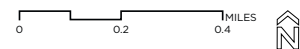
3 Robbery, in contrast to theft, is a taking of property that involves person-to-person interaction with force, intimidation, and/or coercion. Nancy King Law, 2018.

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

Figure 9-5: Map showing violent crime in Westmont/West Athens (January – June 2016)



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



**CRIME**

**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK

**CRIME**

- HOMICIDE
- ALL OTHER VIOLENT CRIMES

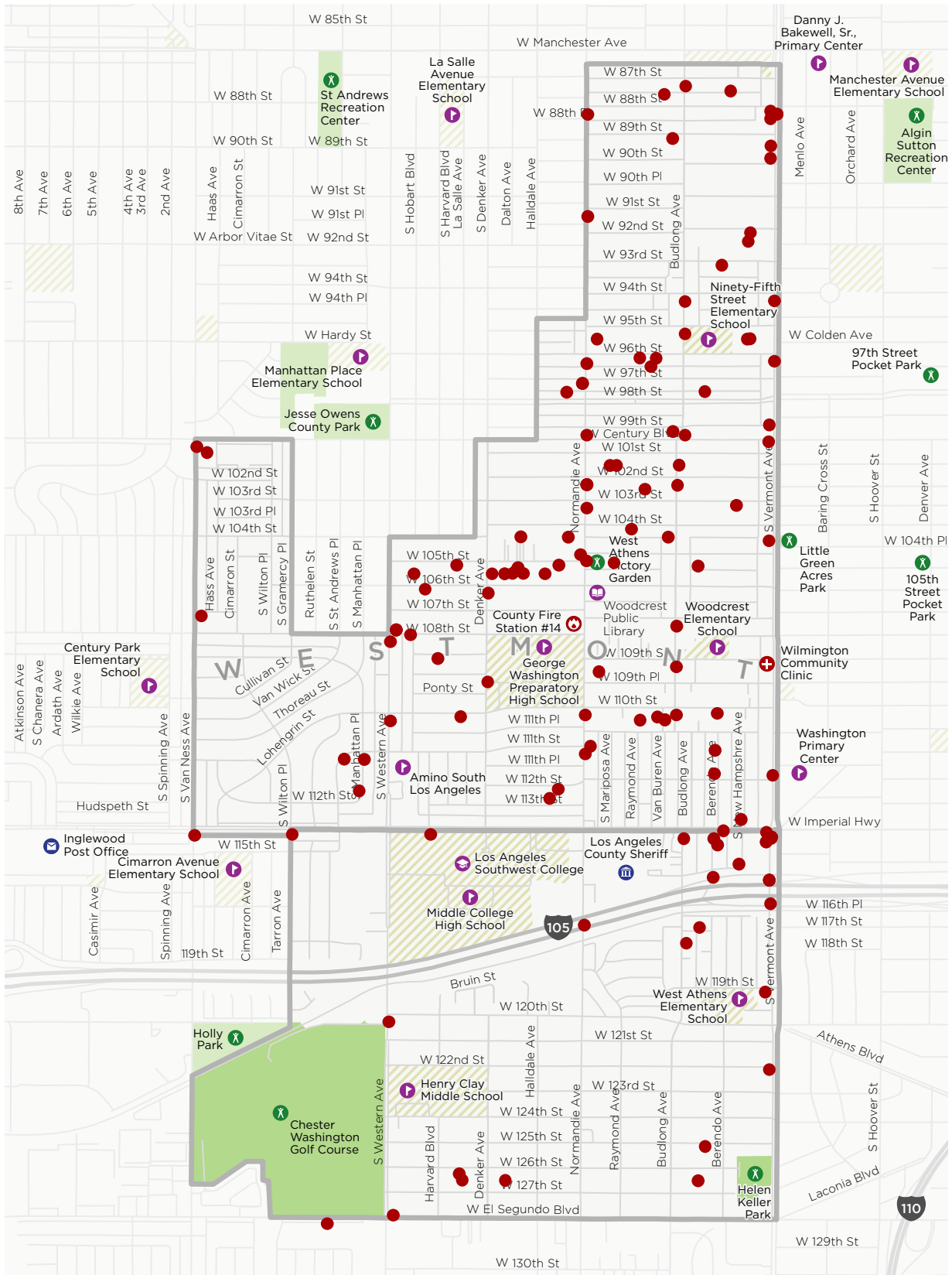
#### GANG ACTIVITY

In 2016, there were 112 documented instances of gang-related crime in the community (Figure 9-6). Los Angeles County leads the nation in gang crime, with more than 1,000 gangs and 80,000 gang members countywide, which means a significant number of Los Angeles County students are exposed to chronic gang violence and increased levels of stress.<sup>1</sup>

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<sup>1</sup> Best and Promising Practices to Address Violence and Personal Safety in Safe Routes to School Programs. Urban Peace Institute. 2015.

Figure 9-6: Map showing crime related to gang activity in Westmont/West Athens (January – June 2016)



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



**GANG ACTIVITY**

**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

-  ROAD NETWORK

**GANG ACTIVITY**

-  GANG-RELATED CRIME

## EXISTING PEDESTRIAN FACILITIES

This section examines existing pedestrian facilities, identifying opportunities for enhancement in Westmont/West Athens. These opportunities are recorded in Figure 9-7 and Figure 9-8, including sidewalks, crosswalks, curb radii, traffic signals, and lighting conditions.

### Sidewalks and Alleyways

Residential streets within Westmont/West Athens generally have four to five feet of sidewalk available for pedestrian use, while major and minor streets generally have six-foot sidewalks. In many instances, sidewalks on highways have pedestrian clear zones of less than six feet due to obstructions like hydrants, bus stops, utilities, and benches.

There are opportunities to enhance maintenance on both residential streets and major corridors – streets such as Vermont Avenue have tree roots that have damaged the sidewalk creating a pathway that is difficult to navigate with a wheelchair or other mobility devices. Some segments of Western Avenue and Vermont Avenue have no sidewalks on one side of the road.

Overall, the sidewalks in the Westmont/West Athens area have large trees and are often narrow (i.e., less than four feet wide). For example, the pedestrian infrastructure along Normandie Avenue and Century Boulevard share all of these characteristics. Also, drivers entering or exiting commercial driveways were observed not yielding to pedestrians. Consolidating commercial driveway entrances along commercial roadways could create less points of conflict between pedestrians and motorists.

Community members also report that alleyways are problematic in Westmont/West Athens due to crumbling, uneven pavement. Residents can report maintenance issues to the County's mobile application, The Works. Public Works has a set road resurfacing schedule, including alleyways, where the roadways with the worst condition are prioritized.<sup>1</sup>

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<sup>1</sup> More information about Public Works' pavement management process can be found here: <http://dpw.lacounty.gov/gmed/lacroads/Pm.aspx>



### Crosswalks

Marked crosswalks exist at select locations in Westmont/West Athens, typically at intersections along major streets. There are many locations in Westmont/West Athens with crossing challenges, which means one or more of the following conditions exist: faded crosswalk striping, challenges with visibility of pedestrians in crosswalks, or unmarked crosswalks. In residential areas, on-street parking shortens the ability for cars to see pedestrians crossing at numerous unmarked crosswalks.

Many intersections in Westmont/West Athens have unmarked crosswalks on some or all legs. This can create inconveniences for pedestrians, leading them to travel greater distances to get across the street. The project team also observed multiple drivers that failed to yield to pedestrians at several unsignalized crossings along five major corridors: Century Boulevard, Imperial Highway, El Segundo Boulevard, Western Avenue, and Vermont Avenue (Figure 9-8).

### Curb Ramps and Radii

Curb ramps are located in the center of the curb radius throughout the Westmont/West Athens community. Like most urban environments, a curb radii of 15 feet is typical in Westmont/West Athens. However, there are locations where greater radii exist. For example, the curb radii at the western corners of 112th Street and Normandie Boulevard are much larger due to 112th Street's curved road alignment. Larger radii assist cars making right turns by allowing cars to



*Unsignalized crosswalk at the intersection of Vermont Avenue and 94th Street, where the project team observed motorists not yielding to pedestrians*

have faster turning speeds. These higher speeds increase the severity of impact if there were to be a collision. Larger curb radii also set back the curb ramp, thus requiring greater right-of-way and increasing a pedestrian's crossing distance.

### **Traffic Signals**

Most major intersections in Westmont/West Athens are controlled by traffic signals. Pedestrian movement at intersections is controlled by pedestrian signal heads.<sup>1</sup> Typically, pedestrians request the walk phase of the signal by pressing a push button.

### **Lighting**

Lighting at crosswalks and intersections meets state regulations throughout Westmont/West Athens; however many community members have expressed dissatisfaction with lighting along sidewalks. Limited lighting along sidewalks

can increase fear about the perception of personal safety, and discourage pedestrian activity. Community members have identified a particular need for pedestrian-scale lighting on Western Avenue and Budlong Avenue.

### **Tree Canopy**

Tree canopy can make walking feel safer and more pleasant, can address heat islands, beautify the community, and increase overall quality of life. Westmont/West Athens is ranked in the lowest 15th percentile for tree canopy coverage.<sup>2</sup> The northern and eastern portion of Westmont/West Athens has the least tree canopy coverage relative to population, with over 80 percent of the census-weighted population lacking canopy coverage. Tree canopy coverage in the southern and eastern portion is at approximately 50 percent.

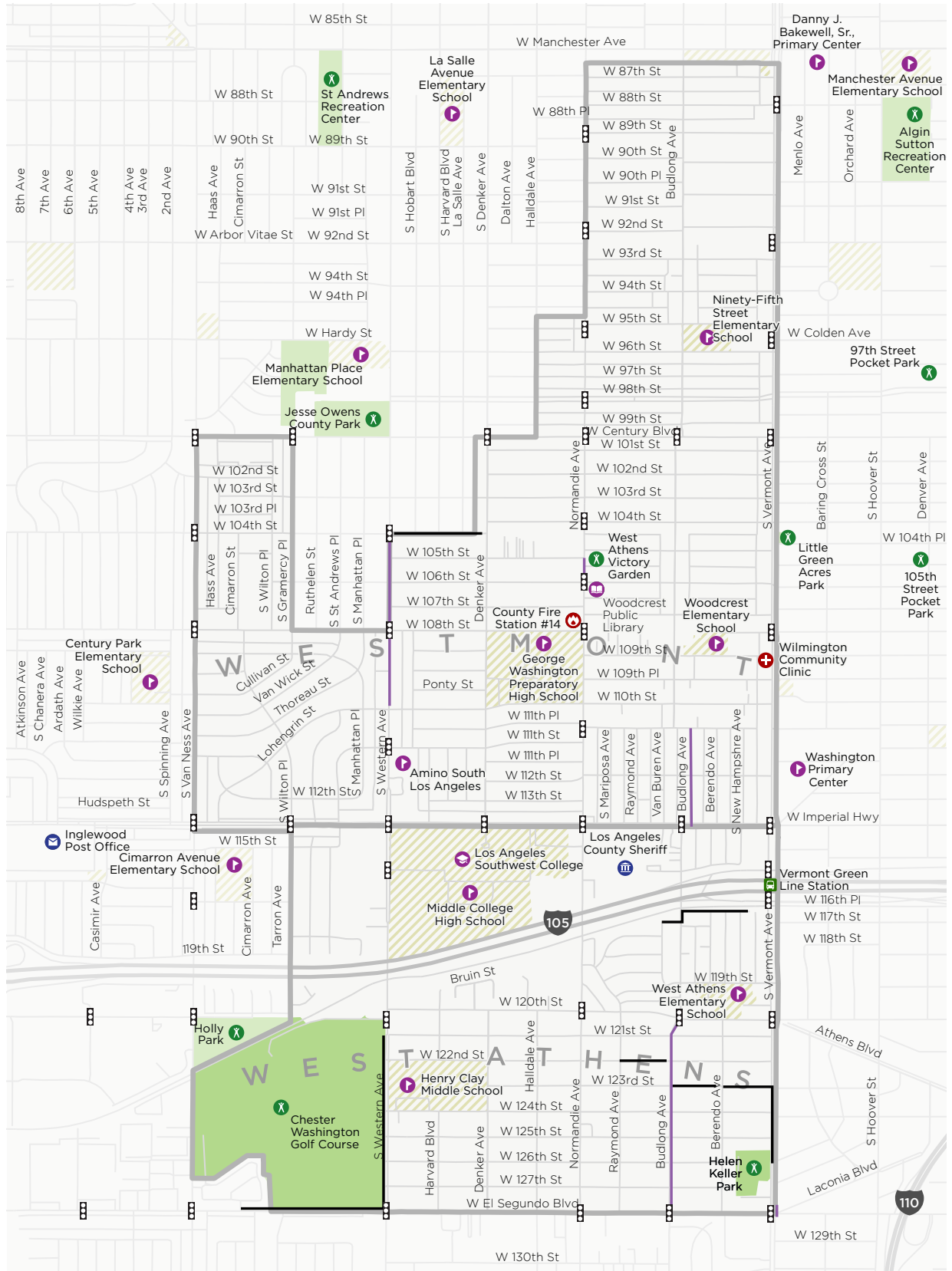
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1 A signal head is an assembly of one or more signal faces together with the associated signal housings. A pedestrian signal head is a signal head, which contains the symbols WALKING PERSON (symbolizing WALK) and UPRAISED HAND (symbolizing DONT WALK), that is installed to direct pedestrian traffic at a traffic control signal.

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2 Public Health Alliance's Healthy Places Index, 2016

Figure 9-7: Map of walk audit observations related to sidewalks and paths in Westmont/West Athens



**WALK AUDIT OBSERVATIONS IN WESTMONT/WEST ATHENS**



**SIDEWALKS**

**DESTINATIONS**

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- METRO GREEN LINE STATION
- EMERGENCY SERVICES
- POST OFFICE
- GOVERNMENT OFFICE
- HEALTHCARE

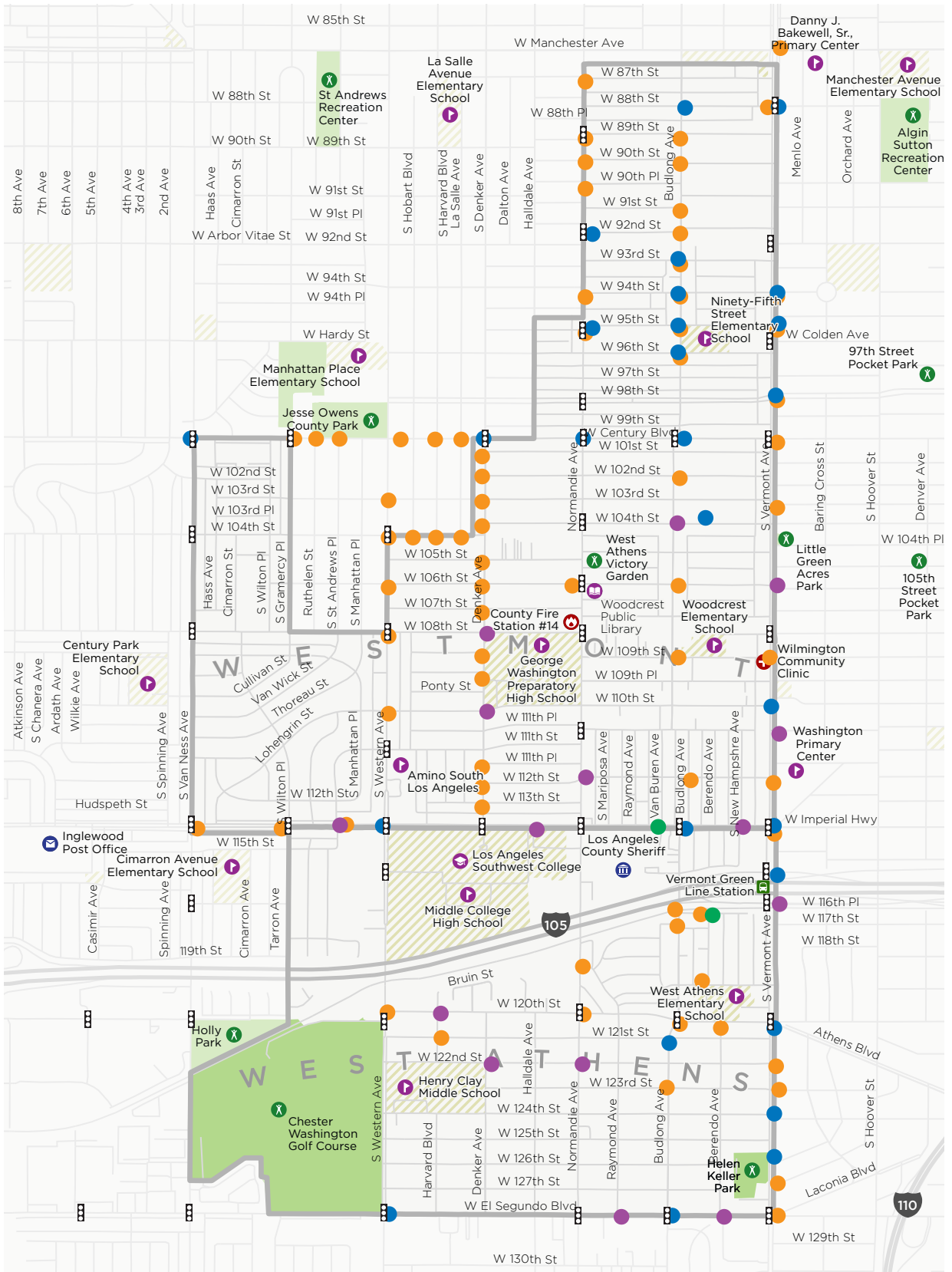
**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL

**SIDEWALK OBSERVATIONS**

- DISCONTINUOUS SIDEWALK
- LIMITED LIGHTING

Figure 9-8: Map of walk audit observations related to intersections in Westmont/West Athens



**WALK AUDIT OBSERVATIONS IN WESTMONT/WEST ATHENS INTERSECTIONS**

**DESTINATIONS**

- SCHOOL
- COLLEGE
- LIBRARY
- HEALTHCARE
- PARK/RECREATION
- METRO GREEN LINE STATION
- EMERGENCY SERVICES
- POST OFFICE
- GOVERNMENT OFFICE
- PARK/RECREATION

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- TRAFFIC SIGNAL

**INTERSECTION OBSERVATIONS**

- FADED CROSSWALK STRIPING
- VISIBILITY CHALLENGES
- UNMARKED CROSSWALK
- NOT TO CURRENT ADA STANDARDS/DAMAGED CURB RAMPS

## PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for Westmont/West Athens' pedestrian network. In general, the proposed pedestrian projects focus on enhancing safety, comfort, and accessibility for people walking or wheeling in Westmont/West Athens. Proposed projects in Westmont/West Athens (Figure 9-9) include:

- ▶ **Corridor Studies:** Potential roadway reconfigurations that could enhance walking conditions and potentially add more green space to the community, but need more extensive study to implement.
- ▶ **Crossing Projects:** Facilities that enhance crossing the street at intersections and 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 recommendation to stripe a crosswalk (at controlled or uncontrolled locations) should be consistent with the County's Crosswalk Guidelines.
- ▶ **Sidewalk/Path Projects:** Facilities that could enhance walking down the street, including adding new or widened sidewalks and evaluating removal or relocation of driveways.
- ▶ **Pedestrian Lighting:** Human-scaled lights that provide lighting for people walking in Westmont/West Athens, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 for more information about requesting pedestrian-scale lighting in Westmont/West Athens.

Most proposed projects are concentrated on the community's major roadways: Western Avenue, Vermont Avenue, Normandie Avenue, and Budlong Avenue. These corridors have a history of pedestrian-related collisions, high motor vehicle volumes and speeds, and were identified as priorities during community outreach.

On Western Avenue, the outside lane could be studied for the feasibility of restriping to accommodate a marked parking lane and a bicycle lane where feasible and appropriate. This could help slow vehicle traffic without removing any travel lanes from this busy corridor. Crossing enhancements such as median refuge islands, pedestrian-activated warning systems, pedestrian signals, and continental crosswalks are identified at multiple intersections on Western Avenue to enhance safety where crossing may be difficult. Curb extensions could also enhance

visibility and shorten crossing distances for people walking along Western Avenue. Sidewalk enhancements, such as evaluating whether wide or excess driveways can be removed or relocated, may enhance the safety and comfort of those walking. It is important to note that the County cannot remove or relocate driveways without obtaining property owner approval and confirmation that there are no adverse impacts to the prior planning approval.

Vermont Avenue could be considered for a roadway reconfiguration. Reconfigurations are presented as part of future Bus Rapid Transit plans for Vermont Avenue, and could potentially retain the existing bicycle lane and street parking. Longer-range plans for a potential Metro B Line subway extension may also reshape Vermont Avenue and should consider the community's vision for multi-modal access and safety as described in this plan. High-visibility crosswalks, advance yield markings, longer pedestrian crossing times, and curb extensions could help enhance crossing conditions along Vermont Avenue. Traffic signals have been proposed at multiple existing crosswalks on Vermont Avenue to enhance crossing the street.

Additionally, the Vermont Green Line Station Transit-Oriented Districts Technical Assistance Panel report (2010) proposes widening sidewalks on the east and west sides of the I-105 overpass to 22 feet, reducing the excessively wide median to link the community north and south of the freeway.<sup>1</sup> Wider sidewalks adjacent to the Vermont/Athens Station entrances would create room to beautify the street and provide amenities for transferring transit riders. It is important to note that further study by Public Works is required to justify uncontrolled crosswalks at Vermont Avenue/89th Street, Vermont Avenue/Athens Station/I-105 Overpass, and Vermont Avenue/110th Street mid-block.

Normandie Avenue could be considered for a roadway reconfiguration, which could help slow traffic and make walking a more appealing option. Additional proposed projects for Normandie Avenue include high-visibility crosswalks, advance yield markings, curb extensions, and traffic signals to enhance safety and comfort.

High-visibility crosswalks are proposed at crossings along Budlong Avenue, which runs north-south near three elementary schools. At

<sup>1</sup> Urban Land Institute, 2010. More information can be found here: <https://la.uli.org/wp-content/uploads/sites/26/2011/06/County-of-LA-Planning-Dept-Vermont-Green-Line-Station-2010.pdf>

multiple intersections along Budlong Avenue, curb extensions are also proposed to enhance visibility of pedestrians. Curb extensions at 89th Street, 92nd Street, 102nd Street, 122nd Street, and Century Boulevard have already been funded and planned for construction as of this writing. Public Works is also planning to install traffic circles, which may help calm traffic and curb speeding, on Budlong Avenue at 88th Street, 110th Street, 124th Street, and 127th Street.

Per community input, a shared-use path has been proposed along the Southern Pacific Rail Corridor, from Van Ness Avenue to Vermont Avenue. Echoing the vision presented in the Westmont/West Athens Community Parks and Recreation Plan, a fitness path has been proposed around Chester Washington Golf Course and a pocket park has been proposed at Normandie Avenue/90th Place.

These proposed projects are detailed in Table 9-5, and are mapped in Figure 9-9. The project list includes estimated costs and prioritization scores for each project. Public Works often applies for grant funding at the corridor level, rather than individual intersections, so the

average prioritization score for each corridor is included in the list as well. Chapter 6 provides an overview of how the County will implement these projects, Appendix D contains detailed information on potential funding sources and project prioritization scoring, and Appendix E provides additional information on cost estimates.

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



Table 9-5: Proposed pedestrian projects and cost estimates in Westmont/West Athens

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
<b>98th Street</b>				<b>Average Corridor Score: 60.0</b>	
County	98th Street (Halldale Avenue to Vermont Avenue)	Median	Install shared-use path along the median	\$540,000	60.0
<b>110th Street</b>				<b>Average Corridor Score: 65.0</b>	
County	110th Street mid-block (between Denker Avenue and Normandie Avenue)	Mid-block	Install raised/enhanced crossing	\$10,000	65.0
<b>Berendo Avenue</b>				<b>Average Corridor Score: 60.0</b>	
County	Berendo Avenue / 120th Street	West leg	Install pedestrian-activated warning system	\$80,000	60.0
		Northwest and southwest corners	Install curb extension	\$80,000	
<b>Budlong Avenue</b>				<b>Average Corridor Score: 65.0</b>	
County	Budlong Avenue / 88th Street	All	Install traffic circle	\$500,000*	60.0
County	Budlong Avenue / 89th Street	All corners	Install curb extension	\$160,000*	60.0
County	Budlong Avenue / 92nd Street	Northeast and Northwest corners	Install curb extension	\$80,000*	70.0
County	Budlong Avenue / 94th Street	North, east, and west legs	Stripe continental crosswalk	\$7,500	65.0
		South leg	Restripe continental crosswalk	\$2,500	
County	Budlong Avenue / 95th Street	North, east, and south legs	Restripe as yellow continental crosswalk	\$7,500*	60.0
		West leg	Stripe yellow continental crosswalk	\$2,500	
County	Budlong Avenue / 96th Street	North, east, and south legs	Restripe as yellow continental crosswalk	\$7,500*	70.0
		West leg	Stripe yellow continental crosswalk	\$2,500	
County	Budlong Avenue / 98th Street	East leg	Restripe as continental crosswalk	\$2,500	55.0
		North, south, and west legs	Stripe yellow continental crosswalk	\$7,500	
County	Budlong Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	\$10,000*	56.0
		Northeast corner	Remove right-turn slip lane	\$60,000*	

\*Project is funded and will be implemented by Public Works

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County	Budlong Avenue / 102nd Street	West leg	Relocate stop bar before beginning curb return	\$500*	55.0
		All corners	Install curb extension	\$160,000*	
County	Budlong Avenue / 104th Street	West and east legs	Relocate stop bar before beginning curb return	\$1,000	60.0
County	Budlong Avenue / 106th Street	East and west legs	Restripe as yellow continental crosswalk	\$5,000*	65.0
County	Budlong Avenue / 107th Street	North, south, and east legs	Restripe as yellow continental crosswalk	\$7,500*	70.0
		West leg	Stripe yellow continental crosswalk	\$2,500	
County	Budlong Avenue / 109th Place	East and west legs	Restripe as yellow continental crosswalk	\$5,000*	75.0
County	Budlong Avenue / 109th Street	All legs	Restripe as yellow continental crosswalk	\$10,000*	70.0
County	Budlong Avenue / 110th Street	All	Install traffic circle	\$500,000*	55.0
County	Budlong Avenue / 112th Street	All corners	Install curb extensions	\$160,000	60.0
County	Budlong Avenue / 119th Street	South leg	Restripe as continental crosswalk	\$2,500*	70.0
County	Budlong Avenue / 120th Street	North, east, and south legs	Restripe as yellow continental crosswalk	\$7,500*	75.0
County	Budlong Avenue / 122nd Street	All corners	Install curb extension	\$160,000*	55.0
County	Budlong Avenue / 124th Street	All	Install traffic circle	\$500,000*	55.0
		All corners	Install curb extension	\$160,000*	
County	Budlong Avenue / 127th Street	All	Install traffic circle	\$500,000*	70.0
		East and west legs	Relocate stop bar before beginning curb return	\$1,000*	
County	Budlong Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	\$10,000	85.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
		All corners	Install curb extension	\$160,000	
County	Budlong Avenue (87th Street to El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	85.0

<sup>1</sup>Project is funded and will be implemented by Public Works

## Proposed pedestrian projects and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
<b>Century Boulevard</b>				<b>Average Corridor Score: 76.0</b>	
County / City of Inglewood	Century Boulevard / Van Ness Avenue	All legs	Restripe as continental crosswalk	\$10,000	85.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County	Century Boulevard / Haas Avenue	Frontage road intersection (east of driveway)	Stripe continental crosswalk	\$2,500	85.0
County	Century Boulevard / Wilton Place	South leg, west leg of frontage road	Stripe continental crosswalk	\$5,000	70.0
		Southwest frontage road median	Extend median to reduce corner radii	\$30,000	
County	Century Boulevard / Gramercy Place	East leg	Restripe as continental crosswalk	\$2,500	70.0
		Southeast corner, northeast mid-block	Install curb extension	\$80,000	
County	Century Boulevard / Denker Avenue	All corners	Install curb extension	\$160,000	70.0
		All legs	Restripe as continental crosswalk	\$10,000	
<b>Chester Washington Fitness Path</b>				<b>Average Corridor Score: 75.0</b>	
County	Chester Washington Golf Course (Van Ness Avenue, El Segundo Boulevard, Western Avenue, Southern Pacific Rail Corridor)	Around golf course	Install a fitness path around the golf course, using pedestrian-friendly surface material like rubber or decomposed granite	Varies	75.0
<b>Denker Avenue</b>				<b>Average Corridor Score: 60.0</b>	
County	Denker Avenue / 103rd Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	55.0
County	Denker Avenue / 105th Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	50.0
County	Denker Avenue / 108th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	65.0
County	Denker Avenue / 109th Place	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	50.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County	Denker Avenue / 110th Street	All corners	Install curb extension	\$160,000	70.0
		All legs	Stripe yellow continental crosswalk	\$10,000	
County	Denker Avenue / 111th Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	55.0
County	Denker Avenue (Century Boulevard to Imperial Highway)	Both sides of street	Install pedestrian-scale lighting	Varies	75.0
<b>Imperial Highway</b>				<b>Average Corridor Score: 73.8</b>	
County / City of Hawthorne	Imperial Highway / Van Ness Avenue	North, south, and east legs	Restripe as continental crosswalks	\$7,500	70.0
		Northeast and southeast corners	Install curb extension	\$80,000	
County	Imperial Highway / Haas Avenue	Frontage road intersection (west mid-block)	Install new ADA compliant curb ramp where nonexistent	\$8,000	60.0
County	Imperial Highway / Denker Avenue	All legs	Restripe as yellow continental crosswalk	\$10,000	75.0
County	Imperial Highway / Raymond Avenue	North and east legs	Stripe continental crosswalk	\$5,000	65.0
		All legs	Install traffic signal	\$300,000	
		East leg	Install median refuge island	\$30,000	
County	Imperial Highway / Budlong Avenue	All legs	Install traffic signal	\$300,000	70.0
			Stripe continental crosswalk	\$12,500	
			Install accessible pedestrian push button	\$12,000	
		East-west direction	Install advance stop marking	\$1,000	
		East jog - all corners	Install curb extension	\$160,000	
County	Imperial Highway / Berendo Avenue	West leg of east jog	Stripe new continental crosswalk	\$2,500	75.0
		All legs	Install traffic signal	\$300,000	
County	Imperial Highway (Western Avenue to Vermont Avenue)	Both sides of street	Plant street trees	\$53,000	95.0
County	Imperial Highway (Western Avenue to Vermont Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	80.0

## Proposed pedestrian projects and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
<b>Normandie Avenue</b>					<b>75.3</b>
County/ City of Los Angeles	Normandie Avenue / 87th Street	Northwest and southwest corners	Install ADA compliant curb ramp	\$16,000	65.0
County	Normandie Avenue / 90th Place	Southeast corner	Install pocket park, per Parks Plan	\$300,000	55.0
County/ City of Los Angeles	Normandie Avenue / 94th Street	Southwest corner	Realign curb ramp to align with existing crosswalk	\$8,000	65.0
		Southwest and northeast corners	Install curb extension	\$80,000	
County	Normandie Avenue / 95th Street	Northwest mid-block	Install new ADA compliant curb ramp where nonexistent	\$8,000	70.0
		All corners	Install curb extension	\$160,000	
County	Normandie Avenue / 97th Street	North-south direction	Install advance yield marking	\$1,000*	75.0
		North leg	Restripe as continental crosswalk	\$2,500*	
		All legs	Install traffic signal	\$300,000	
		Northwest and northeast corners	Install curb extension	\$80,000	
County	Normandie Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	\$10,000	85.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County	Normandie Avenue / 102nd Street	North-south direction	Install advance yield marking	\$1,000*	65.0
		South leg	Restripe as continental crosswalk	\$2,500*	
		All legs	Install traffic signal	\$300,000	
		Southwest and southeast corners	Install curb extension	\$80,000	
County	Normandie Avenue / 105th Street	South leg of north jog	Install new continental crosswalk	\$2,500	85.0
			Install pedestrian-activated warning system	\$80,000	

\*\*Project is funded and will be implemented by Public Works

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County	Normandie Avenue / 107th Street	North-south direction	Install advance yield marking	\$1,000*	70.0
		North leg of south jog	Restripe as continental crosswalk	\$2,500*	
		All legs	Install traffic signal	\$300,000	
		East leg	Relocate stop bar before beginning curb return	\$500	
		Northeast corner and southwest mid-block	Install curb extension	\$80,000	
County	Normandie Avenue / 108th Street	South and west legs	Restripe as yellow continental crosswalk	\$5,000	85.0
County	Normandie Avenue / 110th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	75.0
County	Normandie Avenue / 112th Street	North and west legs	Stripe new continental crosswalk	\$5,000	70.0
		All legs	Install traffic signal	\$300,000	
		Northwest and southwest corners	Install curb extension	\$80,000	
County	Normandie Avenue / Imperial Highway	All legs	Modify signal timing to include a Leading Pedestrian Interval	Varies	80.0
County	Normandie Avenue / 121st Street	East leg	Relocate stop bar before beginning curb return	\$500	70.0
County	Normandie Avenue / 122nd Street	North-south directions	Install advance yield marking	\$1,000*	65.0
		South leg	Restripe as yellow continental crosswalk	\$2,500*	
		All legs	Install traffic signal	\$300,000	
		Southwest and southeast corners	Install curb extension	\$80,000	
County	Normandie Avenue / 124th Street	North-south directions	Install advance yield marking	\$1,000*	50.0
		North leg	Restripe as yellow continental crosswalk	\$2,500*	
		All legs	Install traffic signal	\$300,000	
		Northwest and northeast corners	Install curb extension	\$80,000	
County / City of Gardena	Normandie Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	\$10,000	60.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	

<sup>1</sup>Project is funded and will be implemented by Public Works

## Proposed pedestrian projects and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County	Normandie Avenue (87th Street to El Segundo Avenue)	Both sides of street	Plant street trees	\$159,000	95.0
County	Normandie Avenue (87th Street to El Segundo Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	85.0
<b>Southern Pacific Rail Corridor</b>				<b>Average Corridor Score: 60.0</b>	
County	Southern Pacific Rail Corridor (Van Ness Avenue to Vermont Avenue)	South side of rail	Install shared-use path	\$1,350,000	60.0
<b>Van Ness Avenue</b>				<b>Average Corridor Score: 52.5</b>	
County / City of Inglewood	Van Ness Avenue / 108th Street	East leg	Restripe as continental crosswalk	\$2,500	55.0
County / City of Inglewood	Van Ness Avenue / Cullivan Street	Northeast and northwest corners	Install curb extension	\$80,000	50.0
		East and west legs	Restripe as continental crosswalk	\$5,000	
<b>Vermont Avenue</b>				<b>Average Corridor Score: 73.6</b>	
County / City of Los Angeles	Vermont Avenue / 89th Street	Southwest and northwest corners	Install curb extension	\$120,000	70.0
County / City of Los Angeles	Vermont Avenue / 90th Street	All legs	Install traffic signal	\$300,000	70.0
County / City of Los Angeles	Vermont Avenue / 92nd Street	Northeast corners, north and south mid-block	Install curb extension	\$120,000	75.0
County / City of Los Angeles	Vermont Avenue / 94th Street	All legs	Install traffic signal	\$300,000	85.0
County / City of Los Angeles	Vermont Avenue / Colden Avenue	Northeast and southeast corners, north and south mid-block	Install curb extension	\$160,000	70.0
County / City of Los Angeles	Vermont Avenue / 98th Street	All legs	Install traffic signal	\$300,000	70.0
		West and east legs	Restripe as continental crosswalk	\$5,000	
		All corners	Install curb extension	\$160,000	

<sup>1</sup>\*\*Project is funded and will be implemented by Public Works



Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County / City of Los Angeles	Vermont Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	\$10,000	80.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County / City of Los Angeles	Vermont Avenue / 103rd Street	All corners	Install curb extension	\$160,000	75.0
		Northwest corner and northeast mid-block	Install curb extension	\$80,000	
		All legs	Install traffic signal	\$300,000	
		West leg	Relocate stop bar before beginning curb return	\$500	
County / City of Los Angeles	Vermont Avenue / 105th Street	Southwest corner and southeast mid-block	Install curb extension	\$80,000	85.0
County / City of Los Angeles	Vermont Avenue / 108th Street	All legs	Restripe as continental crosswalk	\$10,000	85.0
County / City of Los Angeles	Vermont Avenue / 110th Street	Southwest corner and southeast mid-block	Install curb extension	\$80,000	75.0
		All legs	Install traffic signal	\$300,000	
County / City of Los Angeles	Vermont Avenue / 112th Street	All legs	Install traffic signal	\$300,000	70.0
		Northeast mid-block, both sides of median	Install new ADA compliant curb ramps where nonexistent	\$24,000	
		Northwest corner and northeast mid-block	Install curb extension	\$80,000	
		Median	Install paved path across median at existing crosswalk	\$22,500	
County / City of Los Angeles	Vermont Avenue / Imperial Highway	Southwest corner	Evaluate driveway relocation or removal <sup>2</sup>	\$10,000	80.0
		All legs	Restripe as continental crosswalk	\$15,000	
		Northeast corner	Reconfigure corner (at Southwest Boulevard) to minimize pedestrian crossing distances	\$200,000	
		All legs	Install accessible pedestrian push button	\$15,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	

## Proposed pedestrian projects and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County / City of Los Angeles	Vermont/Athens Metro C Line Station / I-105 Overpass	Mid-block (Vermont Avenue)	Stripe continental crosswalk	\$2,500	65.0
County / City of Los Angeles	Vermont Avenue / I-105 eastbound and westbound ramps	West, north, and east legs	Restripe as continental crosswalk	\$7,500	65.0
		All legs	Modify signal timing to include a Leading Pedestrian Interval	Varies	
County / City of Los Angeles	Vermont Avenue / 116th Place	West and east leg	Restripe as continental crosswalk	\$5,000*	65.0
County / City of Los Angeles	Vermont Avenue / 120th Street	All corners	Install curb extension	\$160,000	75.0
		All legs	Restripe as yellow continental crosswalk	\$10,000	
			Install accessible pedestrian push button	\$15,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County / City of Los Angeles	Vermont Avenue / 124th Street	South direction	Install advance yield marking	\$1,000*	70.0
		Northwest and northeast corners	Install curb extension	\$80,000	
County / City of Los Angeles	Vermont Avenue / 125th Street	Southwest mid-block and southeast corner	Install curb extension	\$80,000	70.0
County / City of Los Angeles / City of Gardena	Vermont Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	\$10,000	60.0
		All corners	Install curb extension	\$160,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County / City of Los Angeles	Vermont Avenue (87th Street to El Segundo Boulevard)	-	Study for roadway reconfiguration per future Bus Rapid Transit plans	Cost will vary for study, design, and implementation	85.0
<b>Western Avenue</b>				<b>Average Corridor Score: 77.9</b>	
County / City of Los Angeles	Western Avenue / 104th Street	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramps where currently nonexistent	\$24,000	75.0
		All legs	Restripe as continental crosswalk	\$10,000	

\*Project is funded and will be implemented by Public Works

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County / City of Los Angeles	Western Avenue / 106th Street	West leg	Stripe as yellow continental crosswalk	\$2,500	65.0
		East leg	Restripe as continental crosswalk	\$2,500	
		All legs	Install traffic signal	\$300,000	
		All corners	Install curb extension	\$160,000	
County	Western Avenue / 107th Street	East leg	Stripe yellow continental crosswalk	\$2,500	70.0
County / City of Los Angeles	Western Avenue / 108th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	85.0
		All corners	Install curb extension	\$160,000	
County	Western Avenue / 110th Street	East and west legs	Stripe continental crosswalk	\$5,000	85.0
		South leg	Install pedestrian-activated warning system	\$80,000	
		Southwest and southeast corners	Install curb extension	\$80,000	
County	Western Avenue / 111th Street	All legs	Restripe as continental crosswalk	\$10,000	65.0
		All corners	Install curb extension	\$160,000	
County / City of Los Angeles	Western Avenue / Imperial Highway	All legs	Install high-visibility crossing and modify signal timing to include a Leading Pedestrian Interval or semi-exclusive/exclusive pedestrian movements as appropriate	Varies	80.0
		All corners	Install curb extension	\$160,000	
		Northeast corner	Evaluate driveway relocation or removal <sup>2</sup>	\$10,000	
County	Western Avenue / LA Southwest College (south of Imperial Highway)	North, west, and east legs	Stripe yellow continental crosswalk	\$7,500	75.0
County	Western Avenue / 120th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	80.0
		All corners	Install curb extension	\$160,000	
County / City of Los Angeles / City of Gardena	Western Avenue / El Segundo Boulevard	North leg	Modify median to end before or at crosswalk line	\$10,000	75.0
		All legs	Restripe as continental crosswalk	\$10,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
		All corners	Install curb extension	\$160,000	

<sup>1</sup>Project is funded and will be implemented by Public Works

## Proposed pedestrian projects and cost estimates in Westmont/West Athens, continued

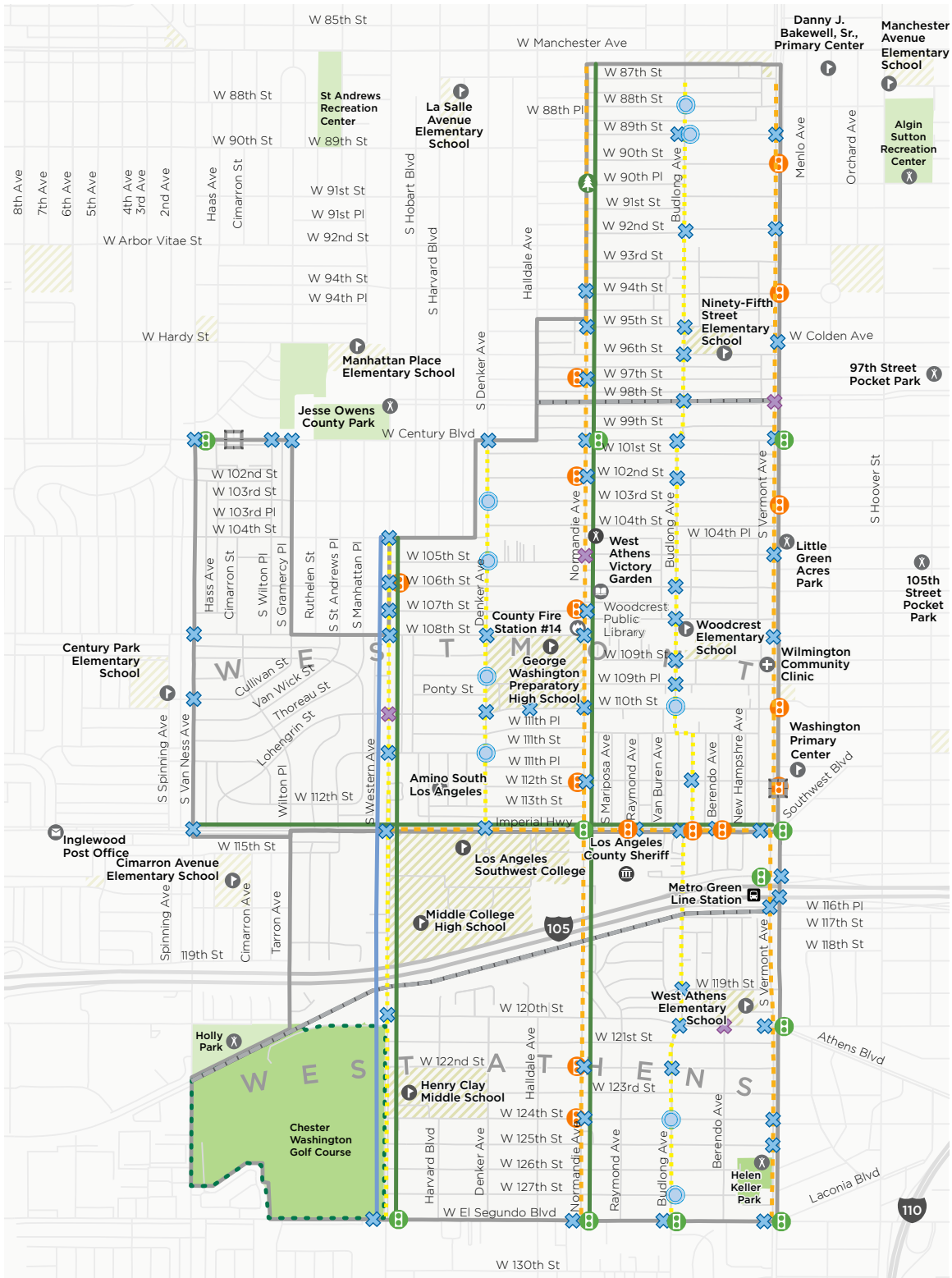
Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County	Western Avenue (104th Street to El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	90.0
County	Western Avenue (104th Street to El Segundo Boulevard)	Both sides of street	Plant street trees	\$106,000	90.0
			Restripe outside lanes to include 8-foot parking lane, 5-foot bicycle lane, and 10-foot vehicle travel lanes to slow vehicle traffic	\$200,000	
Total Capital Costs <sup>3</sup>					\$17,320,000
Contingency (20% of total capital cost)					\$3,464,000
Total P.E. (30% of total capital cost)					\$5,196,000
Total Construction Engineering (50% of total capital cost)					\$8,660,000
<b>Project Total</b>					<b>\$34,640,000</b>

<sup>1</sup>All costs are based on 2018 estimates. Appropriate inflation and escalation increases may be applicable at time of implementation.

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

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

Figure 9-9: Proposed pedestrian projects in Westmont/West Athens



**PROPOSED PEDESTRIAN PROJECTS**

**DESTINATIONS**

- ⓧ PARK/RECREATION
- ⓧ HEALTHCARE
- ⓧ GOVERNMENT OFFICE
- ⓧ EMERGENCY SERVICES
- ⓧ POST OFFICE
- ⓧ PARK
- ⓧ METRO GREEN LINE STATION
- 🎓 SCHOOL
- 🎓 COLLEGE
- 📖 LIBRARY

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- 🚦 TRAFFIC SIGNAL

**PROPOSED PROJECTS**

- ⓧ NEW OR IMPROVED CROSSING
- ⓧ NEW OR IMPROVED CROSSING WITH BEACON/SIGNAL
- ⓧ SIGNAL UPDATE
- ⓧ NEW TRAFFIC SIGNAL
- ⓧ TRAFFIC CALMING
- ⓧ POCKET PARK
- NEW OR IMPROVED SIDEWALKS
- ⓧ PEDESTRIAN-SCALE LIGHTING
- STREET TREES
- ⓧ STUDY FOR POTENTIAL ROAD RECONFIGURATION
- TRAFFIC CALMING
- ⓧ FITNESS PATH



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

## PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2, while Table 9-6 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Westmont/West Athens.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs can be found in Chapter 5, while programs that are most important for Westmont/West Athens are listed in Table 9-7.

**Table 9-6: Actions for Westmont/West Athens**

Action	Lead Departments	Timeframe
EH-2.1: Develop guidelines that establish a maximum distance between controlled intersections and marked crosswalks on major and secondary streets, where feasible.	Public Works	On-going
Action EH-2.9: Convert alleyways to multi-use paths and community green spaces, where feasible and appropriate.	Public Works	On-going
C-2.4: Prioritize requests related to illegal dumping when a report indicates the material is impeding safe pedestrian travel.	Public Works, Sheriff, Agricultural Commissioner/Weights & Measures	On-going
SC-1.1: Continue to explore ways to purchase, operate, and maintain pedestrian-scale lighting.	Public Works	On-going
SC-1.2: Support LED light installation on new and existing streetlight poles and, to reduce sidewalk clutter, consider combined street-scale and pedestrian-scale lighting on individual light poles, where feasible and appropriate.	Public Works	On-going
SC-1.4: Identify areas where illicit activities, such as cruising and prostitution, occur and work with Public Works to strategically use traffic calming mechanisms with the goal of reducing these activities, where feasible and appropriate.	Sheriff	On-going

**Table 9-7: Programs for Westmont/West Athens**

Program	Description
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors. More information can be found in Chapter 5, Program 2: Safe Passages.
Pedestrian Wayfinding	Wayfinding systems help pedestrians navigate to major community-serving destinations such as transit stations, parks, libraries, schools, and business districts. They can also serve as an encouragement program by providing walking time to destination information, helping people orient themselves with less confusion or stress, and encouraging the discovery of new places or services. Wayfinding can also be used to highlight the local identity of a community. A wayfinding system can take many forms, but it typically includes a combination of physical signs, markers, and/or information kiosks. Public Works' Wayfinding Program is centered on enhancing access to Metro rail stations located in Westmont/West Athens. As of 2017, Public Works had secured two grants from Metro to implement pedestrian wayfinding signage around the Vermont/Athens C Line Station in Westmont/West Athens.



A photograph of a young couple walking away from the camera on a concrete sidewalk. The woman on the left has long dark hair and is wearing a dark green long-sleeved top and black shorts, carrying a brown shoulder bag. The man on the right is wearing a light blue t-shirt and black shorts. They are holding hands. To their right is a paved road with a dark SUV driving away. The background shows a residential street with trees and houses under a clear blue sky. A blue semi-transparent overlay covers the top half of the image, containing white text.

ch. 10

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# WEST WHITTIER - LOS NIETOS COMMUNITY PEDESTRIAN PLAN

## COMMUNITY PROFILE

The West Whittier-Los Nietos area, 2.5 square miles, consists of the unincorporated communities of West Whittier and Los Nietos in Los Angeles County.

The area is bordered by the City of Pico Rivera to the west, the City of Whittier to the north and east, and the City of Santa Fe Springs to the east and south. West Whittier-Los Nietos has a population of 25,540 and is primarily residential. Almost 80 percent of the homes in the area were built during the 1940s – 60s as part of the post-World War II population boom. At this time, sidewalk construction in unincorporated communities was not required, so the majority of streets were built without sidewalks.



## Thank You

### *Pedestrian Plan Community Advisory Committee Members:*

Socorro Acosta  
Christine Amira  
Esther Barajas  
Rachel Barajas  
Martha Bautista  
Bobbie Dear  
Stasie Dear  
Guillermo Garcia  
Caro Jauregui  
Rebecca Kingsely  
Margarita Macedonio  
Edith Marcel  
Teresa Reyna  
Alfonso Smith  
Maritza Sosa-Nieves

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

## Demographics

Understanding the demographics of a community helps decision-makers plan for and target appropriate pedestrian projects and programs. The median household income in West Whittier-Los Nietos is \$62,486, higher than the county average of \$55,870. West Whittier-Los Nietos also has a lower poverty rate than the county average. However, nearly one in three West Whittier-Los Nietos residents have less than a high school education, as compared with one in five in the county.

West Whittier-Los Nietos is slightly younger than the county as a whole, and more than a third of households contain at least one child under the age of 18. Eleven percent of households are single parent households, with a majority of residents identifying as Hispanic or Latino. A smaller number of residents are foreign born than in the county as a whole, with less than a third of households considered linguistically isolated (Table 10-1).<sup>1</sup>

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<sup>1</sup> American Community Survey, 5-year estimate 2010-2014

**Table 10-1: West Whittier-Los Nietos Demographics**

	Percent in West Whittier-Los Nietos	Percent in Los Angeles County
<b>Education</b>		
Less than high school diploma	31.8	21.4
High school graduate, GED or alternative	29.2	20.5
Some college or Associate's degree	28.8	26.5
Bachelor's degree or higher	10.2	26.5
<b>Poverty</b>		
Persons in Poverty	10.9	18.7
<b>Age</b>		
Under 18 Years	26.4	23.2
18-64 Years	62.0	64.9
65 and Older	12.1	11.9
<b>Race/Ethnicity</b>		
Hispanic or Latino	88.1	48.4
White (Non-Hispanic)	9.2	26.6
American Indian and Alaska Native	0.7	0.7
Asian	1.0	15.0
Black or African American (Non-Hispanic)	0.7	8.7
Other	0.3	1.3
<b>Immigration and Linguistic Isolation</b>		
Foreign Born	26.8	35.7
Households that are Linguistically Isolated	31.0	14.4

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

**Land Use**

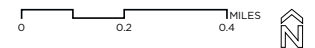
Land use and design policies impact residents' health and physical activity levels. A majority of the land use (84.5 percent) in West Whittier-Los Nietos is designated as residential, with only 10 percent designated as commercial. Figure 10-1 shows land uses in West Whittier-Los Nietos.

Commercial uses in the community are concentrated along Washington Boulevard, Whittier Boulevard, and Norwalk Boulevard. Most of the southern side of Whittier Boulevard between I-605 and Sorensen Avenue is part of West Whittier-Los Nietos, and is also a major commercial corridor for the adjacent City of Whittier. The City of Whittier's Lincoln Specific Plan (2015) includes a proposal for a new commercial center at the intersection of Whittier Boulevard and Sorenson Avenue.





DATA SOURCE: LOS ANGELES COUNTY GENERAL PLAN, DEPARTMENT OF REGIONAL PLANNING, 2016



**LAND USE**

**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

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

**LAND USES**

- |                    |              |                   |                   |
|--------------------|--------------|-------------------|-------------------|
| <b>RESIDENTIAL</b> | <b>MIXED</b> | <b>COMMERCIAL</b> |                   |
| R-1                | M-1-BE-IP    | C-1               | C-M               |
| R-2                | MPD-IP       | C-2-BE            | CPD               |
| R-3                |              | C-3               |                   |
| R-3-10U            |              | C-3-BE            | AGRICULTURE A-1-1 |
| R-4                |              | C-3-BE-DP         |                   |
| R-A                |              |                   |                   |

## Park Access

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

West Whittier-Los Nietos has eight parks within its boundaries, including five schools that permit public use through joint-use agreements. The public parks are Sorensen Park, McNees Park, and Amigo Park. The schools with joint-use agreements include Katherine Edwards Middle School, Los Nietos Middle School, West Whittier Elementary School, and Pioneer High School.

However, 37 percent of West Whittier-Los Nietos residents do not live within a half mile walk of a park (Figure 10-2).<sup>2</sup> Some community members also report that they cannot always access some of the schools' joint-use access space. Overall, the community has approximately 3.3 acres of parkland per 1,000 people, the same as the county average. The County's General Plan sets a goal to provide four acres of local parkland per 1,000 county residents in all communities.

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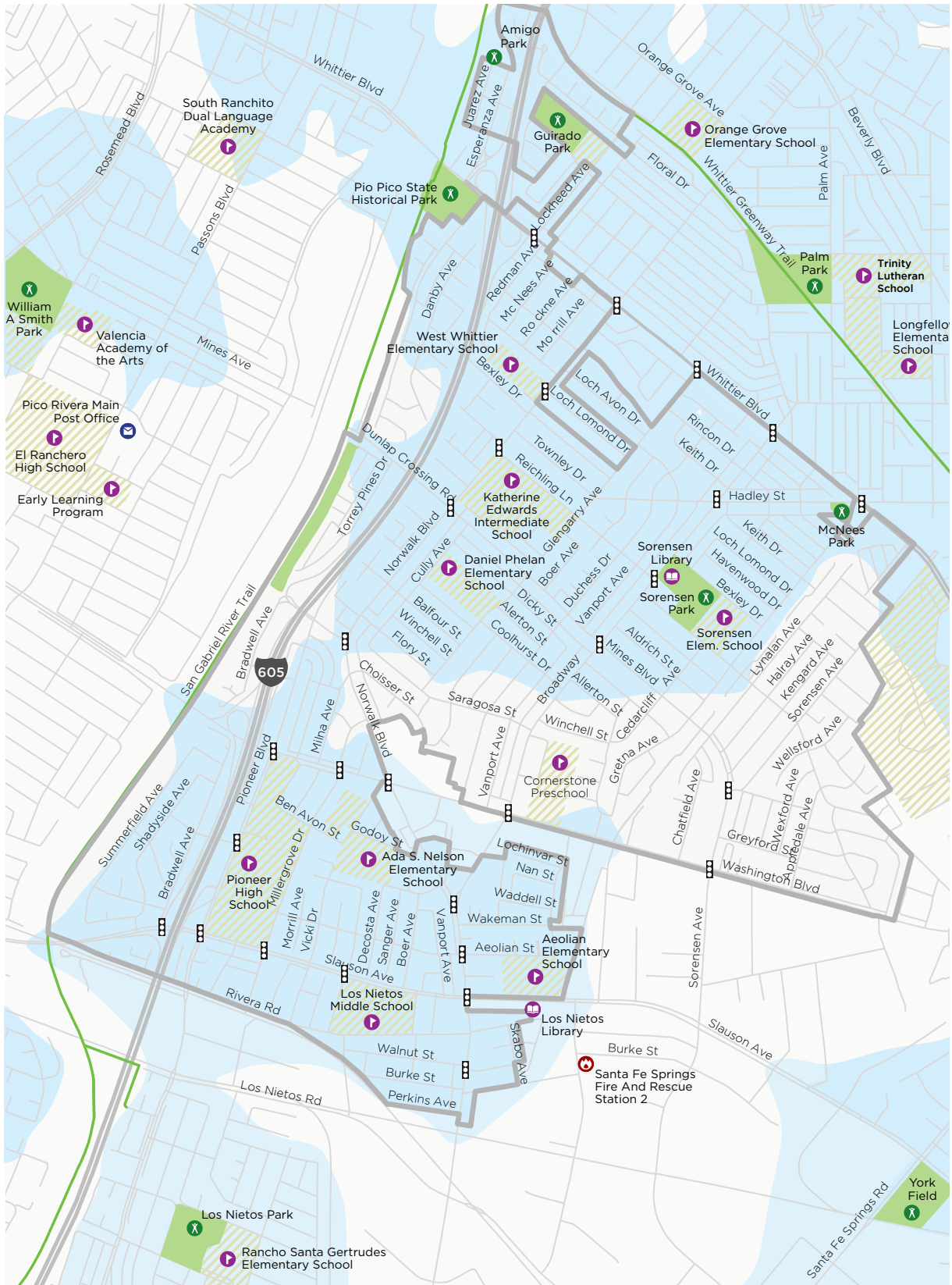
<sup>1</sup> Department of Parks and Recreation. West Whittier-Los Nietos Park Needs Assessment. 2016.

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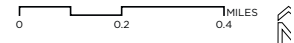
<sup>2</sup> The distance from each household in West Whittier-Los Nietos to the access points of all adjacent parks was calculated along the walkable road/ pedestrian network rather than "as the crow flies." Since pedestrians cannot safely or legally walk on highways or freeways, this method takes these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



Figure 10-2: West Whittier-Los Nietos Park Access



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



## PARK ACCESS

### DESTINATIONS

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

### EXISTING INFRASTRUCTURE

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

### PARK ACCESS

- WALKABLE AREA, ONE-HALF MILE FROM PARK

## Health

Understanding which health issues and behaviors are prevalent in West Whittier-Los Nietos can help decision makers target appropriate pedestrian interventions.<sup>1</sup> For both West Whittier-Los Nietos and Los Angeles County, heart disease and cancer are the two leading causes of death. Both of these diseases are highly correlated with diet, physical activity, exposure to toxins (tobacco and pollution), and stress.<sup>2</sup> The top three leading causes of premature death for the eastern region of the county are coronary heart disease, motor vehicle crashes, and homicide.<sup>3</sup> Life expectancy in the area is broadly consistent with county averages.<sup>4</sup>

Slightly more adults self-reported psychological stress in West Whittier-Los Nietos than in the county. Both adult and child obesity rates are higher than those countywide.<sup>5</sup> West Whittier-Los Nietos is bisected by the I-605 Freeway, and freeway proximity has been shown to directly

cause asthma in children.<sup>6</sup> Both childhood and adult asthma rates are slightly higher than the countywide average. Youth in West Whittier-Los Nietos have a slightly higher level of physical activity (21 percent) compared with Los Angeles County (19.8 percent).<sup>7</sup> Over eight percent adults in West Whittier-Los Nietos have a disability, compared with the county average of six percent.<sup>8</sup>

Overall, West Whittier-Los Nietos qualifies as a disadvantaged community on three common statewide indicators, which considers pollution burden, participation in the National School Lunch Program, and health determinants like population with disabilities and park access.<sup>9</sup> Based on these indicators, West Whittier-Los Nietos may be eligible to receive funding prioritization from the Caltrans Active Transportation Program and potentially other funding sources identified later in this Plan. Health data for West Whittier-Los Nietos is shown in Table 10-2 and 10-3.

1 This plan uses health data at the zip code level when necessary. West Whittier-Los Nietos is in Zip Code 90606, which includes some neighboring communities with similar socio-demographics and built environment.

2 HealthyCity.org

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

4 Los Angeles County Department Of Public Health, 2010

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

6 A 2006 USC study found that children living within approximately 82 yards of a major road had a 50 percent greater risk of exhibiting asthma symptoms in the past year than were children who lived more than approximately 328 yards away.

7 Regular physical activity is defined as "at least 60 minutes of physical activity daily in the past week, excluding physical education." Source: California Health Interview Survey, Neighborhood Edition, 2012. The Centers for Disease Control and Prevention (CDC) recommends that adults do at least 150 minutes per week of moderate-intensity activity "for substantial health benefits." Source: CDC, 2008 Physical Activity Guidelines for Americans.

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

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

**Table 10-2: West Whittier-Los Nietos Causes of Death**

(Selected) Causes of Death Death rate (per 100,000 population)	Percent in West Whittier-Los Nietos	Percent in Los Angeles County
Heart Disease	30.0	26.9
Cancer	23.8	24.2

**Table 10-3: West Whittier-Los Nietos Health Indicators**

	Percent in West Whittier-Los Nietos	Percent in Los Angeles County
Serious Psychological Distress (Adults age 18 years +)	10.6	8.0
<b>Obesity</b>		
Children overweight for age (2-11)	18.0	12.4
Teens overweight or obese (12-17)	43.6	37.9
Adult obesity	37.6	25.9
<b>Respiratory Illness</b>		
Children ages 0-17 years ever diagnosed with asthma	13.5	13.1
Adults (Age 18 years plus) ever diagnosed with asthma	13.8	12.6
<b>Physical Activity</b>		
Regular physical activity (ages 5-17)	14.6	18.9
Walked at least 150 minutes per week (age 18+)	34.0	34.1
<b>Disability</b>		
With a Disability, under age 65	8.2	6.0

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

## PREVIOUS PLANS AND PROJECTS

This Plan builds on numerous West Whittier-Los Nietos planning efforts.

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

### **San Gabriel River Master Plan (2006)**

This plan presents a shared vision for the river and a plan for how to achieve this vision. One of the primary objectives included in the plan is to enhance the pedestrian and bicycle trail, including pedestrian bridges, along the San Gabriel River corridor. Rails-to-trails projects will provide West Whittier-Los Nietos with enhanced access to the river.

### **Whittier Area Pedestrian Master Plan: Unincorporated West, South, and East Whittier Areas (2009)**

This plan, developed by Public Works, identifies and plans for future sidewalk facilities in unincorporated West, South, and East Whittier. It focuses on identifying and prioritizing projects near public elementary schools and proposes a series of sidewalk construction projects. The five West Whittier elementary schools considered in the report are Aeolian Elementary, Ada S. Nelson Elementary, Phelan Elementary, Sorenson Elementary, and West Whittier Elementary.

### **Safe Routes to School Information and Maps (2009)**

Suggested route to school maps were created by Public Works for Ada S. Nelson Elementary, Phelan Elementary, Aeolian Elementary, Sorenson Elementary, and West Whittier Elementary.

### **Lincoln Specific Plan (2014)**

This plan presents a development plan for a 76-acre site in the City of Whittier, adjacent to West Whittier-Los Nietos, at Whittier Boulevard and Sorensen Avenue. It proposes a mix of residential, commercial, and open space. Objectives in the plan related to walking include creating public space amenities within the commercial area, creating connectivity between land uses, and providing recreational amenities within walking distance of residential neighborhoods.

## COMMUNITY INVOLVEMENT

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

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

### **Community Advisory Committee**

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

*Community leaders provide input at a West Whittier-Los Nietos Community Advisory Committee meeting*



### Community Collaboration

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

At each meeting, participants were asked to identify challenges to walking in West Whittier-Los Nietos on a large-scale map. Participants identified where crossing the street was challenging or where there was no pedestrian-scale lighting. Many community groups also expressed the need for sidewalks in the community and traffic calming projects on streets adjacent to schools.

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

- ▶ Promotoras En Accion
- ▶ Healthy Los Nietos Collaborative
- ▶ West Whittier Advisory Council
- ▶ Los Nietos MASH meeting
- ▶ Pioneer High School Administration
- ▶ Parent Group at Ada S. Nelson Elementary
- ▶ Sorensen School Parent Coffee Club
- ▶ Student groups at Los Nietos Middle School
- ▶ Los Nietos Senior Group
- ▶ Better Transit Now
- ▶ Whittier City School District

Further, stakeholder interviews were conducted with the Principals of Los Nietos Middle School and Pioneer High School.

*Students at Ada S. Nelson Elementary School provide input on the draft West Whittier-Los Nietos Community Pedestrian Plan during Walk to School Day*



### Community Events

Project staff identified numerous community events to reach stakeholders who may not typically attend County workshops. At each event, stakeholders were asked to provide input on a map of West Whittier-Los Nietos, identifying challenges to walking. Additionally, outreach staff educated stakeholders about the types of pedestrian infrastructure projects that could help address the issues they identified. Community events that the project team attended include:

- ▶ Los Nietos Back to School night
- ▶ Healthy Los Nietos Family Fun Night
- ▶ Los Nietos Library Opening
- ▶ Parks After Dark at Sorensen Park
- ▶ Sorensen Library Youth Club
- ▶ Aeolian Elementary; Walk to School Day
- ▶ Aeolian Elementary Back to School Night
- ▶ Ada Nelson Elementary; Walk to School Day
- ▶ West Whittier Elementary; Walk to School Day
- ▶ Whittier City School District Parent Academy

Stakeholders were encouraged to complete a survey on their current walking habits, concerns, and desired projects. DPH and LANI staff collected a total of 64 surveys. The survey was also available online in both Spanish and English.

### Community Data Collection

To fully involve community stakeholders in the planning process, LANI and DPH staff trained community residents in several data collection methods including pedestrian counts, photo-voice, and walk audits. Through these activities, West Whittier-Los Nietos residents helped collect data on existing conditions to identify and inform the proposed projects in the Plan.

#### PEDESTRIAN COUNTS

Pedestrian counts provide the County with a snapshot of current pedestrian volumes on specific corridors throughout West Whittier-Los Nietos. Manual pedestrian counts were conducted in 2016 on two weekdays (Thursday, October 6th and 20th) and two weekend days (Saturday, October 8th and 22nd), with help from



community volunteers. The counts took place during peak weekday travel times (7AM - 9AM and 3PM - 5PM) and peak weekend travel times (11AM - 1PM). This count data helped the project team validate automated count data collected during the same period, at different locations in West Whittier-Los Nietos.

The project team recruited 15 community members and hosted a volunteer training prior to the counts. Community members were provided with the materials needed to conduct the counts including clipboards, count forms, safety vests, pens, and the count locations each person was assigned to. Participants used count forms to indicate how many people were walking in multiple directions, in which direction they were walking, and other characteristics like whether they were in a wheelchair or whether they were children.

As pedestrian projects and programs are implemented in West Whittier-Los Nietos, the County will use the data to help evaluate changes in the rates of walking in the community.

#### WALK AUDITS

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

The project team conducted two walk audits in January 2017, with 24 community members in attendance. Walk audit training was provided to participants, and then they broke up into teams of two or three to assess a specific corridor. After each team finished, they regrouped to discuss observations that they noticed while on the walk audit. The corridors included in the walk audit were identified by community members through the feedback received from the surveys, community events, and CAC meetings. Information collected from walk audits is included in the Existing Pedestrian Facilities section of this chapter.

### Community Workshop 1

The Department of Public Health (DPH) hosted a workshop on November 7, 2016. The workshop solicited input from stakeholders regarding the West Whittier-Los Nietos Community Pedestrian Plan. Eight West Whittier-Los Nietos residents attended the workshop, which was hosted at Pioneer High School. During the workshop, attendees were divided into groups for facilitated activities and discussions regarding three topic areas: existing challenges to walkability, pedestrian projects, and priority intersections.

#### ACTIVITY #1 GROUP DISCUSSION ON CHALLENGES TO WALKING

Using a large-scale map of West Whittier-Los Nietos, facilitators asked participants to provide input on barriers to walking and the specific locations of issues, if applicable. Input was recorded on maps and on chart paper. Participants were also provided with post-it notes to record their own input and asked to attach them to the map or chart paper. Concerns and opportunities included:

- ▶ Speeding on Slauson Avenue
- ▶ Insufficient lighting in the West Whittier area
- ▶ Streets have raised areas due to roots or broken asphalt
- ▶ Jaywalking on Waddell Street and Norwalk Boulevard
- ▶ Large volumes of semi-truck traffic
- ▶ Challenging intersections such as:
  - ▶ Norwalk Boulevard/Washington Boulevard
  - ▶ Pioneer Boulevard/Slauson Avenue
  - ▶ Pioneer Boulevard/Rivera Road
  - ▶ Waddell Street/Pioneer Boulevard
  - ▶ Slauson Avenue/Norwalk Boulevard
- ▶ Crossing guards on Slauson Avenue
- ▶ Pedestrian-scale lighting on Broadway between Norwalk Boulevard and Washington Boulevard
- ▶ Needed sidewalks, crosswalks, and curb extensions
- ▶ Pedestrian education for community and youth
- ▶ Truck routes on specific streets

#### ACTIVITY #2 PRIORITY FACILITY TYPES

Participants were provided five green dot stickers and were asked to apply them to a poster board displaying various pedestrian projects, to indicate preferences for their community.

The top facilities that the community supported were:

- ▶ Sidewalks
- ▶ Pedestrian-scale lighting
- ▶ High-visibility crosswalks
- ▶ Traffic calming measures
- ▶ Pedestrian-activated warning systems

#### ACTIVITY #3 PRIORITY LOCATIONS FOR PROJECTS

Participants were provided three blue dot stickers and were asked to place them on a map of West Whittier-Los Nietos to identify their priority locations for pedestrian projects. The top priority locations identified were:

- ▶ Norwalk Boulevard/Broadway
- ▶ Slauson Avenue/Norwalk Boulevard
- ▶ Norwalk Boulevard/Washington Boulevard



*Community members identify priority locations for pedestrian projects at Workshop 1 in West Whittier-Los Nietos*

## Community Workshop 2

On September 18, 2017, Public Health hosted a second community workshop at the Sorensen Library on Broadway to gather feedback about the preliminary draft West Whittier-Los Nietos Community Pedestrian Plan. Thirty-three community members attended. Project staff provided a project overview and then asked participants to visit four stations to learn about and provide feedback on the proposed program, policy, and infrastructure projects presented in the Plan.

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

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

- ▶ Support [for] walking clubs for seniors
- ▶ More sidewalks in the community, especially around the schools
- ▶ Traffic calming
- ▶ High-visibility crosswalks
- ▶ Pedestrian-scale lighting
- ▶ Longer crossing time on major streets
- ▶ Amenities such as benches and trash cans

*Community members request additional pedestrian projects at Workshop 2 in West Whittier-Los Nietos*



## PEDESTRIAN ENVIRONMENT

### Levels of Walking and Driving

A major objective of any pedestrian investment is to increase the attractiveness and convenience of walking. To understand current levels of walking in West Whittier-Los Nietos, the County looked at statistics about commuting and car ownership, and the results of pedestrian counts.

Approximately 1.5 percent of employed West Whittier-Los Nietos residents commute to work primarily by walking, only half the countywide rate. Currently, the number of West Whittier-Los Nietos residents who take public transit (two percent) is much lower than the county average of seven percent, despite the fact that the community is served by three transit agencies. A map of transit access in West Whittier-Los Nietos can be found in Appendix B.

Household access to vehicles also influences residents' reliance on transit or walking. Overall, West Whittier-Los Nietos has a higher percentage of commuters who have access to a car than the county as a whole. Nearly half of households in the community have three or more vehicles, compared with the county (38 percent).<sup>1</sup>

Pedestrian counts were conducted at 16 locations in West Whittier-Los Nietos for two, two-week

periods between September 29 and October 12, 2016, and October 15 and October 28, 2016, to help measure trends in facility use and put collision data in context. Volumes were counted using an automatic machine. The counts in Table 10-4 show us what pedestrian activity looks like in this community at these locations. Though count data is also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals, counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in West Whittier-Los Nietos may seem low in another community.

Data shows that peak pedestrian activity occurs in the afternoon hours during weekdays. Locations in the northern parts of the community have greater pedestrian volumes. The largest pedestrian volume was measured on Whittier Boulevard west of Norwalk Boulevard. Although Slauson Avenue near Millergrove Drive is adjacent to school and residential land-uses, the pedestrian volumes are very minimal compared to other locations. A summary of the data can be found in Table 10-4 and more information is provided in Appendix C.

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

### MOTOR VEHICLE VOLUMES

Washington Boulevard and Slauson Avenue have the highest motor vehicle volumes of any roadway in West Whittier-Los Nietos.<sup>1</sup> There is heavy congestion in the community during morning and afternoon peak hours due to commuter traffic traveling to and from the I-605 freeway. Heavy vehicular traffic presents an

unfriendly environment for pedestrians in crosswalks, especially close to the freeway ramps.

There are high volumes of motor vehicles and pedestrians around the nine schools in the community, which range from preschools to high schools.

<sup>1</sup> Automated counters in February 2016 recorded the number of passing cars along Pioneer Boulevard (20,000 per day), Norwalk Boulevard (18,000 per day), Mines Avenue (10,000 per day), Washington Boulevard (40,000 per day), and Slauson Avenue (37,000 per day).

**Table 10-4: West Whittier-Los Nietos Pedestrian Counts Summary**

Location	Pedestrian Average Daily Traffic	Peak Day of Week
West side of Pioneer Boulevard	46	Thursday
East side of Pioneer Boulevard	133	Saturday
Whittier Boulevard, north of Norwalk Boulevard	378	Tuesday
Norwalk Boulevard, north of Bexley Drive	271	Tuesday
Norwalk Boulevard, south of Bexley Drive	120	Thursday
Broadway, north of Aldrich Street	129	Wednesday
Washington Boulevard, west of Vicki Drive	168	Saturday
Washington Boulevard, west of Sorenson Avenue	230	Thursday
North side of Slauson Avenue	52	Friday
South side of Slauson Avenue	80	Tuesday
Norwalk Boulevard, south of Rivera Road	114	Tuesday
Norwalk Boulevard, west of Walnut Street	74	Tuesday

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

### MOTOR VEHICLE SPEEDS

Throughout West Whittier-Los Nietos, the posted vehicle speed is 25 mph, with higher speed limits on major streets like Norwalk Boulevard and Slauson Avenue (45 mph), Washington Boulevard (40 mph) and Pioneer Boulevard (35 mph). During field observations, the project team recorded higher prevailing speeds in many locations along major streets.

With the exception of Whittier Boulevard, major streets in West Whittier-Los Nietos contain horizontal curves at select locations. Curved roadways may reduce visibility, and can present an increased potential for pedestrian-vehicular collisions due to reduced sight distance.

### Challenges to Walking

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

### COLLISIONS

Between 2009 and 2016, there were a total of 59 pedestrian-involved collisions in West Whittier-Los Nietos.<sup>1</sup> This is seven percent of the total traffic collisions in the community. The highest concentration of these pedestrian-involved collisions (eight total) occurred on Washington Boulevard, a major corridor (Figure 10-3).

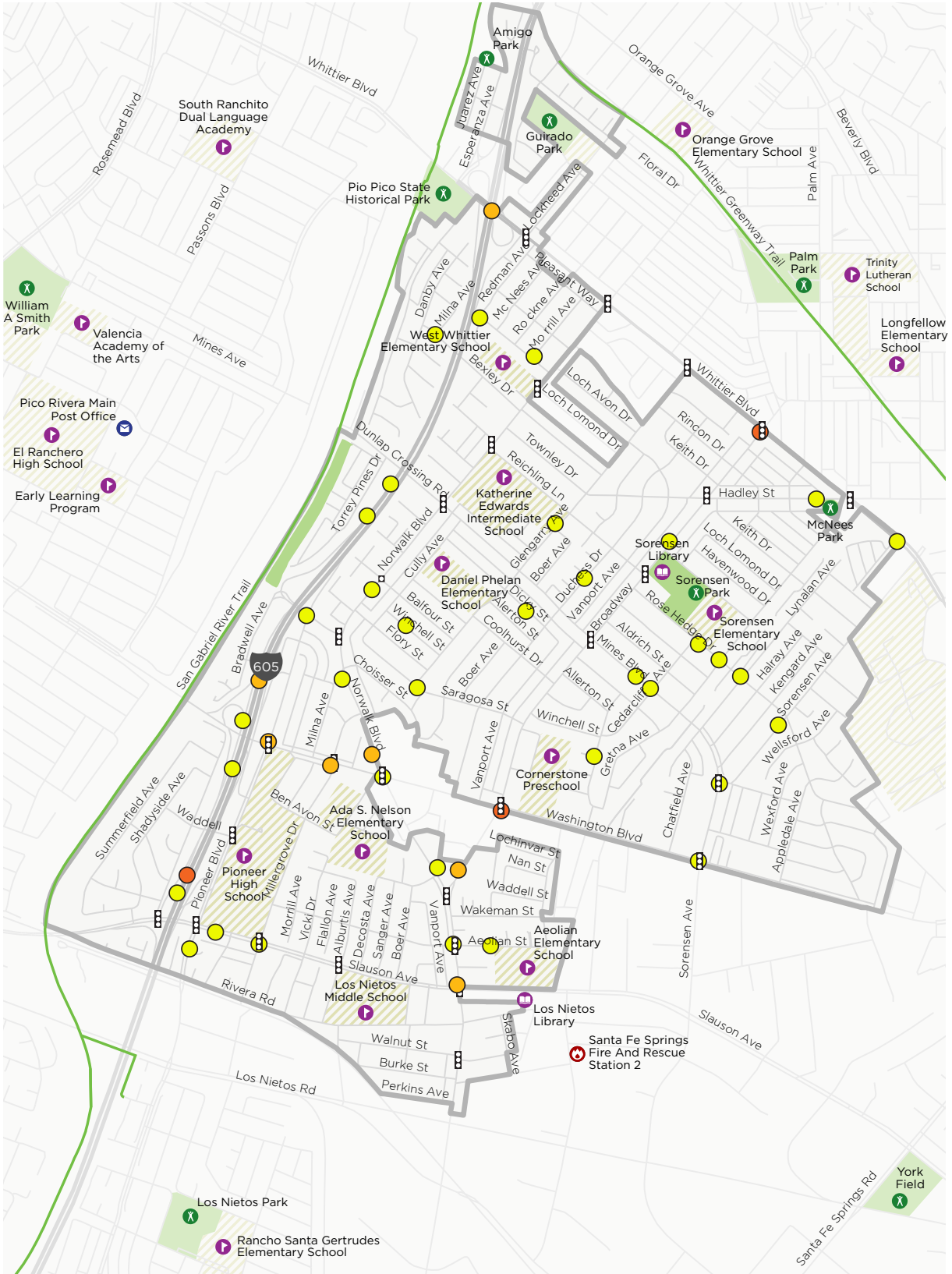
Forty-one percent of pedestrian-involved collisions occurred during nighttime (8PM - 6AM), followed by 34 percent during daylight hours (9AM - 5PM) and 25 percent during dusk and dawn (6AM - 9AM and 5PM - 8PM). Over 30 percent of these collisions involved persons under 18 years old. A majority (58 percent) of pedestrian-involved collisions involved a severe or visible injury, and there were no fatalities. Finally, nine of the pedestrian-involved collisions were classified as 'Hit and Run.' A full collision analysis for West Whittier-Los Nietos can be found in Appendix B.

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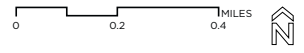
<sup>1</sup> SWITRS, 2016



Figure 10-3: Map of pedestrian-involved collisions in West Whittier-Los Nietos (2009-2016)



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



**PEDESTRIAN-INVOLVED COLLISIONS**

**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

- ROAD NETWORK
- EXISTING SHARED-USE PATH
- TRAFFIC SIGNAL

**COLLISIONS**

- 1
- 2
- 3-4
- LOCATION WITH FATALITY

## NUISANCE ACTIVITIES

Nuisance activities are considered unwanted, undesirable, or illegal activities that can impact the real and perceived safety, comfort, and attractiveness of the pedestrian environment. Using data provided by the County's mobile application, The Works<sup>1</sup>, and community members at planning meetings, multiple nuisances were identified in West Whittier-Los Nietos (Figure 10-4), including:

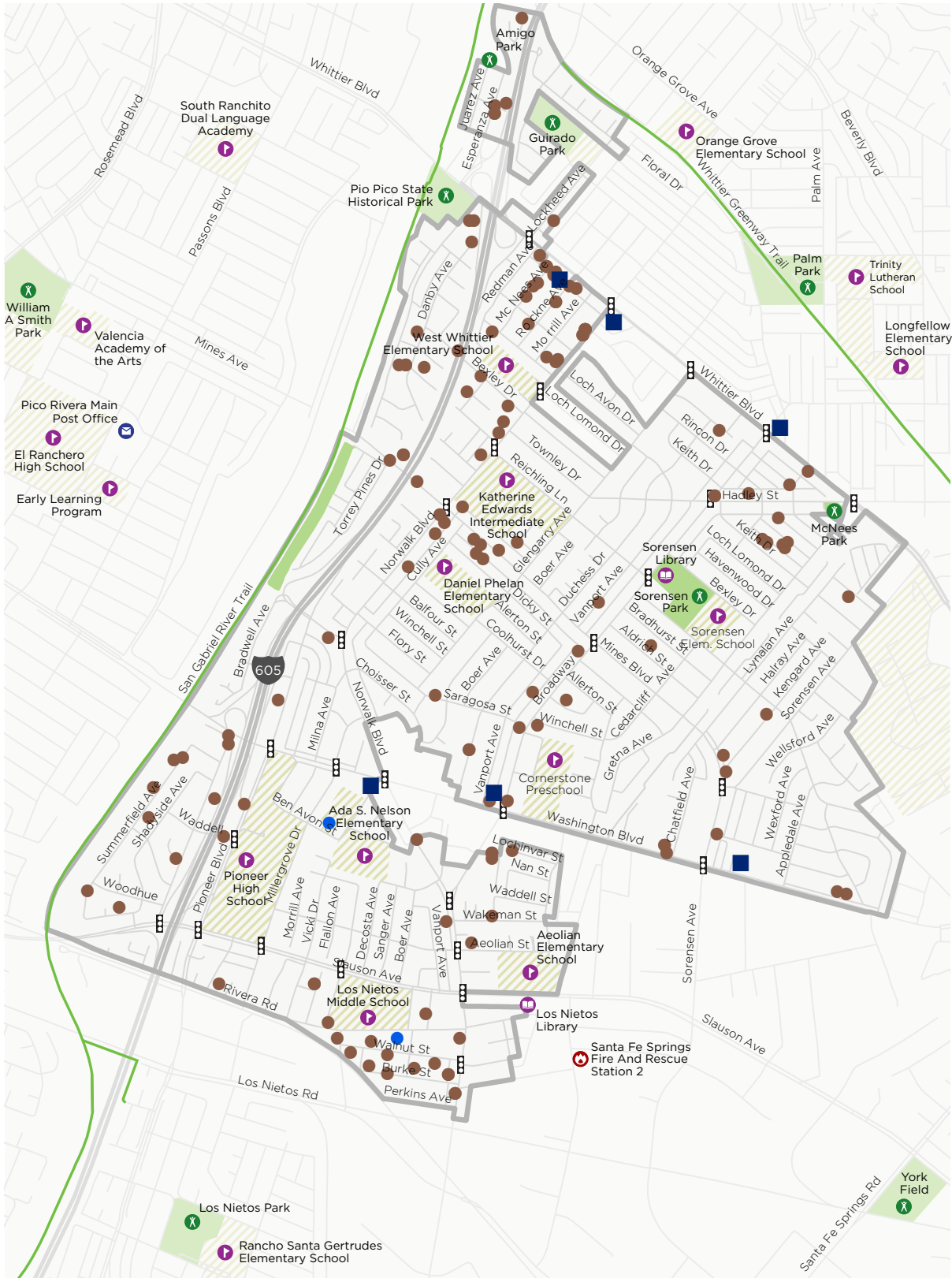
- ▶ **Alcohol retail outlets.** Six alcohol retail outlets exist in West Whittier-Los Nietos and an additional one is located just outside the community's border. A majority of community residents live within one-quarter mile of an alcohol retail outlet. Living within close proximity to a liquor store is associated with negative health outcomes, increased crime and nuisance activities.<sup>2</sup>
- ▶ **Graffiti and illegal dumping.** These nuisance crimes create a negative visual impact that affects the perception of safety and can discourage walking.<sup>3</sup> Graffiti has been reported in the southern portion of West Whittier-Los Nietos, while illegal dumping appears to be concentrated along Rivera Road, Mines Boulevard, Norwalk Boulevard, and Whittier Boulevard.
- ▶ **Illicit Activities.** Community members have reported witnessing illegal behavior including drug dealing and prostitution. These activities tend to reduce the feeling of safety for people walking both because of fears related to becoming the victim of a crime, and the relationship to an increased likelihood of inebriated drivers in the area

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

2 The risk of assaultive violence and alcohol availability in Los Angeles County. 1995. American Journal of Public Health. <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1614881/>

3 In one study of a "relatively low-income, ethnically mixed neighborhood" low perceived safety correlated with lower rates of physical activity, greater rates and prevalence of obesity. National Center for Biotechnology Information. Physical activity mediates the relationship between perceived crime safety and obesity. 2014. <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4134936/>

Figure 10-4: Map showing nuisance activities in West Whittier-Los Nietos, 2016



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



**NUISANCES**

**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

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

**NUISANCES**

- DUMPING
- LIQUOR STORE
- GRAFFITI

## CRIME

Crime and safety are connected with health in several ways. The fear of crime can limit access to public spaces, reducing participation in healthy activities, and in turn limit walking and utilization of public parks. Because fear of crime may impact participation in healthy activities and increase depression, addressing and reducing crime may promote health benefits.

Crime, and violent crime in particular, is an issue throughout West Whittier-Los Nietos. Between January and July 2016, the community experienced 94 crimes per 10,000 people. Property crimes, which include burglary, theft,<sup>1</sup> grand theft auto, and theft from vehicles, accounted for nearly 60 percent of the crimes reported.

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

Violent crimes, which include homicide, rape, aggravated assault, and robbery, accounted for over 40 percent of crimes committed in West Whittier-Los Nietos.<sup>23</sup> The community's violent crime rate is likely a factor in deterring people from walking in the community.<sup>4</sup> Of these violent crimes, 44 were reported as homicides. Most violent crimes reported in West Whittier-Los Nietos between January and July 2016 are clustered along primary corridors, especially Norwalk Boulevard and Whittier Boulevard, as well as near many parks and schools (Figure 10-5).

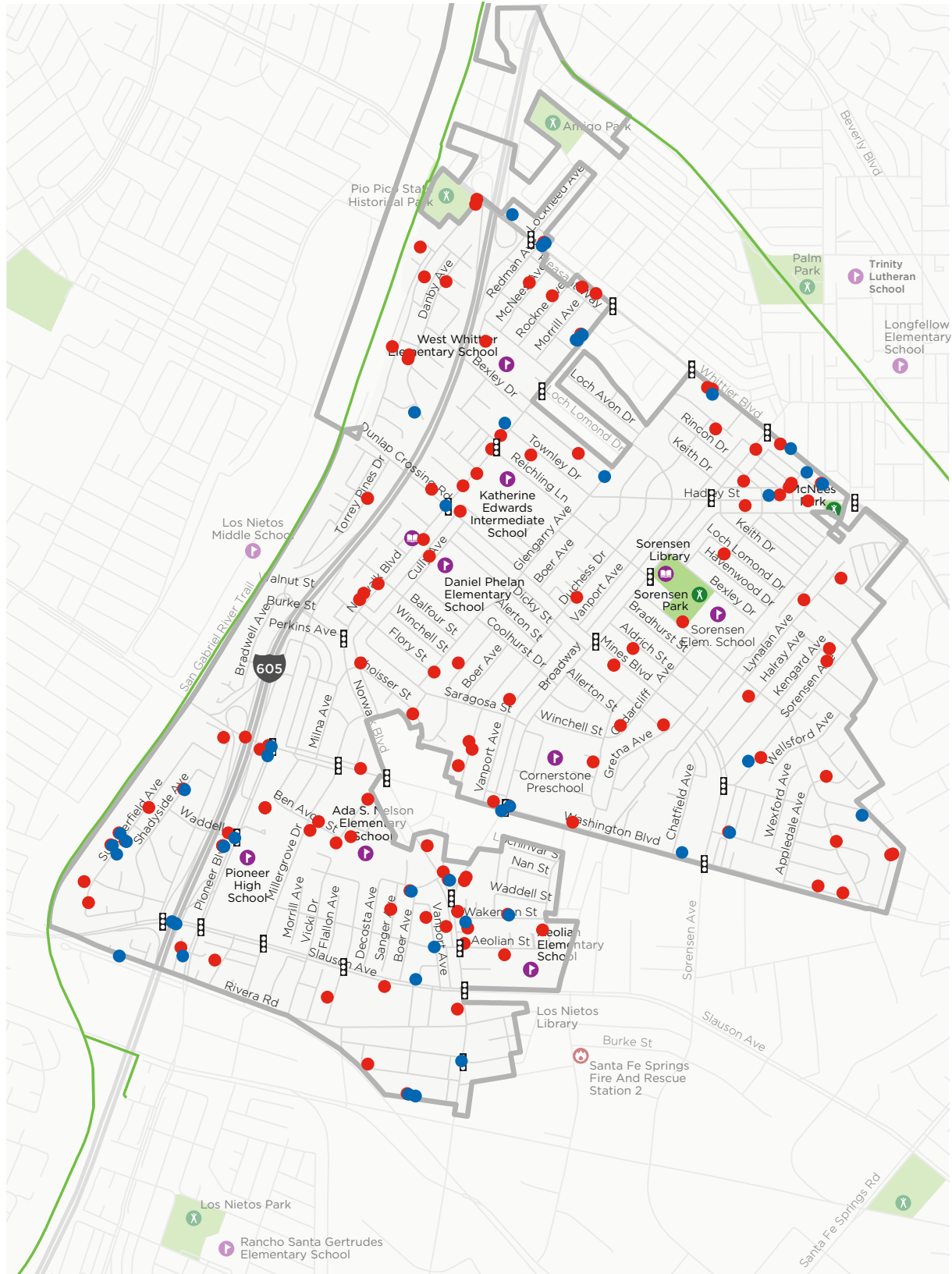
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<sup>2</sup> Robbery, in contrast to theft, is a taking of property that involves person-to-person interaction with force, intimidation, and/or coercion. Nancy King Law, 2018.

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

<sup>4</sup> Sheriff's Department, cited in LA Times Mapping LA, August 2016

Figure 10-5: Map showing violent crime in West Whittier-Los Nietos (January - June 2016)



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

**CRIME**

**DESTINATIONS**

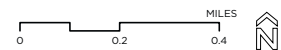
- SCHOOL
- LIBRARY
- POST OFFICE
- PARK/RECREATION
- EMERGENCY SERVICES

**EXISTING INFRASTRUCTURE**

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

**CRIME**

- HOMICIDE
- ALL OTHER VIOLENT CRIME

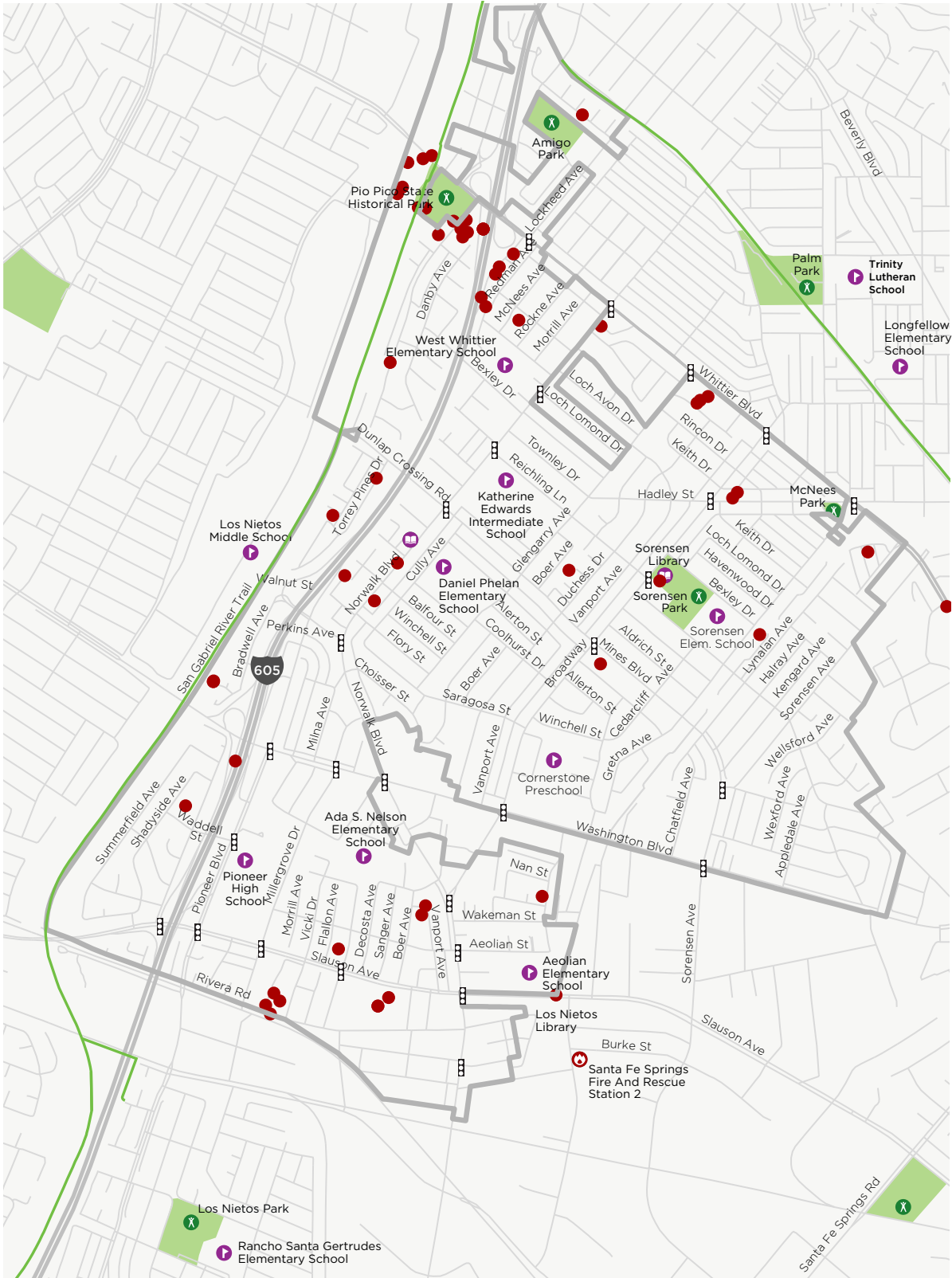


#### GANG ACTIVITY

Gangs and crimes committed by gangs are an issue in West Whittier-Los Nietos (Figure 10-6). Gang activity is dispersed throughout the community, but it is clustered along Whittier Boulevard and Norwalk Boulevard and near Pio Pico Historic Park, Ada S. Nelson Elementary School, and Pioneer High School.

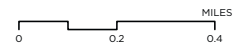


Figure 10-6: Map showing crime related to gang activity in West Whittier-Los Nietos (January – June 2016)



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

### GANG-RELATED CRIMES



- | DESTINATIONS    | INFRASTRUCTURE                | GANG ACTIVITY       |
|-----------------|-------------------------------|---------------------|
| SCHOOL          | ROAD NETWORK                  | GANG-RELATED CRIMES |
| LIBRARY         | TRAFFIC SIGNAL                |                     |
| POST OFFICE     | EXISTING OFF-STREET BIKE PATH |                     |
| PARK/RECREATION |                               |                     |
| FIRE STATION    |                               |                     |



## EXISTING PEDESTRIAN FACILITIES

This section examines existing pedestrian facilities, identifying opportunities for enhancement in West Whittier-Los Nietos. These opportunities for enhancement are recorded in Figure 10-7 and Figure 10-8, including existing areas of discontinuous or narrow sidewalks, crosswalks, traffic signals, and lighting conditions.

### Sidewalks

Residential streets within West Whittier-Los Nietos that have existing sidewalks generally have four to five feet of sidewalk available for pedestrian use. The community has several areas without sidewalks, or with sidewalks that pose challenges to people walking. There are discontinuous or narrow sidewalks along Pioneer Boulevard, Sorensen Avenue, Mines Avenue, and a small section of Whittier Boulevard.



Additionally, most residential streets do not have sidewalks. This lack of formal pedestrian walkways may create pedestrian conflicts with motor vehicles. Additionally, it is common for drivers entering or exiting commercial driveways in this area to not yield to pedestrians walking along the sidewalks.

Walk audit observations are mapped in Figure 10-7 and include discontinuous and narrow sidewalks, limited lighting, poor pavement conditions, or roadways with high motor vehicle speeds.

### Trails

The San Gabriel River trail runs along the western edge of West Whittier-Los Nietos. This trail is an important regional connector that provides pedestrian access through the San Gabriel Valley and Gateway Cities. The trail is located adjacent to the river right-of-way and is flanked through the entirety of West Whittier-Los Nietos by an active railroad that serves as a physical and psychological barrier between the community and the trail. Access points to the San Gabriel River Trail is available at Washington Boulevard and Dunlap Crossing Road, with nearby access points

*The existing sidewalk on Vicki Drive ends at Rivera Road, nearby Los Nietos Middle School*

at Whittier Boulevard (within the City of Whittier) and at Pioneer Boulevard (within the City of Santa Fe Springs).

### **Crosswalks**

Opportunities to enhance existing crosswalks are concentrated on major streets throughout West Whittier-Los Nietos, such as Whittier Boulevard, Norwalk Boulevard, Washington Boulevard, and Slauson Avenue. Most of these corridors contain large intersections with multiple through and turning lanes that extend pedestrian crossing distance and time. There are also a number of skewed intersections, such as the junction of Norwalk Boulevard and Washington Boulevard, which typically have large curb radii, thereby increasing pedestrian crossing distance, and enabling higher turning speeds for motor vehicles. During field observations, the project team observed multiple drivers that failed to yield to pedestrians at unsignalized crossings.

At some locations, the presence of raised median noses within the crosswalks presents additional challenges, particularly for disabled individuals. Raised median noses inside the crosswalk reduce the available width of the crosswalk, leading pedestrians to either walk over or around

the median nose. Challenging crossings are shown in Figure 10-8 and include faded crosswalk striping, unmarked crosswalks, or curb ramps that are damaged or not up to current ADA standards.

### **Curb Ramps**

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

### **Curb Radius**

Like most urban environments, a curb radius of 15 feet is typical on streets in West Whittier-Los Nietos. The large number of skewed intersections presents additional challenges related to vehicle speeds and pedestrian safety. Large curb radii assist cars making right turns by enabling cars to have faster turning speeds. These higher speeds increase the severity of impact if there were to be a collision. Large radii also set back the curb ramp, thus requiring greater right-of-way and increasing a pedestrian's crossing distance.

### Traffic Signals

In West Whittier-Los Nietos, not all existing crossings are signalized. As shown in Figure 10-8, traffic signals are concentrated on major corridors like those along Norwalk Boulevard (15 signals), Pioneer Boulevard (three signals), Slauson Avenue (five signals), Washington Boulevard (five signals), and Whittier Boulevard (five signals). Traffic signals are also concentrated around schools – namely Pioneer High School and Katherine Edwards Intermediate School. Pedestrian signal heads are installed at signalized intersections, which require accessible push button activation.

### Lighting

Lighting at crosswalks and intersections meets state regulations throughout West Whittier-Los Nietos; however many community members have expressed dissatisfaction with lighting along sidewalks. Limited lighting along sidewalks can increase fear about personal safety and discourage pedestrian activity.

### Tree Canopy

Tree canopies make walking feel safer and more pleasant, and can address heat islands, beautify the community, and increase overall quality of life. West Whittier-Los Nietos is ranked in the lowest 10th percentile (worst) for tree canopy coverage.<sup>1</sup> Opportunities to increase tree canopy coverage, as well as landscape and other shade structures, are considered in the development of the West Whittier-Los Nietos Pedestrian Plan. The southern and central portion of West Whittier-Los Nietos has the least tree canopy coverage relative to population.

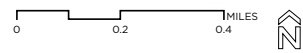
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1 Public Health Alliance's Healthy Places Index, 2016

Figure 10-7: Map of walk audit observations related to sidewalks and paths in West Whittier-Los Nietos



### WALK AUDIT OBSERVATIONS IN WEST WHITTIER-LOS NIETOS SIDEWALKS



**DESTINATIONS**

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

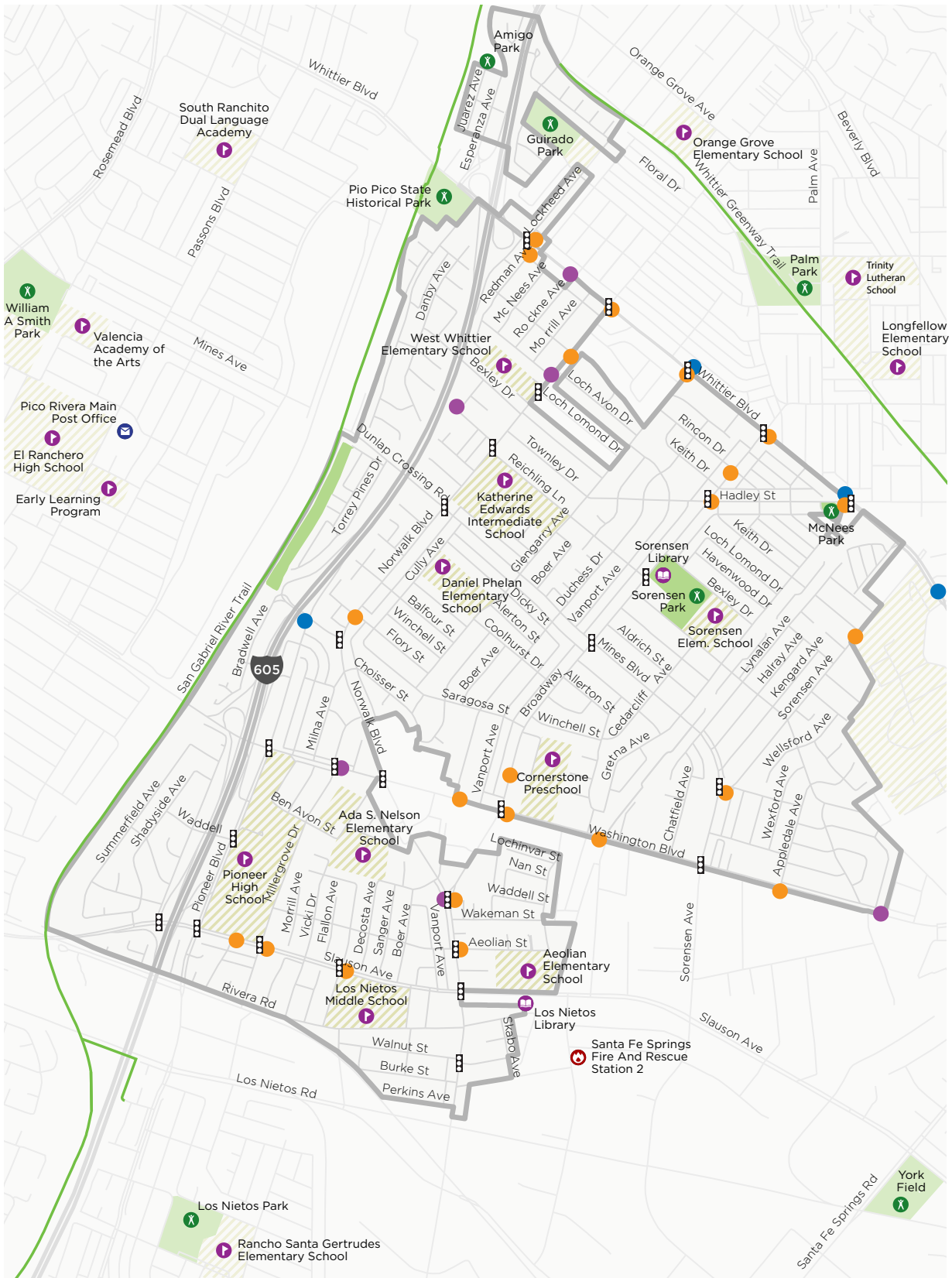
**EXISTING INFRASTRUCTURE**

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

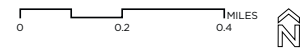
**SIDEWALK OBSERVATIONS**

- DISCONTINUOUS SIDEWALK
- LIMITED LIGHTING

Figure 10-8: Map of walk audit observations related to intersections in West Whittier-Los Nietos



### WALK AUDIT OBSERVATIONS IN WEST WHITTIER-LOS NIETOS INTERSECTIONS



**DESTINATIONS**

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

**EXISTING INFRASTRUCTURE**

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

**INTERSECTION OBSERVATIONS**

- FADED CROSSWALK STRIPING
- UNMARKED CROSSWALK
- NOT TO CURRENT ADA STANDARDS/  
DAMAGED CURB RAMPS



## PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for West Whittier-Los Nietos' pedestrian network. In general, the proposed pedestrian facilities focus on enhancing safety, comfort, and accessibility for people walking or wheeling in West Whittier-Los Nietos. Proposed projects in West Whittier-Los Nietos (Figure 10-9) include:

- ▶ **Corridor Studies:** Potential roadway reconfigurations that may enhance walking conditions and potentially add more green space to the community, but need further study to implement.
- ▶ **Crossing Projects:** Facilities that may enhance pedestrian safety including high-visibility crosswalks, curb extensions, advance yield markings, pedestrian-activated warning systems, and updated curb ramps. Any recommendation to stripe a crosswalk (at controlled or uncontrolled locations) should be consistent with the County's Crosswalk Guidelines.
- ▶ **Sidewalk/Path Projects:** Facilities that may make walking down the street safer and more comfortable, including adding new or widened sidewalks and evaluating removal or relocation of driveways.
- ▶ **Pedestrian Lighting:** Human-scaled lights that provide lighting for people walking in West Whittier-Los Nietos, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 for more information about requesting pedestrian-scale lighting in West Whittier-Los Nietos.

Most proposed facilities are located along Norwalk Boulevard, Pioneer Boulevard, Slauson Avenue, and Washington Boulevard. Each of these corridors have a history of pedestrian-involved collisions and high motor vehicle volumes and speeds, and were identified by community members as high priority.

Norwalk Boulevard could be considered for a roadway reconfiguration, which could help calm traffic along this busy corridor. High-visibility crosswalks, curb extensions, and advance yield markings will enhance crossings along Norwalk Boulevard where it is currently challenging. Particularly, the intersection of Norwalk Boulevard and Broadway was identified as high-priority by community members. New crosswalks at this intersection, and the intersection of Norwalk Boulevard and Aeolian Street will require further study by Public Works.

Pioneer Boulevard could be enhanced for pedestrians through installation of continental crosswalks, pedestrian-activated warning systems, and reduced curb radii, particularly at I-605 ramps. It is important to note that all I-605 ramps fall under Caltrans jurisdiction; thus, additional coordination will be required to implement projects at these locations.

Slauson Avenue may be studied by Public Works to determine whether a roadway reconfiguration is appropriate to calm traffic. The crosswalks at the intersection of Slauson Avenue and Alburtis Avenue could be restriped as high-visibility school crosswalks to enhance safety for children crossing, and Americans with Disabilities Act-compliant curb ramps could be installed at Slauson Avenue and Millergrove Drive. Per the Los Nietos Safe Routes to School Plan, a signalized crossing is proposed at Slauson Avenue and Duchess Drive, where the new library is located. Pedestrian-scale lighting along Slauson Avenue could also enhance safety and comfort for pedestrians.

Further, multiple pedestrian paths connecting Slauson to adjacent residential streets (Sanger Avenue, Decosta Avenue, Alburtis Avenue, and Morrill Avenue) have been fenced off. This fencing blocks pedestrian access to Slauson Avenue and could be removed to provide better access to nearby schools. Further review will be necessary to determine whether these paths are in public right-of-way, in addition to coordination with adjacent property owners.

Curb extensions could shorten the crossing distance across Washington Boulevard, which along with high-visibility crosswalks and refuge islands may enhance safety for pedestrians. The installation of a sidewalk on the southeast corner of Washington Boulevard at Allport Avenue is also proposed. Further, pedestrian-scale lighting is proposed from Sorensen Avenue to the San Gabriel River Trail to increase pedestrian safety and comfort.

On Mines Boulevard, a cycle track could help calm traffic, pending further study by Public Works. At Mines Boulevard and Glengarry Avenue, a traffic signal is currently planned by Public Works, along with continental crosswalks. Curb extensions at Sorensen Avenue could shorten pedestrian crossing distances and high-visibility crosswalks could enhance pedestrian safety. Further, a mini roundabout is currently planned for Mines Boulevard at Gretna Avenue, which could help calm traffic and enhance safety for people walking.

Pending further study, installing sidewalks on residential streets in West Whittier-Los Nietos could enhance pedestrian connections to major corridors. Additionally, multiple pedestrian projects were proposed in the Los Nietos Safe Routes to School Plan. These projects include signal updates, signage, striping, and updated curb ramps, and should be considered for implementation.



Throughout the community, particularly along Broadway, there are multiple locations where excess driveways could be evaluated for removal or relocation. It is important to note that the County cannot remove or relocate driveways without obtaining property owner approval and confirmation that there are no adverse impacts to the prior planning approval.

In addition to the aforementioned proposed projects, the County has received funding for a Los Nietos Safe Routes to School project. Projects that may be installed as part of this program include upgraded pedestrian push buttons, striping, signage, ADA compliant curb ramps, countdown pedestrian heads, and curb extensions at various intersections in West Whittier-Los Nietos, south of Washington Boulevard.

These proposed projects are detailed in Table 10-6 and mapped in Figure 10-9. The project list includes estimated costs and prioritization scores for each project. Public Works often applies for grant funding at the corridor level, rather than individual intersections, so the average prioritization score for each corridor is included in the list as well. Chapter 6 provides an overview of how the County will implement these projects, Appendix D contains detailed information on

potential funding sources and project prioritization scoring, and Appendix E provides additional information about cost estimates.

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

Table 10-6: Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
<b>Aeolian Street</b>				<b>Average Corridor Score: 63.9</b>	
County	Aeolian Street / Vicki Drive	Northwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Aeolian Street / Morrill Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	65.0
County	Aeolian Street / Flallon Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	60.0
County	Aeolian Street / Alburdis Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	60.0
County	Aeolian Street / Decosta Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	60.0
County	Aeolian Street / Sanger Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	60.0
County	Aeolian Street / Boer Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	65.0
County	Aeolian Street / Vanport Avenue	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$24,000	80.0
County	Aeolian Street (Millergrrove Drive to Norwalk Boulevard)	Both sides of street	Install sidewalks	\$475,200	65.0
<b>Bexley Drive</b>				<b>Average Corridor Score: 56.9</b>	
County	Bexley Drive / Danby Avenue	Northeast and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Bexley Drive / Milna Avenue	Northwest and Northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Bexley Drive / Rockne Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Bexley Drive / Glengarry Avenue	Northwest and southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	50.0
County	Bexley Drive (Danby Avenue to Glengarry Avenue)	Both sides of street	Install sidewalks	\$580,800	55.0
County	Bexley Drive / Thornlake Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Bexley Drive / Gretna Avenue	Northwest and southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Bexley Drive (Broadway to Gretna Avenue)	Both sides of street	Install sidewalks	\$264,000	50.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
<b>Broadway</b>				<b>Average Corridor Score: 72.1</b>	
County	Broadway / Keith Drive	West leg	Relocate stop bar before beginning curb return	\$500	60.0
County	Broadway / Reichling Lane	West, south, and east legs	Restripe as yellow continental crosswalk	\$7,500	65.0
County	Broadway / Mines Boulevard	All Legs	Restripe as continental crosswalk	\$10,000	70.0
County	Broadway / Saragosa Street	North-south direction	Install advance yield marking	\$1,000	60.0
		South Leg	Install curb extensions at crosswalk	\$80,000	
County	Broadway / Washington Boulevard	Northwest corner	Evaluate driveway relocation or removal <sup>2</sup>	\$10,000	80.0
County	Broadway, between Washington Boulevard and Norwalk Boulevard	West side of street, mid-block	Evaluate driveway relocation or removal <sup>2</sup>	\$10,000	90.0
		East side of street, mid-block	Evaluate driveway relocation or removal <sup>2</sup>	\$10,000	
County	Broadway (Washington Boulevard to Norwalk Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	80.0
<b>Cully Avenue</b>				<b>Average Corridor Score: 51.7</b>	
County	Cully Avenue / Mines Boulevard	Southwest and southeast corners	Reduce curb radii	\$100,000	50.0
County	Cully Avenue / Phelan Language Academy	Mid-block crossing	Restripe crosswalk to align with existing curb ramps	\$2,500	55.0
County	Cully Avenue / Balfour Street	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	50.0
		North leg	Stripe yellow continental crosswalk	\$2,500	
		East leg	Restripe as yellow continental crosswalk	\$2,500	
<b>Dunlap Crossing Road</b>				<b>Average Corridor Score: 50.0</b>	
County	Dunlap Crossing Road (San Gabriel River Trail to Norwalk Boulevard)	Both sides of street	Install sidewalks	\$25,000	50.0
<b>Glengarry Avenue</b>				<b>Average Corridor Score: 51.3</b>	
County	Glengarry Avenue (Rincon Drive to Loch Lomond Drive)	Both sides of street	Install sidewalks	\$158,400	45.0
County	Glengarry Avenue / Loch Lomond Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	50.0

## Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County	Glengarry Avenue / Aldrich Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Glengarry Avenue (Reichling Lane to Mines Boulevard)	Both sides of street	Install sidewalks	\$211,200	50.0
<b>Gretna Avenue</b>				<b>Average Corridor Score: 59.5</b>	
County	Gretna Avenue / Loch Lomond Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Gretna Avenue / Havenwood Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	55.0
County	Gretna Avenue / Bexley Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	55.0
County	Gretna Avenue / Rose Hedge Drive	Southeast and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	65.0
County	Gretna Avenue / Bradhurst Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Gretna Avenue / Aldrich Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Gretna Avenue / Dicky Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Gretna Avenue / Clive Avenue (north)	Northeast and Southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Gretna Avenue / Clive Avenue (south)	Northeast and Southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Gretna Avenue / Westman Avenue	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate	\$500,000	55.0
			Stripe continental crosswalk	\$7,500	
County	Gretna Avenue (Keith Drive to Washington Boulevard)	Both sides of street	Install sidewalks	\$893,000	55.0
<b>Hadley Street</b>				<b>Average Corridor Score: 53.3</b>	
County	Hadley Street / Glengarry Avenue	Northeast corner	Install new ADA compliant curb ramp where nonexistent	\$8,000	55.0
County	Hadley Street / Boer Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	50.0
County	Hadley Street / Duchess Drive	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	55.0
County	Hadley Street / Loch Avon Drive	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	55.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County	Hadley Street / Alley west of Broadway	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	55.0
County	Hadley Street (Glengarry Avenue to Broadway)	Both sides of street	Install sidewalks	\$316,800	50.0
<b>Loch Avon Drive</b>				<b>Average Corridor Score: 61.4</b>	
County	Loch Avon Drive (Redman Avenue to Norwalk Boulevard)	Both sides of street	Install sidewalks	\$211,200	65.0
County	Loch Avon Drive / McNeese Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	65.0
County	Loch Avon Drive / Rockne Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	75.0
County	Loch Avon Drive / Morrill Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	70.0
County	Loch Avon Drive / Glencannon Drive	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	50.0
County	Loch Avon Drive (Norwalk Boulevard to Glengarry Avenue)	Both sides of street	Install sidewalks	\$264,000	55.0
County	Loch Avon Drive / Glengarry Avenue	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	50.0
<b>Millergrrove Drive</b>				<b>Average Corridor Score: 65.0</b>	
County	Millergrrove Drive / Benavon Street	All corners	Install curb extension	\$160,000	60.0
		West and south legs	Restripe as yellow continental crosswalk	\$5,000	
County	Millergrrove Drive (Benavon Street to Rivera Road)	Both sides of street	Fill in gaps in sidewalk network	\$105,600	70.0
County	Millergrrove Drive / Wheelock Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	65.0
<b>Mines Boulevard</b>				<b>Average Corridor Score: 60.0</b>	
County	Mines Boulevard / Glengarry Avenue	North and south legs	Stripe yellow continental crosswalk	\$5,000	50.0
		All legs	Install traffic signal	\$300,000	
County	Mines Boulevard / Cedarcliff Avenue	All corners	Install curb extension	\$160,000	65.0
		All legs	Stripe continental crosswalk	\$10,000	
County	Mines Boulevard / Greta Avenue	All corners	Install curb extension	\$160,000	50.0
		-	Install mini roundabout	\$500,000	

## Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County	Mines Boulevard / Lambert Road / Sorensen Avenue	North and east legs	Restripe to continental crosswalk	\$5,000	60.0
		Northeast corner and northwest mid-block	Install curb extension	\$80,000	
County	Mines Boulevard (Norwalk Boulevard to Washington Boulevard)	-	Study for cycle track	Cost will vary for study, design, and implementation	75.0
<b>Norwalk Boulevard</b>				<b>Average Corridor Score: 69.6</b>	
County	Norwalk Boulevard / Holbrook Street	North-south direction	Install advance yield marking	\$1,000	75.0
		North leg	Stripe continental crosswalk	\$2,500	
			Install new ADA compliant curb ramp at new crosswalk	\$8,000	
County	Norwalk Boulevard / Loch Lomond	North and east legs	Restripe as yellow continental crosswalk	\$5,000	65.0
		Northwest mid-block, northeast and southeast corners	Install curb extensions at crosswalk	\$120,000	
County	Norwalk Boulevard / Bexley Drive	North-south direction	Install advance yield marking	\$1,000	55.0
		All legs	Stripe continental crosswalk	\$10,000	
		North and south legs	Install pedestrian-activated warning system	\$160,000	
		All corners	Install curb extension	\$160,000	
County	Norwalk Boulevard / Reichling Lane	West, south, and east legs	Restripe as yellow continental crosswalk	\$7,500	65.0
		West mid-block of south jog, southeast corner	Install curb extensions at crosswalk	\$80,000	
County	Norwalk Boulevard / Mines Boulevard	All legs	Restripe to continental crosswalk	\$10,000	60.0
		All corners	Install curb extension	\$160,000	
County	Norwalk Boulevard / Balfour Avenue	North-south direction	Install advance yield marking	\$1,000	65.0
		Northeast and southeast corners	Install curb extensions at crosswalk	\$80,000	
County	Norwalk Boulevard / Saragosa Street	West and south legs	Restripe to continental crosswalk	\$5,000	70.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County	Norwalk Boulevard / Broadway	All Legs	Restripe as continental crosswalk	\$12,500	70.0
		East leg	Stripe continental crosswalk to cross frontage road	\$2,500	
		East side of intersection	Study intersection for reconfiguration	\$200,000	
County	Norwalk Boulevard / Aeolian Street	South and east legs	Restripe as yellow continental crosswalk	\$5,000	80.0
		North and west legs, north leg of frontage road	Stripe yellow continental crosswalk	\$7,500	
		Southwest, northeast, and southeast corners	Install curb extension	\$120,000	
County	Norwalk Boulevard / Slauson Avenue	All legs	Restripe to continental crosswalk	\$10,000	85.0
County	Norwalk Boulevard (Whittier Boulevard to Slauson Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	80.0
County	Norwalk Boulevard / Rivera Road	All legs	Stripe continental crosswalk	\$10,000	70.0
		South leg	Study for traffic signal	\$300,000	
		Northwest and southeast corners	Reduce curb radii	\$100,000	
County	Norwalk Boulevard / Walnut Street	All legs	Restripe to continental crosswalk	\$10,000	65.0
		Northwest and Southwest corners, east side of street at north leg, west side of street at south leg	Install curb extensions at existing crosswalk	\$160,000	
<b>Pioneer Boulevard</b>				<b>Average Corridor Score: 69.3</b>	
Caltrans	Pioneer Boulevard / Saragosa Street	South leg	Restripe as continental crosswalk	\$2,500	65.0
		North leg (605 ramp)	Stripe continental crosswalk	\$2,500	
		Northwest and northeast corners	Reduce curb radii	\$100,000	
		Southwest and southeast corners	Install curb extension	\$80,000	
Caltrans	Pioneer Boulevard / 605 ramp (north of Washington Boulevard)	West leg	Restripe as continental crosswalk	\$2,500	60.0
			Install pedestrian-activated warning system	\$80,000	
		Southwest corner	Reduce curb radii	\$50,000	



**Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos, continued**

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
Caltrans	Pioneer Boulevard / 605 ramp (south of Washington Boulevard)	West leg	Restripe as continental crosswalk	\$2,500	65.0
			Install pedestrian-activated warning system	\$80,000	
		Northwest corner	Reduce curb radii	\$50,000	
County	Pioneer Boulevard / Waddell Street	West and north legs	Restripe as yellow continental crosswalk	\$5,000	60.0
		All corners	Install curb extension	\$120,000	
Caltrans	Pioneer Boulevard / 605 ramp (north of Slauson Avenue)	West leg	Restripe as continental crosswalk	\$2,500	80.0
			Install pedestrian-activated warning system	\$80,000	
		Southwest corner	Reduce curb radii	\$50,000	
County	Pioneer Boulevard / Slauson Avenue	All legs	Restripe as yellow continental crosswalk	\$10,000	85.0
County	Pioneer Boulevard / Rivera Road	All legs	Stripe continental crosswalk	\$10,000	70.0
		North and south legs	Install pedestrian-activated warning system	\$160,000	
<b>Reichling Lane</b>				<b>Average Corridor Score: 60.0</b>	
County	Reichling Lane / Glengarry Avenue	Southeast corner	Install new ADA compliant curb ramp where nonexistent	\$8,000	60.0
County	Reichling Lane / Duchess Drive	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	60.0
County	Reichling Lane / Boer Avenue	Northeast corner	Install new ADA compliant curb ramp where nonexistent	\$8,000	60.0
County	Reichling Lane (Glengarry Avenue to Vanport Avenue)	Both sides of street	Install sidewalks	\$105,600	60.0
<b>Rivera Road</b>				<b>Average Corridor Score: 50.0</b>	
County	Rivera Road / Decosta Avenue	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	50.0
<b>Saragosa Street</b>				<b>Average Corridor Score: 48.3</b>	
County	Saragosa Street / Duchess Drive	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$24,000	50.0
County	Saragosa Street / Vanport Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	50.0
County	Saragosa Street (Duchess Drive to Broadway)	Both sides of street	Install sidewalks	\$105,600	45.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
<b>Slauson Avenue</b>				<b>Average Corridor Score: 70.0</b>	
Caltrans	Slauson Avenue / 605 ramp (west of Pioneer Boulevard)	North leg	Restripe as continental crosswalk	\$2,500	85.0
			Install pedestrian-activated warning system	\$80,000	
County	Slauson Avenue / Millergrove Drive	All corners	Install ADA compliant curb ramp	\$32,000	75.0
		All legs	Restripe as yellow continental crosswalks	\$10,000	
		West and east legs	Install median refuge islands to reduce crossing distance	\$60,000	
County	Slauson Avenue / Morill Avenue	North side of street	Remove fencing blocking pedestrian path	\$500	70.0
County	Slauson Avenue / Alburis Avenue	North side of street	Remove fencing blocking pedestrian path	\$500	65.0
		West, south, and east legs	Restripe as yellow continental crosswalk	\$7,500	
		West and east legs	Install median refuge islands to reduce crossing distance	\$60,000	
County	Slauson Avenue / Decosta Avenue	North side of street	Remove fencing blocking pedestrian path	\$500	65.0
County	Slauson Avenue / Duchess Drive	East leg	Install traffic signal with pedestrian signal heads	\$300,000	60.0
			Install median refuge island	\$30,000	
		North, south, and east legs	Stripe continental crosswalk	\$7,500	
County	Slauson Avenue / Sanger Avenue	North side of street	Remove fencing blocking pedestrian path	\$500	65.0
County	Slauson Avenue (San Gabriel River Trail to Norwalk Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	75.0
County	Slauson Avenue (Pioneer Boulevard to Norwalk Boulevard)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	70.0
<b>Sorensen Avenue</b>				<b>Average Corridor Score: 54.0</b>	
County	Sorensen Avenue / Havenwood Drive	Southwest corner	Install new ADA compliant curb ramp where nonexistent	\$8,000	55.0
County	Sorensen Avenue / Townley Drive	Northeast and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	55.0
County	Sorensen Avenue / Rose Hedge Drive	All corners	Install curb extensions	\$160,000	50.0
		North leg	Restripe as continental crosswalk	\$2,500	
			Install pedestrian-activated warning system	\$80,000	

## Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County	Sorensen Avenue (Havenwood Drive to Rose Hedge Drive)	Both sides of street	Install sidewalks	\$211,200	50.0
County	Sorensen Avenue / Lambert Road	East side of intersection	Close right turn channel onto Sorensen Avenue	\$50,000	60.0
<b>Vicki Drive</b>				Average Corridor Score: 55.0	
County	Vicki Drive / Godoy Street	Northeast and southeast corners, northwest mid-block	Install curb extension	\$120,000	60.0
		North leg	Stripe yellow continental crosswalk	\$2,500	
		East leg	Restripe as yellow continental crosswalk	\$2,500	
County	Vicki Drive / Abbotsford Road	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	60.0
County	Vicki Drive / Aeolian Street	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	50.0
		West and south legs	Stripe yellow continental crosswalk	\$5,000	
County	Vicki Drive (Waddell Street to Slauson Avenue)	Both sides of street	Install sidewalks	\$264,000	50.0
<b>Waddell Street</b>				Average Corridor Score: 68.8	
County	Waddell Street / Sanger Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	70.0
County	Waddell Street / Rexall Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	70.0
County	Waddell Street / Boer Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	70.0
County	Waddell Street (Decosta Avenue to Norwalk Boulevard)	Both sides of street	Install sidewalks	\$158,400	65.0
<b>Walnut Street</b>				Average Corridor Score: 40.0	
County	Walnut Street / Orange Street	-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	40.0
<b>Washington Boulevard</b>				Average Corridor Score: 74.5	
County	Washington Boulevard / Pioneer Boulevard	All legs	Restripe as yellow continental crosswalk	\$10,000	85.0
		West and east legs	Install median refuge island	\$60,000	

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
County	Washington Boulevard / Danby Avenue	South leg	Consider eliminating turn channel to reduce curb radius from Washington Boulevard to Pioneer High School	\$50,000	80.0
County	Washington Boulevard / Millergrove Drive	West leg and frontage road	Restripe as yellow continental crosswalk	\$5,000	80.0
		South and east legs, east leg of frontage road	Stripe continental crosswalk	\$7,500	
County	Washington Boulevard / Vicki Drive	South leg	Stripe continental crosswalk	\$2,500	85.0
County	Washington Boulevard / Norwalk Boulevard	All legs	Restripe as continental crosswalk	\$10,000	85.0
		West and east legs	Install median refuge island	\$60,000	
County	Washington Boulevard / Broadway	West leg	Modify median curb to end behind crosswalk	\$10,000	80.0
		All Legs	Restripe to continental crosswalk	\$10,000	
		Northwest and southwest corners	Evaluate driveway relocation or removal <sup>2</sup>	\$10,000	
County	Washington Boulevard / Sorensen Avenue	All corners	Install curb extension	\$160,000	55.0
		All legs	Restripe as continental crosswalk	\$10,000	
County	Washington Boulevard (San Gabriel River Trail to Sorensen Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	80.0
County	Washington Boulevard / Appledale Avenue	Northeast corner	Stripe continental crosswalk to mark path from frontage road sidewalk	\$2,500	55.0
County	Washington Boulevard / Crowndale Avenue	Northeast corner	Stripe continental crosswalk to mark path from frontage road sidewalk	\$2,500	60.0
		Median ramp	Install new ADA compliant curb ramp where nonexistent	\$8,000	
<b>Westman Avenue</b>				<b>Average Corridor Score: 57.0</b>	
County	Westman Avenue / Lochinvar Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	55.0
County	Westman Avenue / Nan Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Westman Avenue / Waddell Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	55.0
County	Westman Avenue / Wakeman Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	60.0
County	Westman Avenue (Washington Boulevard to Aeolian Street)	Both sides of street	Install sidewalks	\$264,000	55.0

Proposed pedestrian projects and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost <sup>1</sup>	Prioritization Score
<b>Whittier Boulevard</b>				<b>Average Corridor Score: 69.4</b>	
Caltrans	Whittier Boulevard / I-605 Northbound Ramp	East-west direction	Install advance yield marking	\$1,000	75.0
		North leg	Restripe as continental crosswalk	\$2,500	
Caltrans	Whittier Boulevard / I-605 Southbound Ramp	East-west direction	Install advance yield marking	\$1,000	75.0
		South leg	Restripe as continental crosswalk	\$2,500	
County/ Caltrans	Whittier Boulevard / Lockheed Avenue	East leg	Restripe crosswalk to align with curb ramp on southeast corner	\$2,500	70.0
County/ Caltrans	Whittier Boulevard / Norwalk Boulevard	East leg	Restripe as continental crosswalk to align with curb ramps	\$2,500	65.0
County/ Caltrans	Whittier Boulevard / Glengarry Avenue	South leg	Restripe as continental crosswalk	\$2,500	60.0
County/ Caltrans	Whittier Boulevard / Broadway	East leg	Restripe crosswalk to align with curb ramp on southeast corner	\$2,500	75.0
County/ Caltrans	Whittier Boulevard / Western Avenue	South leg	Relocate stop bar before beginning curb return	\$500	65.0
County/ Caltrans	Whittier Boulevard / Hadley Street	All legs	Restripe as continental crosswalk	\$12,500	70.0
		South leg	Shorten median curb to end behind crosswalk	\$10,000	
Total Capital Costs <sup>3</sup>				\$14,051,800	
Contingency (20% of total capital cost)				\$2,810,360	
Total P.E. (30% of total capital cost)				\$4,215,540	
Total Construction Engineering (50% of total capital cost)				\$7,025,900	
<b>Project Total</b>				<b>\$28,103,600</b>	

<sup>1</sup>All costs are based on 2018 estimates. Appropriate inflation and escalation increases may be applicable at time of implementation.

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

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

Figure 10-9: Proposed pedestrian projects in West Whittier-Los Nietos



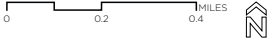
### PROPOSED PEDESTRIAN PROJECTS

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

- EXISTING INFRASTRUCTURE**
- ROAD NETWORK
  - TRAFFIC SIGNAL

- PROPOSED PROJECTS**
- NEW OR IMPROVED CROSSING
  - NEW OR IMPROVED CROSSING WITH BEACON/SIGNAL
  - NEW TRAFFIC SIGNAL
  - TRAFFIC CALMING

- NEW OR IMPROVED SIDEWALKS
- PEDESTRIAN-SCALE LIGHTING WITH BEACON/SIGNAL
- STREET TREES
- STUDY FOR POTENTIAL ROAD RECONFIGURATION
- TRAFFIC CALMING



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

## PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific facilities help to enhance the pedestrian experience, these alone are not enough to make long-term, wide-spread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2, while Table 10-7 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in West Whittier-Los Nietos.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs can be found in Chapter 5, while programs that are most important for West Whittier-Los Nietos are listed in Table 10-8.



**Table 10-7: Actions for West Whitter-Los Nietos**

Action	Lead Departments	Timeframe
C-1.1: Continue to support constituent requests, maintain, and seek new opportunities for public easements that shorten walking distances and encourage walking; where feasible and appropriate.	Public Works, Parks and Recreation	On-going
SC-1.1: Continue to explore ways to purchase, operate, and maintain pedestrian- scale lighting.	Public Works	On-going
SC-1.2: Support LED light installation on new and existing streetlight poles and, to reduce sidewalk clutter, consider combined street-scale and pedestrian-scale lighting on individual light poles, where feasible and appropriate.	Public Works	On-going
SC-1.3: Work with local businesses to maintain active building frontages (include outdoor restaurant seating) to promote sidewalk vitality and “eyes on the street.” Update the related zoning code, Community Standards Districts, and/or Community Plans as necessary.	Member Departments of the Healthy Design Workgroup	On-going
SC-1.4: Identify areas where illicit activities, such as cruising and prostitution, occur and work with Public Works to strategically deploy traffic calming measures with the goal of reducing these activities, where feasible and appropriate.	Sheriff	On-going

**Table 10-8: Programs for West Whitter-Los Nietos**

Program	Description
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2) encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up. Los Angeles County’s existing SRTS program is multifaceted and involves multiple County agencies to implement infrastructure projects around schools, in conjunction with school-based education and encouragement programs.
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors. More information can be found in Chapter 5, Program 2: Safe Passages.



ch. 11

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# EAST LOS ANGELES COMMUNITY PEDESTRIAN PLAN

# ACKNOWLEDGMENTS

## Department of Public Health

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## Consulting Team

- Alta Planning + Design
- Public Matters

## Contributing County Departments, Public Agencies, and Partners

- California Highway Patrol
- Caltrans
- LA County Department of Arts and Culture
- Los Angeles County Development Agency
- Los Angeles County Fire Department
- Los Angeles County Department of Parks and  
Recreation
- Los Angeles County Public Works
- Los Angeles County Department of Regional Planning
- Los Angeles Sheriff’s Department
- Los Angeles Metro

*Funded by the California Active Transportation Program.*



## 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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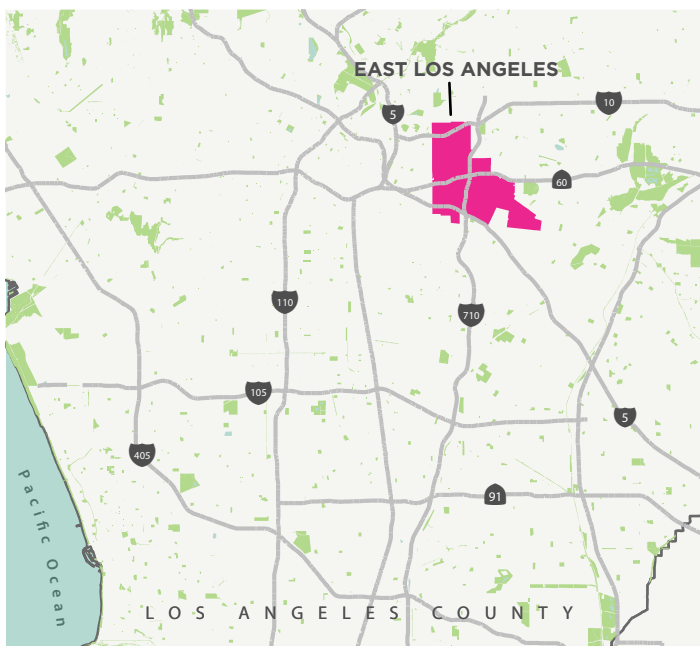
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## COMMUNITY PROFILE

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:*

Sabrina Benedict  
 Carlos Benavides  
 Lourdes Caracoza  
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 Paola Jaime  
 Reyna Macias  
 Amanda Mejia  
 Octavio Moreno  
 David Padilla  
 Miguel Ramos  
 Ariana Rodriguez  
 Christine Vazquez

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.<sup>1</sup>

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
<b>Education</b>		
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
<b>Poverty</b>		
Persons in Poverty	16.0	13.9
Median Household Income (in dollars)	\$65,971	\$77,456
<b>Age</b>		
Under 18 Years	23.8	21.6
18-64 Years	65.8	64.7
65 and Older	10.3	13.7
<b>Self-Identified Race/Ethnicity<sup>2</sup></b>		
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
<b>Immigration and Language</b>		
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.<sup>1</sup> 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.<sup>2</sup>

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.<sup>3</sup>

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.<sup>4</sup>

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
<b>Obesity</b>		
Children overweight (2-11)	18.4	13.5
Teens overweight (12-17)	49.0	34.2
Adult Obesity	41.8	29.6
<b>Physical Activity</b>		
Regular Physical Activity (5-17)	19.3	14.3
Walked at least 150 minutes (18+)	39.7	38.4
<b>Respiratory Illness</b>		
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
<b>Disability<sup>1</sup></b>		
With a disability, under age 65	7.2	6.3
<b>Food Access</b>		
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

<sup>1</sup> 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.<sup>1</sup> 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.<sup>2</sup> Overcrowding can have negative impacts on health, such as asthma in children, and can contribute to depression, anxiety, and stress.<sup>3</sup>

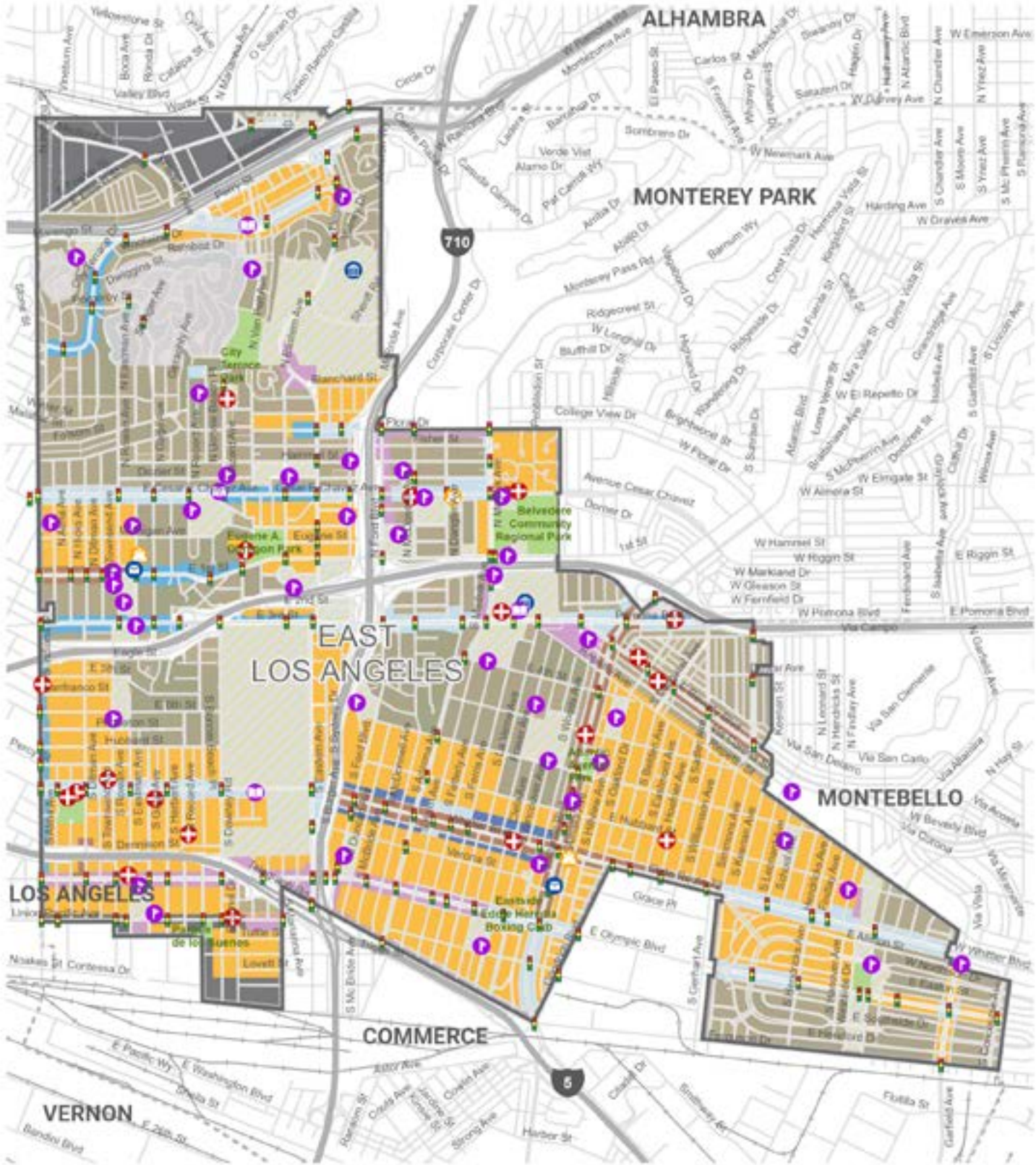
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1 Los Angeles County Board of Supervisors, East Los Angeles Community Plan, 1988.

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](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, 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.<sup>1</sup>

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.<sup>2</sup> Just two percent of residents in the Metro Planning Area, which includes East Los Angeles, are within walking distance of a Regional Recreation Park.<sup>3</sup>

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

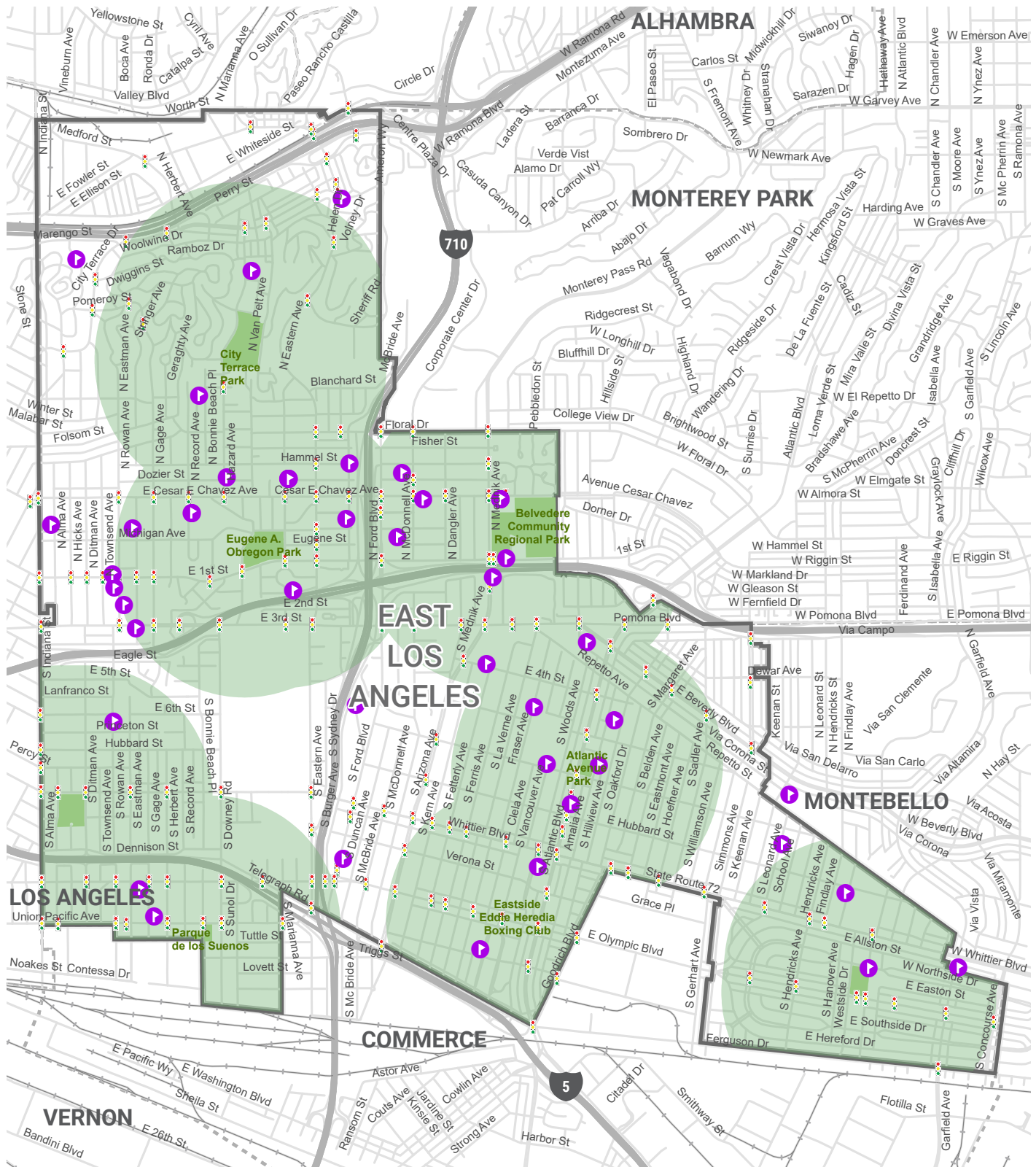
2 Ibid. Note: The distance from each household in East Los Angeles to the access points of all adjacent parks was calculated along the walkable road/pedestrian network, rather than "as the crow flies." Since pedestrians cannot safely or legally walk on highways or freeways, this method takes these barriers 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

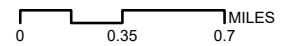
**DESTINATIONS**

-  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](http://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**

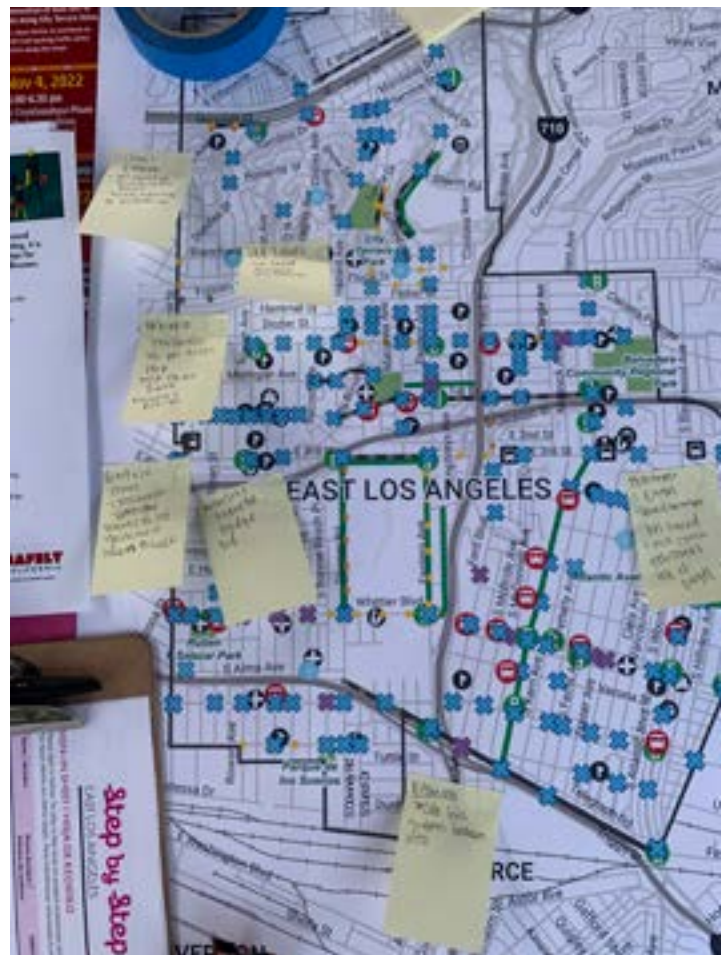
Following the release of the public draft of the East Los Angeles Community Pedestrian Plan, project staff held a series of nine in-person workshops between November 2022 and February 2023. This included seven targeted workshops with the following community groups:

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).<sup>1</sup>

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

<sup>1</sup> 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.<sup>1</sup> 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.

<sup>1</sup> 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.

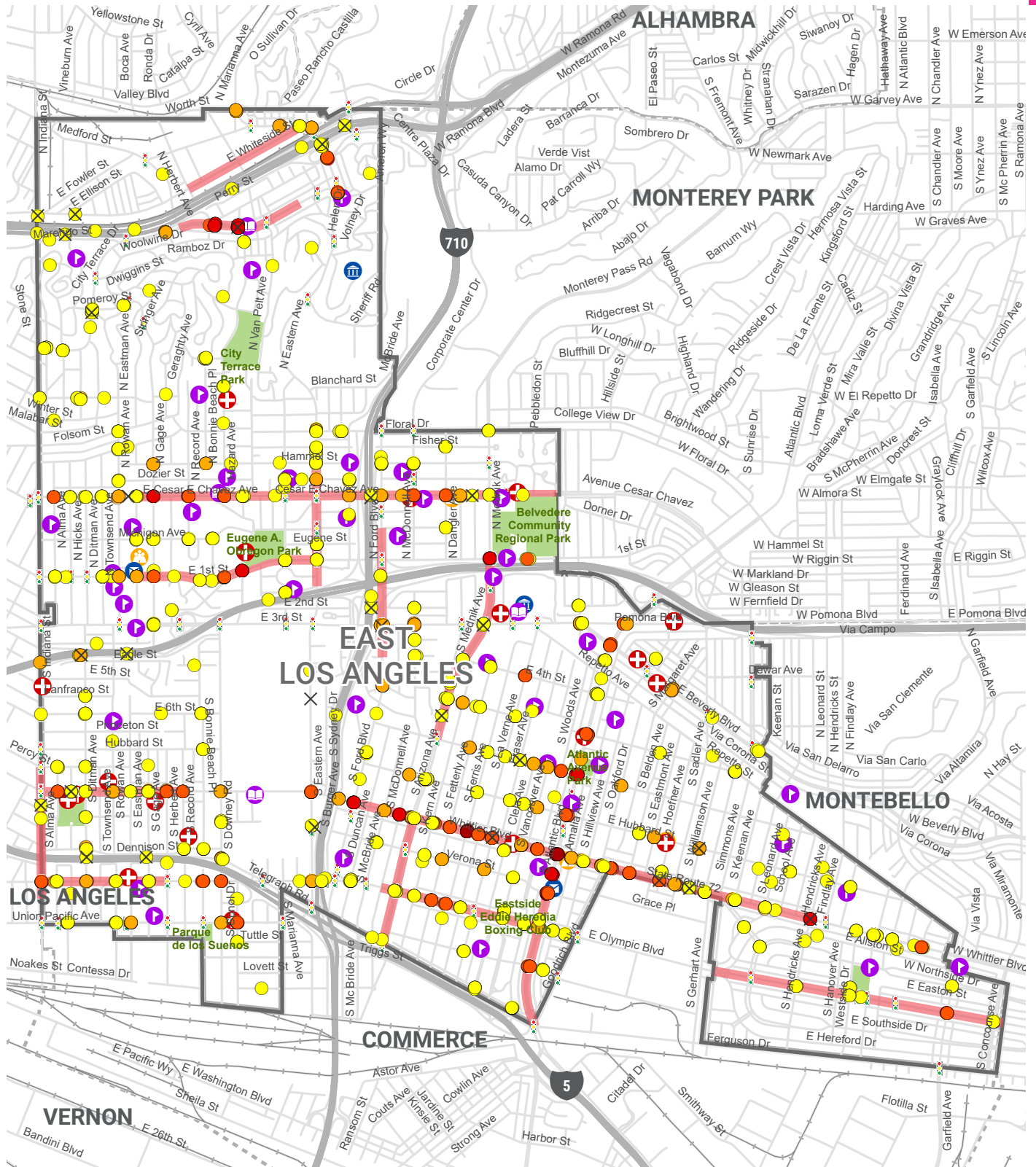
Figure 11-3 illustrates the pedestrian-involved collision locations within East Los Angeles, and includes Vision Zero CCCs. The days of the week with the most collisions were on Wednesdays and Fridays. The time of day with the most collisions was at peak AM/PM commuting hours, which include dawn and 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.<sup>1</sup>

<sup>1</sup> 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



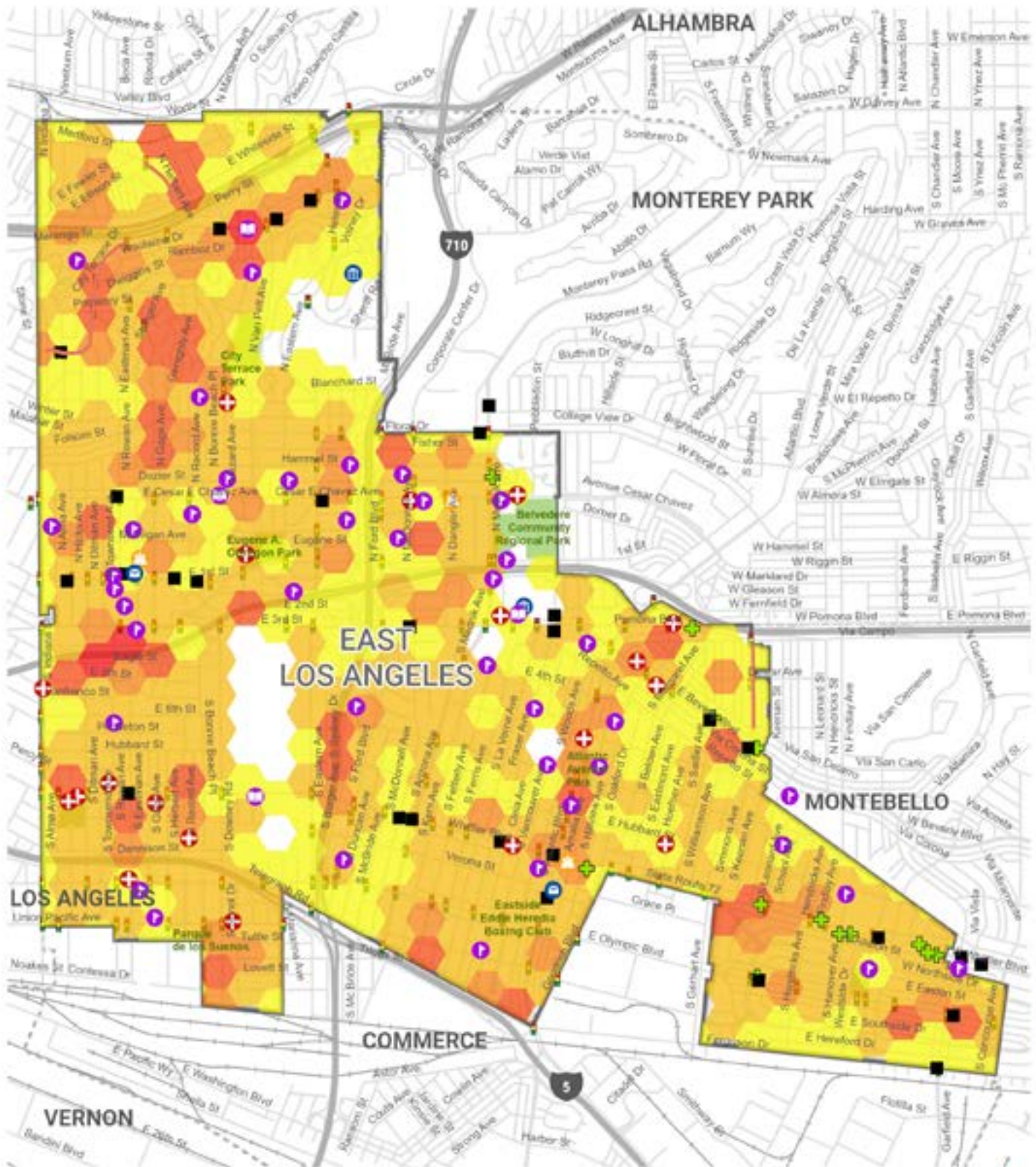
## NUISANCE ACTIVITIES

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,<sup>1</sup> accounted for many reported crimes. Between December 2019 and November 2021, there were 26 homicides in East Los Angeles.<sup>2</sup>

### 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.

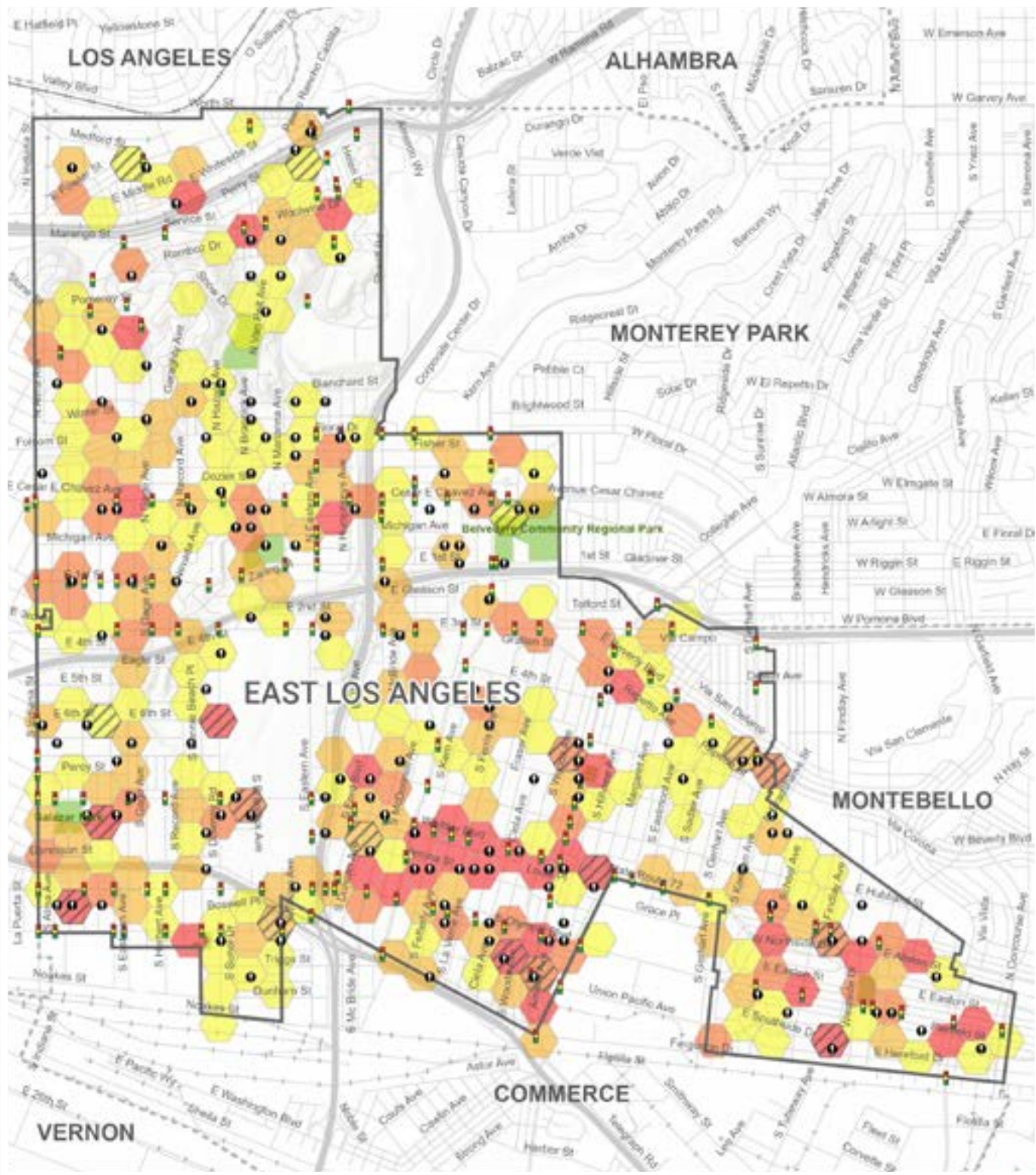
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<sup>1</sup> Robbery, in contrast to theft, is a taking of property that involves person-to-person interaction with force, intimidation, and/or coercion. Nancy King Law, 2018.

<sup>2</sup> 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).<sup>1</sup>

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.<sup>2</sup> 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.<sup>3</sup>

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

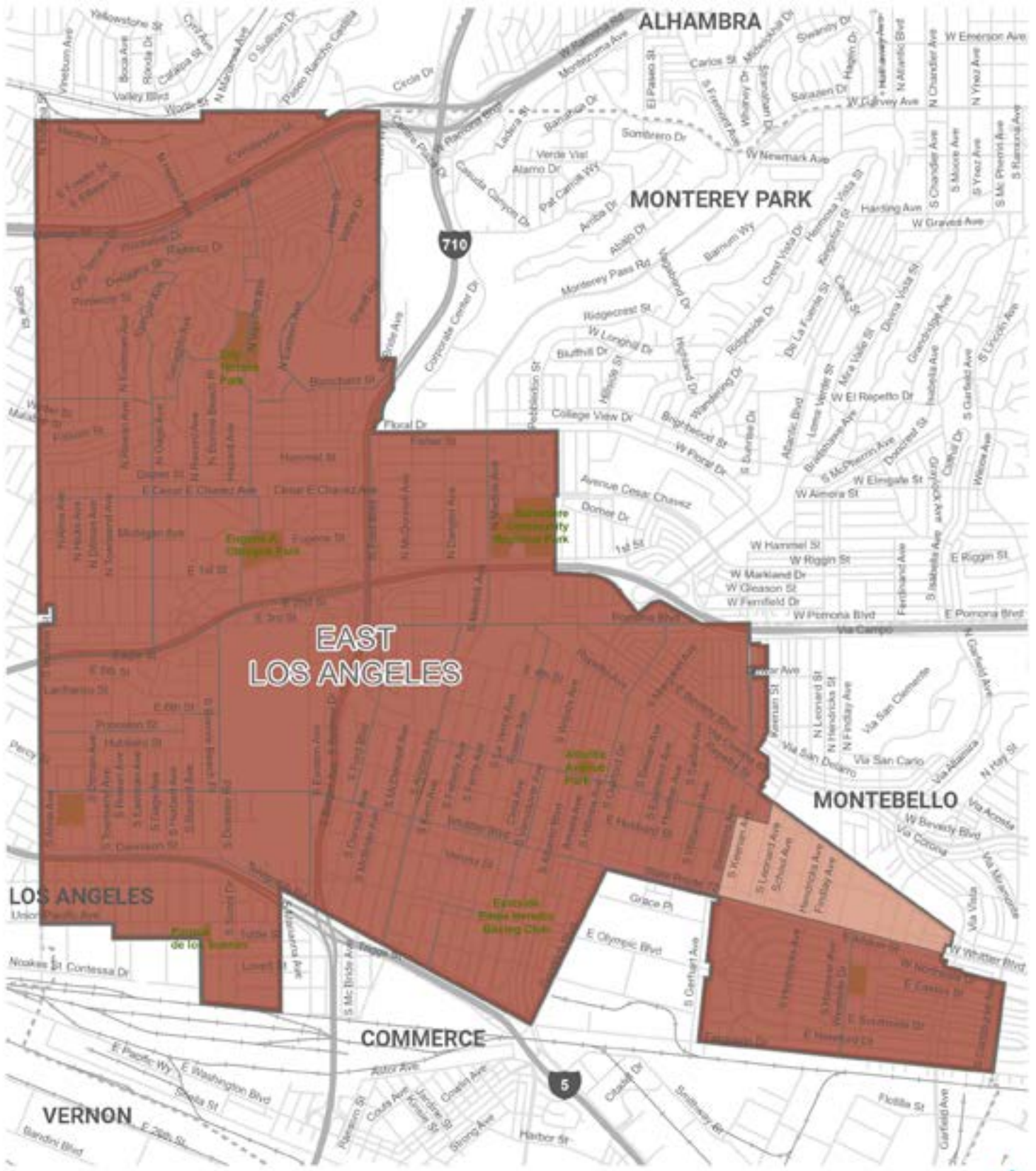
<sup>1</sup> <https://experience.arcgis.com/experience/11d2f52282a54ceeb-cac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

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

<sup>3</sup> <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.<sup>1</sup> 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.<sup>2</sup>

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.<sup>3</sup>

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,”<sup>4</sup> among many other health impacts.

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4 [http://publichealth.lacounty.gov/eh/docs/PH\\_OilGasFacilitiesPHSafetyRisks.pdf](http://publichealth.lacounty.gov/eh/docs/PH_OilGasFacilitiesPHSafetyRisks.pdf)

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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.<sup>1</sup>

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

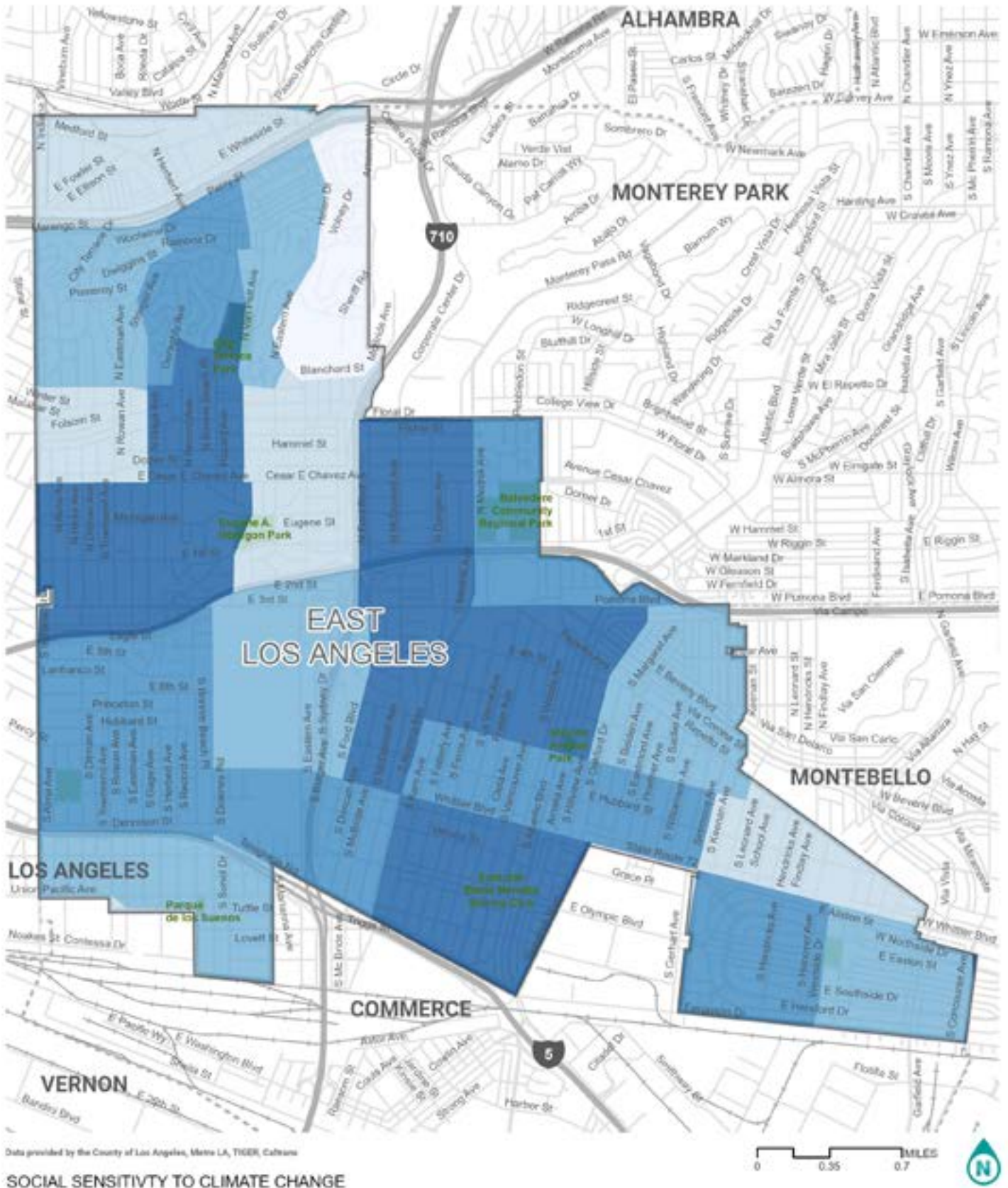
is projected to increase 5.3°F to 99.1°F by mid-century. This means the hottest days will generally be much hotter than they are today, and far more unpleasant to walk or roll without refuge from the heat, such as shade trees, green spaces, and bus shelters.

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.

<sup>1</sup> 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



## 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.<sup>1</sup>

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

<sup>1</sup>Public 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*

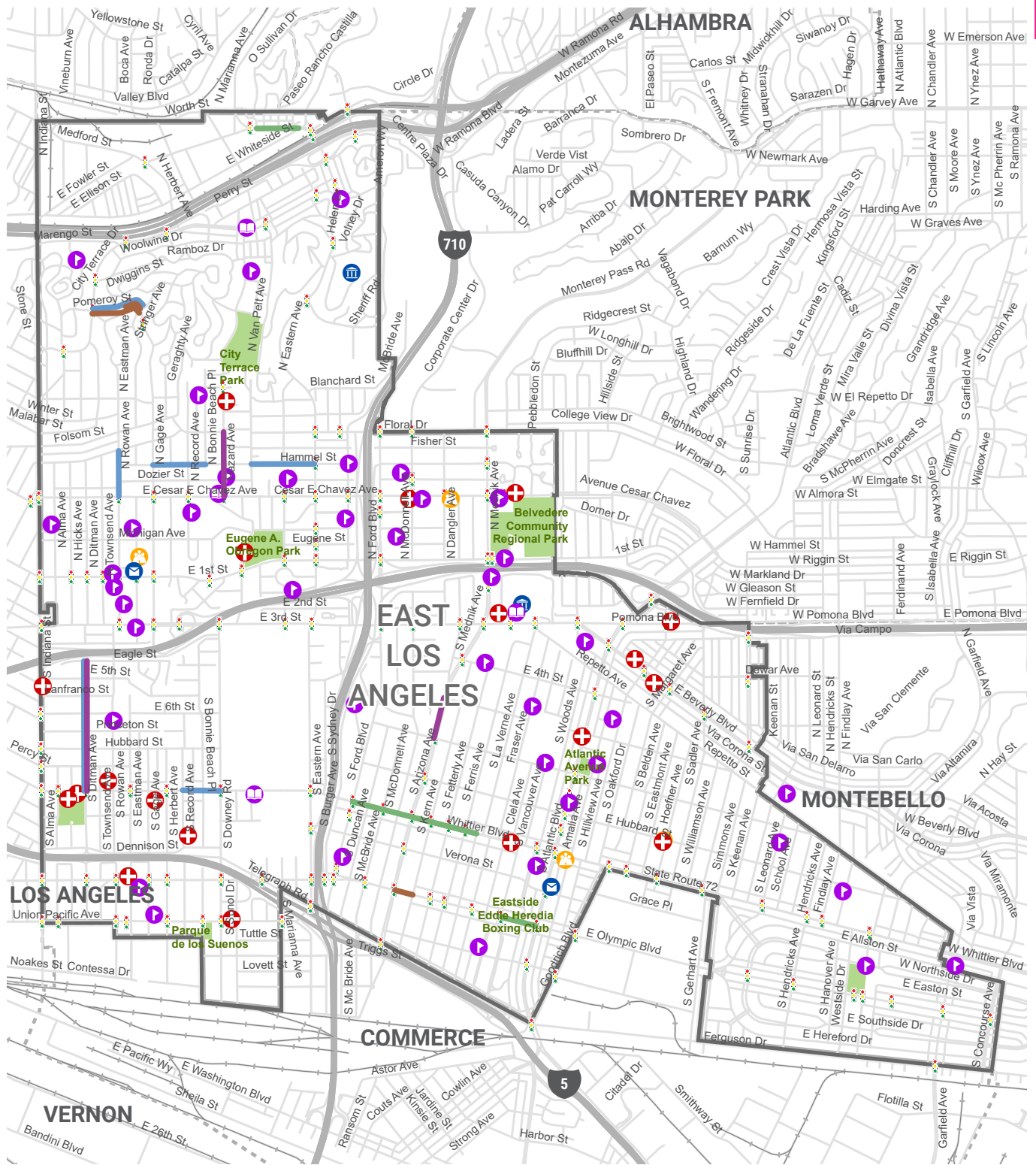
robust tree canopy, nearly all trees can conflict with surrounding infrastructure. Having enough space around and above trees is an important consideration in which species are planted, where, and for what purpose.

### Parklets

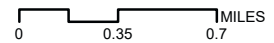
East Los Angeles is the only LA County unincorporated community with parklets. Two parklets were installed in 2015 that are still in place:

- ▶ 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 Angeles<sup>24</sup>



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



**DESTINATIONS**

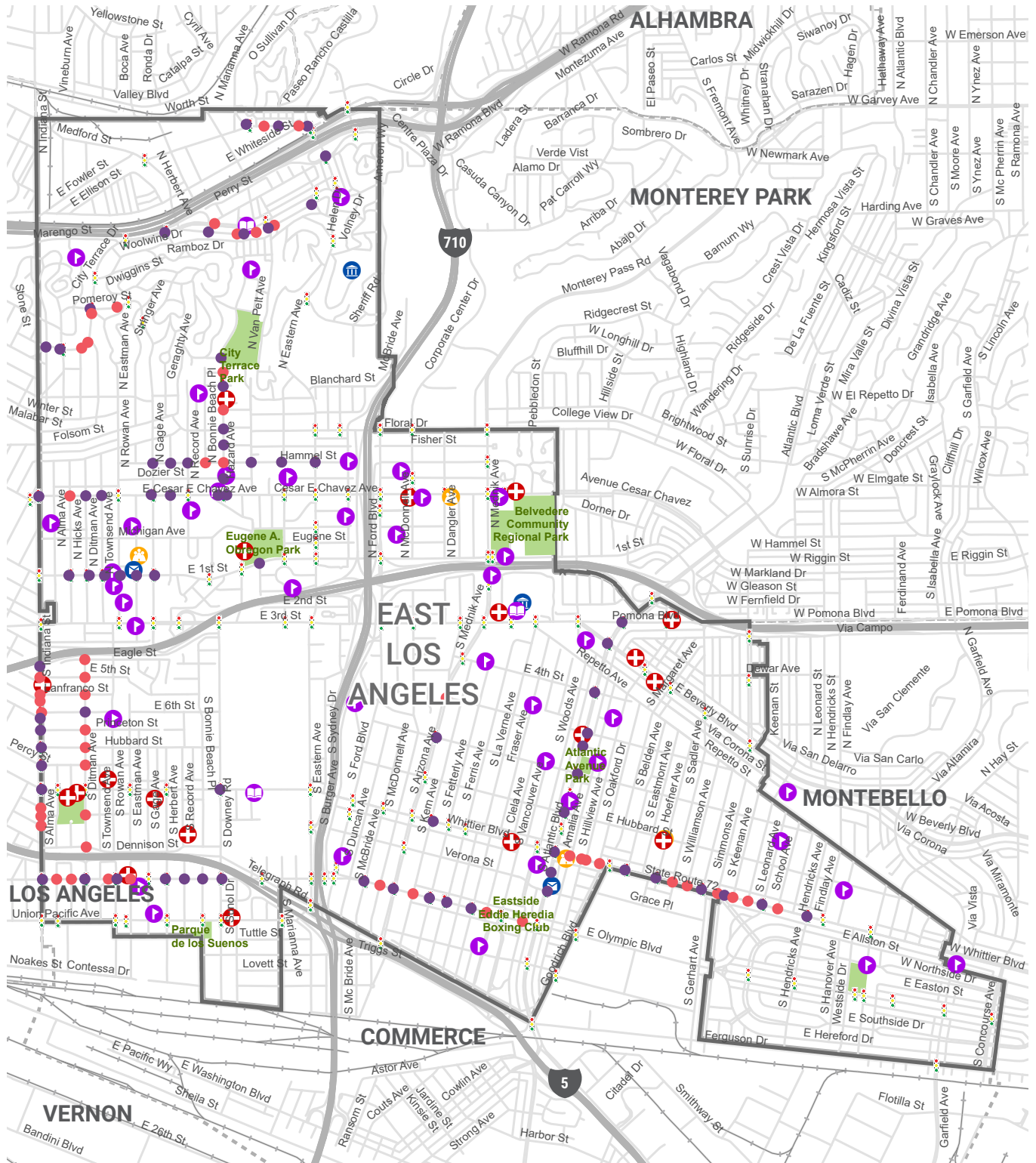
- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

**SIDEWALK OBSERVATIONS**

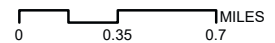
- Damaged Sidewalk
- Limited Lighting
- Limited Shade
- Narrow Sidewalk
- Traffic Signal
- Rail
- Park

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 Angeles<sup>25</sup>



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

<sup>25</sup> 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.<sup>1</sup>

**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

<sup>1</sup> 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.<sup>1</sup>

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.

<sup>1</sup> 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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	
<b>E 2nd Street</b>					<b>Average Corridor Score: 40.0</b>	
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
<b>E 3rd Street</b>					<b>Average Corridor Score: 60.4</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>E 4th Street</b>					<b>Average Corridor Score: 47.0</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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
<b>E 6th Street</b>					<b>Average Corridor Score: 45.3</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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
<b>Adkisson Avenue</b>					<b>Average Corridor Score: 45.0</b>	
County	Adkisson Avenue (Ellison Street to Whiteside Street)	Both sides of street	Plant street trees	\$55,000	\$55,000	\$75,000
<b>Alma Avenue</b>					<b>Average Corridor Score: 52.0</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Amalia Avenue</b>					<b>Average Corridor Score: 55.0</b>	
County	Amalia Avenue & Hastings Street	North leg	Install raised crosswalk	\$20,000	\$40,000	55.0
<b>Arizona Avenue</b>					<b>Average Corridor Score: 65.6</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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	
<b>Atlantic Boulevard</b>					<b>Average Corridor Score: 64.1</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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	
<b>Beverly Boulevard</b>					<b>Average Corridor Score: 53.3</b>	
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
<b>Blanchard Street</b>					<b>Average Corridor Score: 35.7</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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
<b>Brannick Avenue</b>					<b>Average Corridor Score: 57.5</b>	
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
<b>Burger Avenue</b>					<b>Average Corridor Score: 47.0</b>	
County	Burger Avenue (Humphreys Avenue to Whitter Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	47.0
<b>Campus Road</b>					<b>Average Corridor Score: 47.1</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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	
<b>Cesar E Chavez Avenue</b>					<b>Average Corridor Score: 64.1</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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	\$400,000	
		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	\$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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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
<b>City Terrace Drive</b>					<b>Average Corridor Score: 60.0</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Civic Center Way</b>					<b>Average Corridor Score: 75.0</b>	
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	
<b>Cordova Avenue</b>					<b>Average Corridor Score: 40.0</b>	
County	Cordova Avenue (Blanchard Street to Folsom Street)	Both sides of street	Plant street trees	\$55,000	\$75,000	40.0
<b>Dangler Avenue</b>					<b>Average Corridor Score: 48.8</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Dennison Street</b>					<b>Average Corridor Score: 48.6</b>	
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
<b>Ditman Avenue</b>					<b>Average Corridor Score: 78.3</b>	
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	
<b>Downey Road</b>					<b>Average Corridor Score: 54.5</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Dozier Street</b>					<b>Average Corridor Score: 60.0</b>	
County	Dozier Street (Marianna Avenue & Eastern Avenue)	Both sides of street	Plant street trees	\$55,000	\$75,000	60.0
<b>Dwiggins Street</b>					<b>Average Corridor Score: 45.0</b>	
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
<b>Eagle Street</b>					<b>Average Corridor Score: 43.4</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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	
<b>Eastman Avenue</b>					<b>Average Corridor Score: 50.0</b>	
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
<b>Eugene Avenue</b>					<b>Average Corridor Score: 50.0</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Eugene Street (Humphreys Avenue to Marianna Avenue)	Both sides of street	Plant street trees	\$55,000	\$75,000	57.0
<b>Fairfield Street</b>					<b>Average Corridor Score: 51.3</b>	
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	
<b>Floral Drive</b>					<b>Average Corridor Score: 48.1</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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
<b>Folsom Street</b>					<b>Average Corridor Score: 36.1</b>	
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

\*Project 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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
<b>Ford Boulevard</b>						<b>Average Corridor Score: 53.9</b>
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Geraghty Avenue</b>					<b>Average Corridor Score: 45.0</b>	
County	Geraghty Avenue & Meisner Street	All way	Install all-way stop	\$15,000	\$30,000	45.0
<b>Gerhart Avenue</b>					<b>Average Corridor Score: 36.3</b>	
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	
<b>Gleason Street</b>					<b>Average Corridor Score: 59.7</b>	
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
<b>Hammel Street</b>					<b>Average Corridor Score: 52.3</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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
<b>Harris Street</b>						<b>Average Corridor Score: 42.5</b>
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	
<b>Hazard Avenue</b>						<b>Average Corridor Score: 62.7</b>
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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	
<b>Herbert Avenue</b>					<b>Average Corridor Score: 40.0</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Hubbard Street</b>					<b>Average Corridor Score: 35.0</b>	
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
<b>Humphreys Avenue</b>					<b>Average Corridor Score: 44.8</b>	
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	
<b>Indiana Street</b>					<b>Average Corridor Score: 52.5</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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
<b>Lanfranco Street</b>					<b>Average Corridor Score: 52.0</b>	
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	
<b>Marengo Street</b>					<b>Average Corridor Score: 53.7</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>McBride Avenue</b>					<b>Average Corridor Score: 48.2</b>	
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
<b>McDonnell Avenue</b>					<b>Average Corridor Score: 45.0</b>	
County	McDonnell Avenue (E 3rd Street to E 6th Street)	-	Study for traffic calming	\$100,000	\$650,000	45.0
<b>Medford Street</b>					<b>Average Corridor Score: 36.0</b>	
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
<b>Mednik Avenue</b>					<b>Average Corridor Score: 75.0</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Mednik Avenue (Eagle Street to E 3rd Street)	Both sides of street	Plant street trees	\$55,000	\$75,000	85.0
<b>Michigan Avenue</b>					<b>Average Corridor Score: 50.9</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Miller Avenue</b>					<b>Average Corridor Score: 45.0</b>	
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
<b>Nassau Avenue</b>					<b>Average Corridor Score: 40.0</b>	
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
<b>New York Street</b>					<b>Average Corridor Score: 50.0</b>	
County	New York Street & McDonnell Avenue	Northwest, northeast, and southwest corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	50.0
<b>Northside Drive</b>					<b>Average Corridor Score: 47.3</b>	
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	
<b>Olympic Boulevard</b>					<b>Average Corridor Score: 67.8</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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
<b>Percy Street</b>					<b>Average Corridor Score: 50.4</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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	
<b>Perry Street</b>					<b>Average Corridor Score: 47.0</b>	
County	Perry Street (Knowles Avenue to Norman Place)	South side of street	Plant street trees	\$55,000	\$75,000	47.0
<b>Princeton Street</b>					<b>Average Corridor Score: 40.0</b>	
County	Staircase (4016 Princeton Street & 4022 Princeton Street)	Staircase	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	40.0
<b>Ramboz Drive</b>					<b>Average Corridor Score: 46.7</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Ramona Boulevard</b>					<b>Average Corridor Score: 55.0</b>	
County	Ramona Boulevard (Marengo Avenue to Eastern Avenue)	Both sides of street	Plant street trees	\$55,000	\$75,000	55.0
<b>Repetto Avenue</b>					<b>Average Corridor Score: 38.5</b>	
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	
<b>Rogers Street</b>					<b>Average Corridor Score: 46.3</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Rollins Drive</b>					<b>Average Corridor Score: 30.0</b>	
County	Rollins Drive (Steele Avenue to Volney Drive)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	30.0
<b>Rosilyn Drive</b>					<b>Average Corridor Score: 30.0</b>	
County	Staircase (4236 Rosilyn Drive & 4301 Milburn Drive)	Staircase	Enhance staircase. Install wayfinding, hand rail (if missing), lighting (if missing)	Varies	Varies	30.0
<b>Rowan Avenue</b>					<b>Average Corridor Score: 46.0</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Sunol Drive</b>					<b>Average Corridor Score: 59.0</b>	
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
<b>Sydney Drive</b>					<b>Average Corridor Score: 44.7</b>	
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	
<b>Telegraph Road</b>					<b>Average Corridor Score: 54.3</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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	
<b>Union Pacific Avenue</b>					<b>Average Corridor Score: 57.3</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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
<b>Van Pelt Avenue</b>					<b>Average Corridor Score: 51.3</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Verona Street</b>					<b>Average Corridor Score: 46.6</b>	
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
<b>Whiteside Street</b>					<b>Average Corridor Score: 50.4</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Whittier Boulevard</b>					<b>Average Corridor Score: 61.5</b>	
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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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



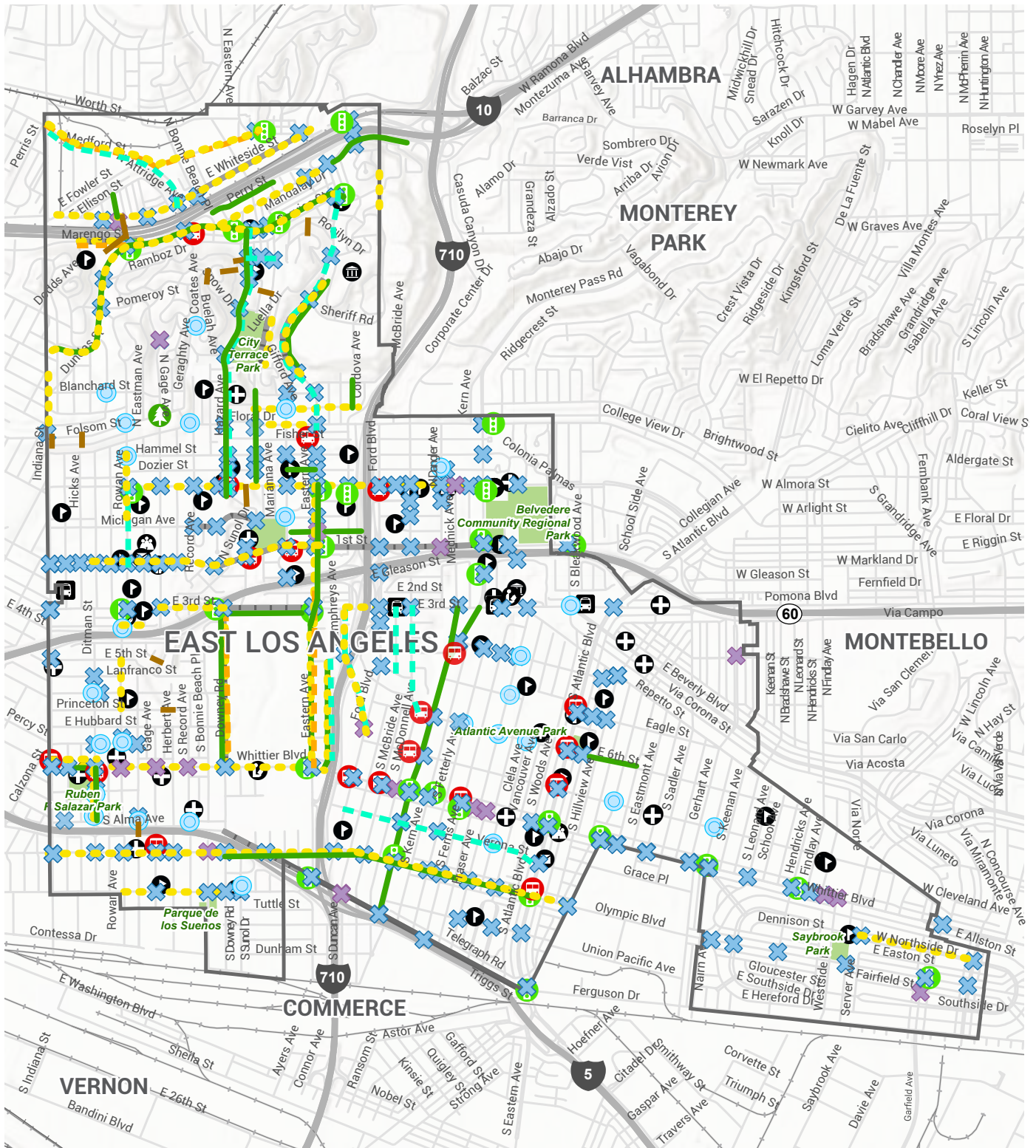
**Table 11-6: Proposed pedestrian projects in East Los Angeles, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	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 <sup>2</sup>				\$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	
<b>Community Total</b>				<b>\$63,766,090</b>	<b>\$144,350,130</b>	

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

<sup>2</sup>Cost 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

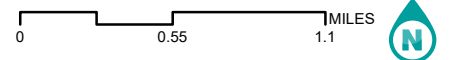
**DESTINATIONS**

- 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

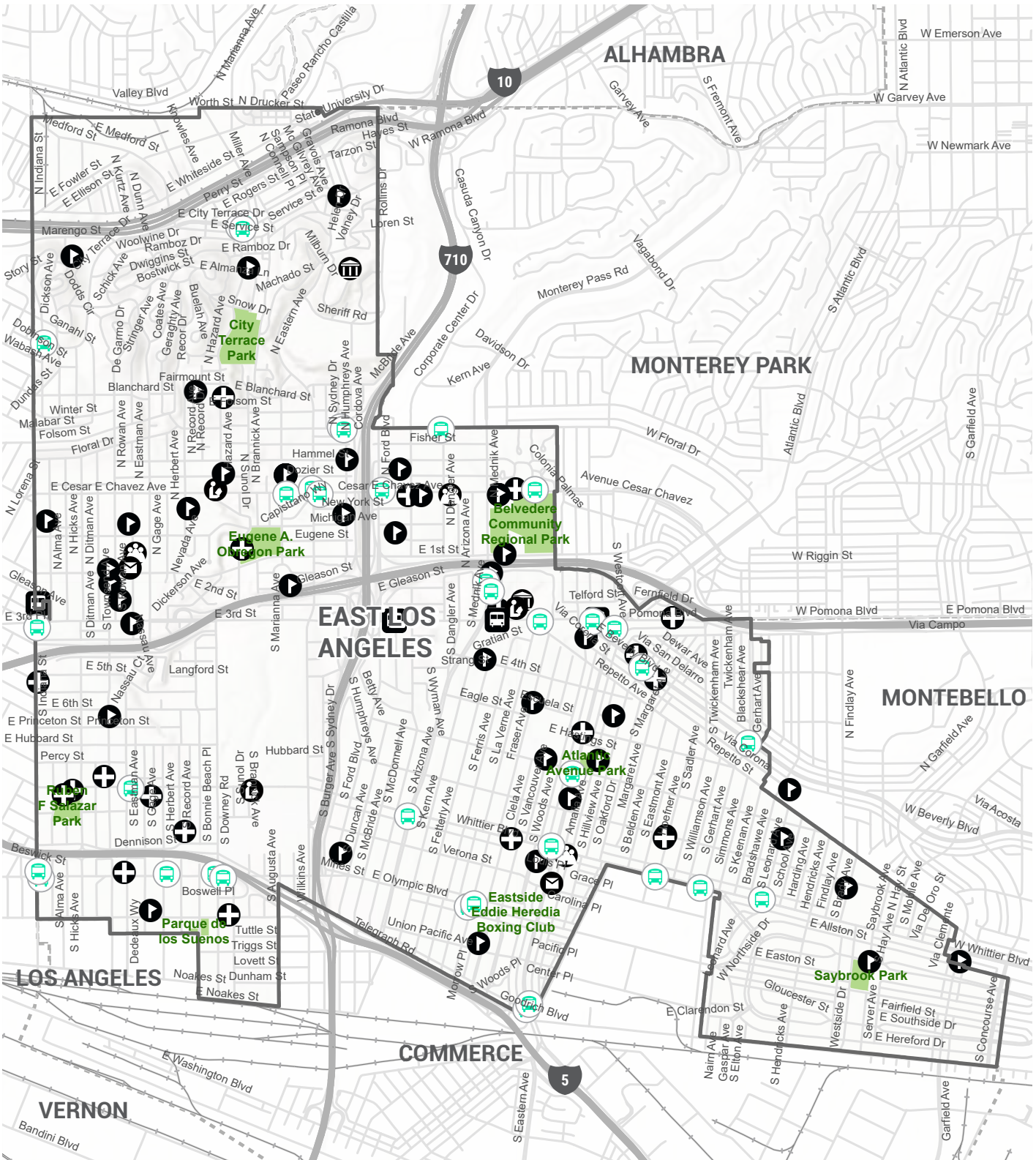
- Pocket Park
- Signal Update
- New Traffic Signal
- Traffic Calming
- Enhanced Transit Stop
- New or Enhanced Crossing
- New or Enhanced Crossing with Beacon/Signal
- Road Network
- Rail
- Metro L Line Station



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

- Road Network
- Rail
- Metro L Line Station

0 0.5 1 MILES



## 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.



ch. 12

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EAST RANCHO  
DOMINGUEZ  
COMMUNITY PEDESTRIAN  
PLAN

# ACKNOWLEDGMENTS

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- Caltrans
- LA County Department of Arts and Culture
- Los Angeles County Development Agency
- Los Angeles County Fire Department
- Los Angeles County Department of Parks and  
Recreation
- Los Angeles County Public Works
- Los Angeles County Department of Regional Planning
- Los Angeles Sheriff’s Department
- Los Angeles Metro

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## INTRODUCTION

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

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

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

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## COMMUNITY PROFILE

East Rancho Dominguez is an unincorporated Los Angeles County community with roughly 15,800 residents in approximately 0.81 square miles.

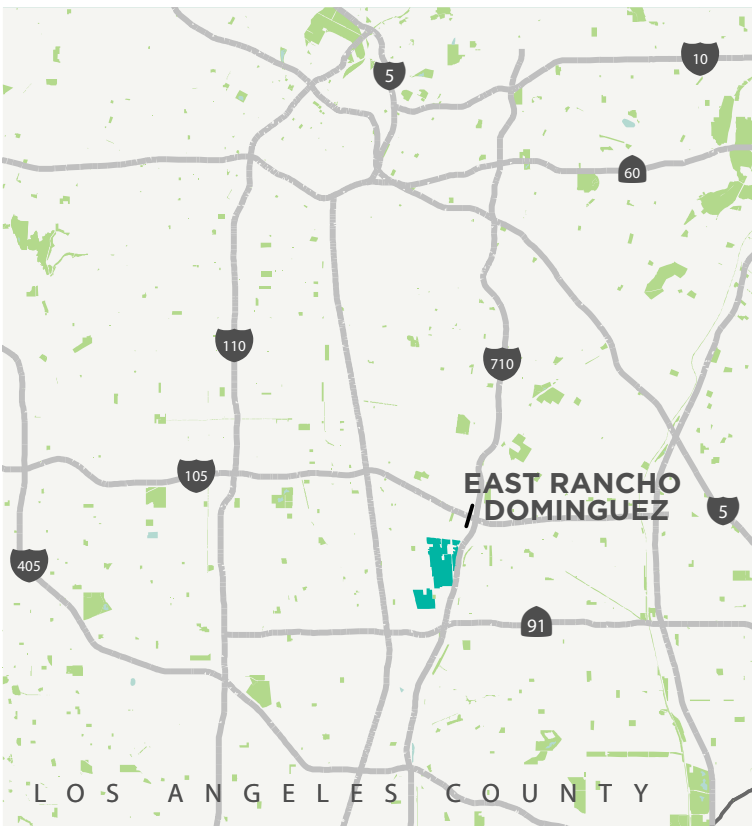
East Rancho Dominguez, also known as East Compton, is surrounded by the city of Compton on all sides. This unincorporated community is predominantly residential and offers a dense suburban style of living where most residents own their homes. The City of Lynwood is to the north and the City of Paramount is to the east.

## Thank You

### *Pedestrian Plan Community Advisory Committee Members:*

Zenon Banawa  
 Marie Brown  
 Donna Eaves  
 Sinetta Farley  
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Special thanks to the residents of East Rancho Dominguez who took time to participate in outreach events and community data collection efforts, and who shared their ideas on how to enhance walking in the community. This plan is inspired by your vision for East Rancho Dominguez.



*East Rancho Dominguez location within Los Angeles County*

## 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 Rancho Dominguez, median household income is \$62,880 (2021), compared with \$77,456 for LA County. About 15 percent of East Rancho Dominguez residents live below the poverty line, compared with 14 percent countywide.

Fifty percent of residents in East Rancho Dominguez have not completed their high school education or equivalent, and significantly fewer residents have completed a bachelor's degree or higher compared to LA County generally. East Rancho Dominguez is a relatively young community, with 27 percent of residents under 18 years old.

East Rancho Dominguez is a majority self-identified Hispanic and Latino community. About 85 percent of residents self-identified as Hispanic or Latino of any race, followed by 12 percent self-identified as Black or African American; and 82 percent of adults speak some Spanish at home.<sup>1</sup>

---

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

**Table 12-1: East Rancho Dominguez Demographics**

	Percent in East Rancho Dominguez	Percent in Los Angeles County
<b>Education</b>		
Less than high school diploma	50.0	20.0
High school graduate, GED or alternative	25.4	20.4
Some college or Associates degree	18.7	25.6
Bachelor's degree or higher	27.0	34.0
<b>Poverty</b>		
Persons Living in Poverty	15.2	13.9
Median Household Income (2021)	\$62,880	\$77,456
<b>Age</b>		
Under 18 Years	27.4	21.6
18-64 Years	64.1	64.7
65 and Older	8.5	13.7
<b>Self-Identified Race/Ethnicity</b>		
Hispanic or Latino	84.9	48.7
White (Non-Hispanic)	0.8	25.5
American Indian and Alaska Native	0	0.2
Asian	1.3	14.6
Black or African American (Non-Hispanic)	11.9	7.6
Other	0.4	0.4
<b>Immigration and Language</b>		
Foreign Born	40.8	32.5
Language other than English spoken at home (adults)	83.3	56.3

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

## Health Considerations

Health outcomes are driven in part by the built environment, and how well one's neighborhood encourages and supports health affirming activities. East Rancho Dominguez is in the County's Public Health Service Planning Area 6 (SPA 6). In 2020, Coronary Heart Disease and Diabetes Mellitus were the #2 and #3 causes of death in SPA 6, after COVID-19.<sup>1</sup> Rates of obesity are considerably higher in East Rancho Dominguez for teenagers and adults, about 39 percent for each, than in LA County generally.<sup>2</sup>

Regular physical activity such as daily walking is a critical strategy for preventing heart disease and diabetes. Fourteen percent of children and 37 percent of adults in East Rancho Dominguez report engaging in regular physical activity, consistent with LA County generally.<sup>3</sup>

Poor health outcomes are also worsened by food insecurity, which is related to both affordability and physical access to healthy food. In 2018, 26.8 percent of LA County households with incomes

less than 300 percent of the Federal Poverty Level (FPL) experienced food insecurity, which includes households reporting low food security and very low food security. This figure was nearly 32 percent for SPA 6, which includes East Rancho Dominguez. Over 15 percent of East Rancho Dominguez residents live farther than 1/2 mile from a supermarket or grocery store, and about 6 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.<sup>4</sup>

Approximately 6 percent of people aged 19-64 in East Rancho Dominguez have a disability, about the same as LA County. However, while the percentage of disabled seniors in Los Angeles County is nearly 5 percent, only 2 percent of the disabled population in East Rancho Dominguez are over the age of 65.<sup>5</sup>

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 AskCHIS Neighborhood Edition 2020

3 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.

4 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.

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



**Table 12-2: East Rancho Dominguez Causes of Death**

(Selected) Causes of Death Death rate (per 100,000 population)	Percent in East Rancho Dominguez	Percent in Los Angeles County
Diabetes (18+)	16.0	11.8
Heart Disease (18+)	4.6	6.5

**Table 12-3: East Rancho Dominguez Health Indicators**

	Percent in East Rancho Dominguez	Percent in Los Angeles County
<b>Obesity</b>		
Children overweight for age (2-11)	17.4	13.5
Teens overweight (12-17)	38.8	34.2
Adult obesity	38.9	29.6
<b>Physical Activity</b>		
Regular physical activity (ages 5-17)	13.7	14.3
Walked at least 150 minutes (age 18+)	37.1	38.4
<b>Respiratory Illness</b>		
Children ages 0-17 years ever diagnosed with asthma	12.0	14.5
Adults (18 years plus) ever diagnosed with asthma	12.8	14.9
<b>Disability<sup>1</sup></b>		
With a disability, under age 65	6.1	6.3
<b>Food Access</b>		
Live ½ mile or more from a supermarket/grocery store	15.4	36.8

Source: 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

<sup>1</sup> 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

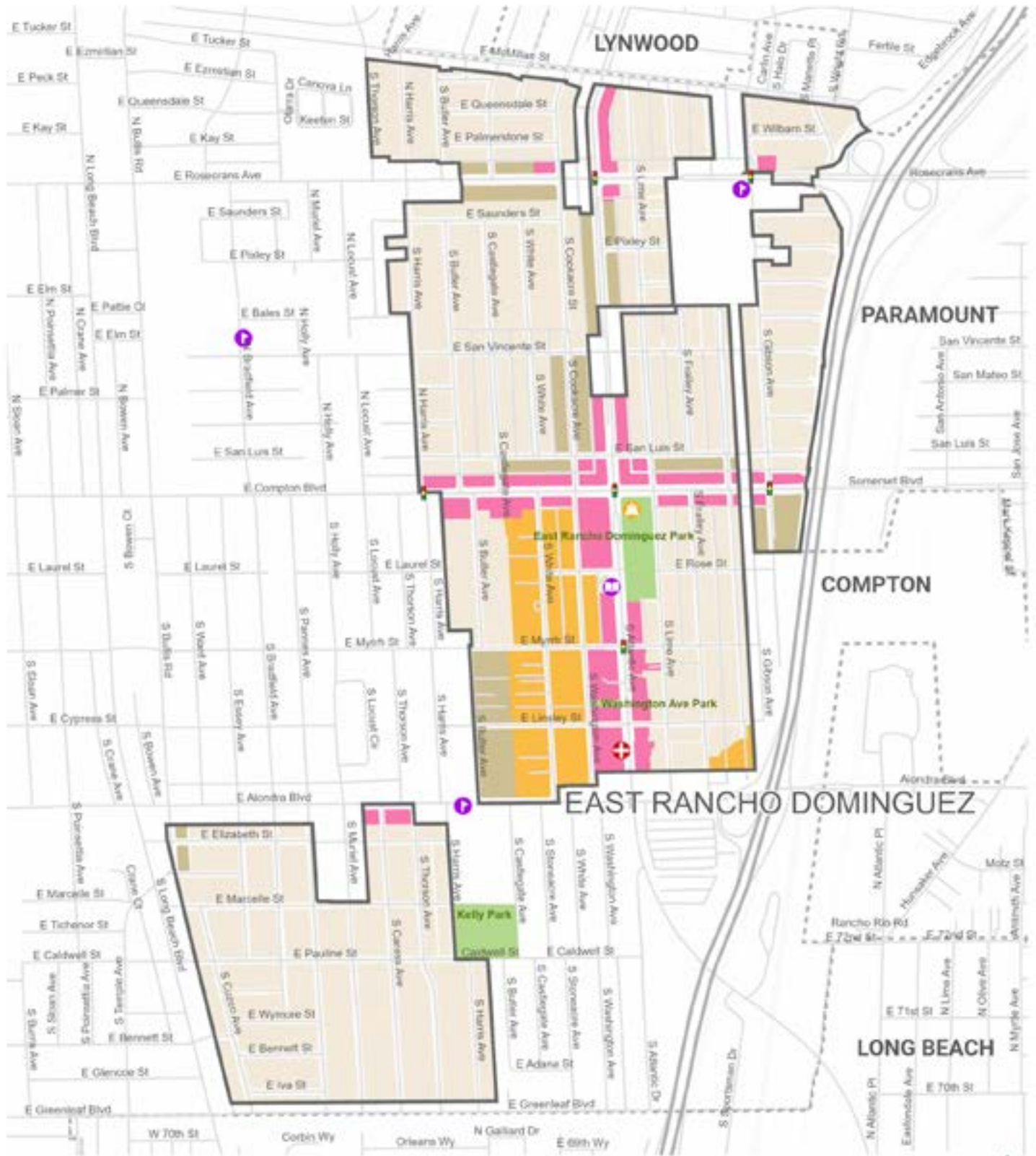
Land use policies impact residents' health and physical activity. These policies can play a role in how residents access destinations like parks and schools, how close residents live to polluting industries, and the extent to which a community is overcrowded, for example. The Los Angeles County 2035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

East Rancho Dominguez is primarily designated for residential uses, followed by commercial and park/recreation uses. Figure 12-1 shows land use designations in East Rancho Dominguez. Most of the community is designated for low density residential, with the densest neighborhoods designated south of Compton Boulevard between Castlegate Avenue and Alondra Boulevard.

Approximately 54 percent of people in East Rancho Dominguez are homeowners, compared to about 46 percent in the county generally.

There are multiple community-serving destinations in East Rancho Dominguez including a library, a clinic, two parks, and houses of worship. Most can be found along Compton and Atlantic Boulevards, which serve as the main thoroughfares for East Rancho Dominguez. In addition, the neighboring city of Compton hosts a middle school and two elementary schools within walking distance for most in East Rancho Dominguez.

Figure 12-1: East Rancho Dominguez Land Use Designations



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

**DESTINATIONS**

- Schools
- Library
- Healthcare
- Community Organization

**LAND USE**

- Public and Semi-Public
- General Commercial
- Low Density Residential
- Low/Medium Density Residential
- Medium Density Residential
- Park

- Traffic Signal
- Rail



## Park Access

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

Nearly a quarter of East Rancho Dominguez residents live further than one half-mile from a local park. Park space in East Rancho Dominguez totals 0.5 acres per 1,000 residents. This is lower than the LA County average (3.3 acres) and much lower than the County's adopted goal of 4 acres per 1,000 residents.<sup>2</sup> Further, just two percent of residents in the Metro Planning Area, which includes East Rancho Dominguez, are within walking distance of a Regional Recreation Park.<sup>3</sup>

These factors help explain the County's Park Needs Assessment rating of "Very High" for East Rancho Dominguez.

There are two parks in East Rancho Dominguez, each of which provides amenities and services to the community, including

- ▶ **East Rancho Dominguez Park**
  - ▶ Recreational programs and events
  - ▶ Annual tree lighting ceremony
- ▶ **Washington Avenue Park**
  - ▶ Splash pad
  - ▶ Fitness zone
  - ▶ Playground

Additionally, Kelly Park is adjacent to the southern portion of East Rancho Dominguez, in the City of Compton. Kelly Park features multiple sports courts and fields, a playground, and a community center.

<sup>1</sup> Department of Parks and Recreation. Park Needs Assessment. 2016

<sup>2</sup> Ibid. Note: The distance from each household in East Rancho Dominguez 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.

<sup>3</sup> 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.

Figure 12-2: East Rancho Dominguez Park Access



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

**DESTINATIONS**

- Schools
- Library
- Healthcare
- Community Organization

**PARK ACCESS**

One-Half Mile from Park

- Traffic Signal
- Park
- Rail

0 0.15 0.3 MILES





## PREVIOUS PLANS AND PROJECTS

This Plan builds on previous planning efforts in East Rancho Dominguez. Where applicable, recommendations and community input from these efforts have informed development of this Community Pedestrian Plan.

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*.

### **Green Zones Program (2022)**

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

### **Los Angeles County Vision Zero Action Plan (2020)**

The Vision Zero Action Plan identifies Collision Concentration Corridors (CCCs), defined as any half-mile County-maintained roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. In East Rancho Dominguez, Compton Boulevard and Rosecrans Avenue are

identified as CCCs. Compton Boulevard 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.

### **East Ranch Dominguez 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 Rancho Dominguez. 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 General Plan 2035 (2015)**

The General Plan's goals are to provide a comprehensive policy framework for unincorporated areas in Los Angeles County. The Los Angeles General Plan primarily designates land use in East Rancho Dominguez as residential. Commercial uses are concentrated on Atlantic Avenue and Compton Boulevard.

## COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (Public Health) and Los Angeles County Public Works (Public Works), the Los Angeles Neighborhood Initiative (LANI) led outreach efforts to gather community input throughout the development of the draft East Rancho Dominguez 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.

Project staff then analyzed community input and feedback, which inform this Plan and its proposed projects and programs.

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 Rancho Dominguez. 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 project staff attending existing meetings held by community

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

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



### **Community Advisory Committee**

The team assembled a Community Advisory Committee (CAC) to provide guidance on community engagement efforts and inform this planning process, from advice on community concerns to priorities and preferences. The CAC included seniors, business owners and vendors, parents and school staff, homeowners, community representatives and members of local organizations and groups such as the East Rancho Dominguez Neighborhood Association. Three CAC meetings were held throughout the East Rancho Dominguez Community Pedestrian Plan process, during which CAC members learned about community data collection methods, County processes, and the connections between walkability, public health, public safety, and advocacy.

### **Community Collaboration**

To maximize community involvement, LANI and Public Health conducted outreach and engagement at key community destinations, such as East Rancho Dominguez Park, the East Rancho Dominguez Branch Library, and Northgate shopping center. This also helped the team identify specific populations in the

community and host presentations, focus groups, and stakeholder interviews to better understand concerns and opportunities for walking in East Rancho Dominguez.

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 poorly maintained and crowded sidewalks, personal safety concerns, speeding drivers, street racing, and drivers doing “donuts” at specific intersections.

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

- ▶ East Rancho Dominguez Neighborhood Association
- ▶ Staff and parents of Kelly and Roosevelt Elementary Schools
- ▶ Staff and parents of Whaley Middle School
- ▶ Local businesses and food truck vendors

Additionally, stakeholder interviews were conducted with the head of the School Police Division for Compton Unified School District and with County staff that operate the East Rancho Dominguez Community Resource Center, Library, and Park.

### **Community Events**

To get a comprehensive understanding of the community's needs, project staff identified and participated in existing community events that provided an opportunity to reach stakeholders who may not typically attend County workshops.

At each event, stakeholders provided input on a map of East Rancho Dominguez, 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 30 surveys completed in English and Spanish.

Respondents' top three areas of concern were:

- ▶ Obstacles on the sidewalk
- ▶ Crime, violence, and/or gangs
- ▶ Poor lighting at night



*Project staff collected input at community events like Parks After Dark.*

Community events the project team attended included:

- ▶ Parks After Dark: East Rancho Dominguez (ERD) Park
- ▶ Halloween Trick or Treat at ERD Park
- ▶ Winter Wonderland at ERD Park
- ▶ Parks at Sunset at ERD Park
- ▶ Supervisor Holly J. Mitchell’s virtual Community Listening Session



*Community input on barriers to walking at Workshop 1 in East Rancho Dominguez*

### **Pop Up Community Outreach**

The project team canvassed residents outside of schools and parks, business owners, and held several “pop-ups” at East Rancho Dominguez Park, informal or impromptu outreach efforts to intercept residents where they already gather. The pop-ups allowed project staff to collect input from community members as they used the park and accessed resources at the East Rancho Dominguez Community Center. 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 Workshops Phase 1**

On December 4, 2021, Public Health hosted a community open house workshop at East Rancho Dominguez Park. During the workshop, attendees identified barriers to walking in East Rancho Dominguez, including speeding, donuts/ street racing, pavement and sidewalk conditions, and inadequate pedestrian-scale lighting. The project team recorded this information using maps and flip charts. Participants also used post-it notes to record their own input and attached them to the map or flip chart.

Community members were also asked to identify the types of improvements they would like to see by “voting” with dot stickers on a poster that illustrated the County’s “toolbox.” Finally, participants were encouraged to fill out a paper survey that asked about their current walking habits, concerns, and desired projects in the community.

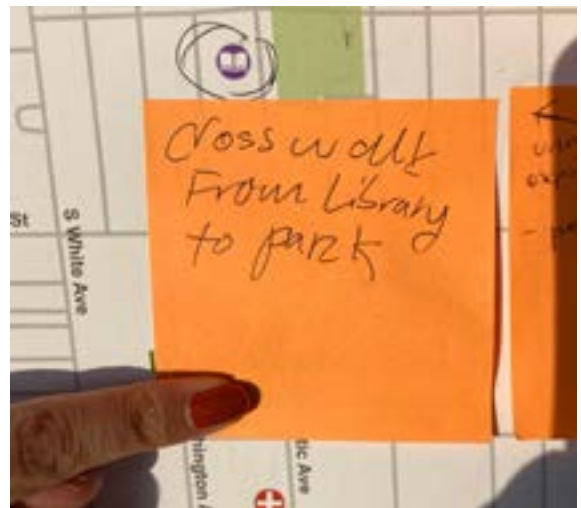
On December 9, 2021, Public Health hosted a virtual Pedestrian Plan Workshop, at which the project team provided attendees with an overview of the project, and solicited input from stakeholders from different project communities in separate virtual “rooms.”

Concerns and opportunities included:

- ▶ Speeding on Atlantic Avenue
  - ▶ A need to address drivers doing donuts in intersections and street racing (Atlantic Avenue and Compton Boulevard)
  - ▶ Pavement and sidewalk conditions (Atlantic Avenue between Compton Boulevard and Alondra Boulevard)
  - ▶ A need for increased lighting, particularly at East Rancho Dominguez Park and Library
- ▶ Additional marked crossing at Atlantic Boulevard and E Rose Street
  - ▶ Safer or new visible crosswalks connecting East Rancho Dominguez Park and Library

### Community Workshops Phase 2

Following the release of the public draft of the East Rancho Dominguez Community Pedestrian Plan, project staff held a series of four in-person workshops between August 2022 and January 2023. On August 8, 2022, Public Health and Regional Planning hosted a Planning 101 Workshop to educate community



The workshop at East Rancho Dominguez Park included mapping exercises and kid-friendly activities.

members on the basics of the planning process. In collaboration with Public Works, Public Health also provided a workshop on the benefits of the urban forest and how the County manages trees on October 5, 2022.

To gather specific input on proposed improvements in the Plan, Public Health hosted two workshops, one at East Rancho Dominguez Park on December 2, 2022 and the other at East Rancho Dominguez Library on January 28, 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 proposals

Comments received during the Plan workshops identified the community's desire for additional recommendations for traffic calming, pedestrian-scale lighting, and improved crossings. These comments were factored into the final list of proposed projects in this Plan.



*East Rancho Dominguez residents provide feedback on the draft Plan at a workshop*



*Public Health and Public Works share information about street trees at a workshop in East Rancho Dominguez.*

## PEDESTRIAN ENVIRONMENT

### Levels of Walking and Driving

To understand current levels of walking in East Rancho Dominguez, the County looked at statistics on commuting to work and car ownership from the Census and conducted pedestrian counts at select locations in the community.

In East Rancho Dominguez, 90 percent of residents drive alone or carpool when traveling to work, compared to 70 percent in LA County. Just 3 percent of residents rely on public transportation and under one percent of residents report walking or biking to work in East Rancho Dominguez.<sup>1</sup> Nearly 93 percent of residents in East Rancho Dominguez have access to at least one vehicle. Residents are also almost twice as likely to have access to 3 or more vehicles than LA county as a whole, which may be due to multiple families or adults sharing a single home.<sup>2</sup>

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

<sup>2</sup> U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

The community is served by multiple Metro local bus lines:

- ▶ Line 125 along Rosecrans Avenue
- ▶ Line 260 along Atlantic Avenue
- ▶ Line 127 along Compton Boulevard, which also connects residents to the Metro A Line at Compton Station
- ▶ Line 128 along Alondra Boulevard

The project team conducted counts of people walking along Compton Boulevard between Lime Avenue and Frailey Avenue to determine how many people are walking, and on what days and times. Counts can also help the County better understand the demographics of people walking, and how that relates to who is involved in pedestrian collisions in the community.

Manual counts were completed by the project team on Thursday, March 3 and Saturday, March 5, 2022. Thursday counts were completed from 7:00AM-9:00AM and 4:00PM-6:00PM. The



Saturday count was completed between 11:00AM and 1:00PM. The counters noted the number of pedestrians, perceived gender, and their general

age. Automated counters were also installed between March 17 and March 29, 2022 and counted the number of pedestrians walking by the counter every 15 minutes.

Automated and manual pedestrian counts summarized in Table 12-4 and 12-5 show us what pedestrian activity looks like along a key segment of Compton Boulevard in the heart of East Rancho Dominguez. Though count data is also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals, counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in East Rancho Dominguez may seem low in another community.

Results show that peak pedestrian period during the manual counts was at 5:00PM on Thursday (Table 12-4). The peak day identified during the

automated counts was on Sunday, with over 1,000 pedestrian movements counted (Table 12-5).

#### MOTOR VEHICLE VOLUMES

Rosecrans Avenue is one of the highest-volume roads in East Rancho Dominguez. Within the boundaries of the community, Rosecrans Avenue has an average daily traffic volume ranging from 33,500 to 45,500 vehicles. Two other major roads in the community, Atlantic Avenue and Compton Boulevard, have average daily traffic volumes of 19,000 to 23,000 vehicles.<sup>1</sup>

#### POSTED SPEED LIMITS

The posted motor vehicle speed limits on major roads in East Rancho Dominguez is 35 mph, including Atlantic Avenue, Rosecrans Avenue, Compton Boulevard. On residential streets, the posted speed limit is typically 25 mph.

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<sup>1</sup> 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 12-4: East Rancho Dominguez Manual Pedestrian Counts Summary**

Location	Pedestrian Volume During Peak Hour	Peak Time
Compton Boulevard, between Lime Avenue and Frailey Avenue	76	5:00 PM

*Source: Los Angeles County, April 2022*

**Table 12-5: East Rancho Dominguez Automated Pedestrian Counts Summary**

Location	Average Daily Pedestrian Movements	Peak Day of Week
Compton Boulevard, between Lime Avenue and Frailey Avenue	1372	Sunday

*Source: Los Angeles County, April 2022*

## Challenges to Walking

This section examines past pedestrian collisions 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 79 pedestrian-involved collisions within East Rancho Dominguez, including four fatalities. The highest concentrations of these collisions were along Compton Boulevard, Atlantic Avenue, and Rosecrans Avenue.

Most collisions occurred on Saturdays, Sundays, and Mondays during peak AM/PM commuting hours, which includes 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.

As part of the County's Vision Zero Action Plan, locations where there are concentrations of fatal and severe injury collisions were identified. A Collision Concentration Corridor (CCC) is defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. CCCs are included on Figure 12-3.

The California Highway Patrol reported 55 percent of collisions were attributed to a pedestrians' failure to follow rules (e.g., crossing mid-block outside of a crosswalk). Another 31 percent of collisions were attributed to a motorist's failure to yield to a pedestrian who had the legal right-of-way.<sup>1</sup>

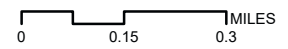
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<sup>1</sup> California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2013-2022, accessed in April 2023. It is important to note that this collision data may not account for all collisions that occur in a community, such as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

Figure 12-3: Map of pedestrian-involved collisions in East Rancho Dominguez (2013-2022)



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



**DESTINATIONS**

- Schools
- Library
- Healthcare
- Community Organization

**PEDESTRIAN COLLISIONS**

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

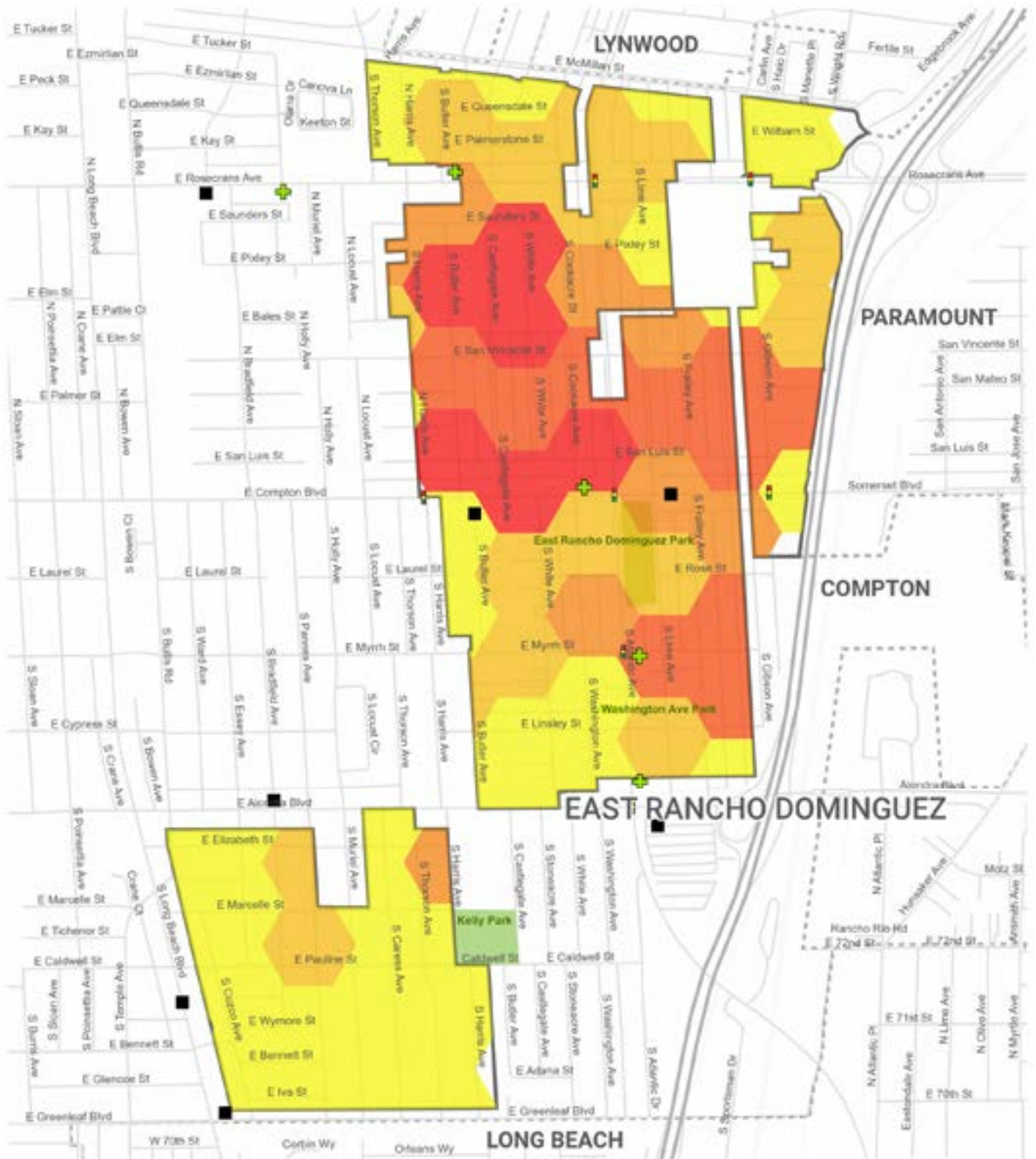
- Collision Concentration Corridors
- Traffic Signal
- Rail
- Park

## NUISANCE ACTIVITIES

Nuisance activities are those that are considered by some residents to be unwanted, undesirable, or illegal activities that may impact the real and perceived safety, comfort, and attractiveness of the surrounding environment. Figure 12-4 illustrates locations of nuisance activities throughout East Rancho Dominguez:

- ▶ **Dispensaries:** There are five dispensaries within or adjacent to East Rancho Dominguez. Dispensaries are currently illegal to operate in unincorporated Los Angeles County and the City of Compton.
- ▶ **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 seven liquor stores within or just outside of East Rancho Dominguez.
- ▶ **Illegal Dumping:** Illegal dumping occurs across East Rancho Dominguez, though is most prevalent on South Williams Avenue. There is also ongoing illegal dumping in neighborhood alleyways. Illegal dumping can be detrimental to public health and can create a negative visual perception of safety, which can discourage pedestrian activity.

Figure 12-4: Map showing nuisance activities in East Rancho Dominguez, 2021



Data provided by the County of Los Angeles, Metro LA, 73029, California

DESTINATIONS

- Schools
- Library
- Healthcare
- Community Organization

NUISANCES

- Liquor Store
- Dispensary

ILLEGAL DUMPING COUNT

- >120
- 61 - 120
- 41 - 60
- 16 - 40
- <15

- Traffic Signal
- Park
- Rail



## CRIME

Fear due to real or perceived crime can limit access to public spaces. Community members identified crime as discouraging participation in healthy activities, such as walking and visiting public parks (see Community Involvement section).

Between December 2019 and December 2020, East Rancho Dominguez experienced about 25 crimes per 10,000 people. Property crimes, which include theft,<sup>1</sup> grand theft auto, and theft from vehicles, accounted for many reported crimes. Violent crime, which includes homicide, rape, aggravated assault, and robbery,<sup>2</sup> accounted for nearly 27 percent of crimes committed in East Rancho Dominguez.<sup>3</sup> Violent crimes are shown in Figure 12-5, with homicide locations specifically identified.

## GANG ACTIVITY

Concentrations of gang-related crimes have occurred along Compton Boulevard, White Avenue, and Saunders Street (see Figure 12-5). Fear of gangs and gang violence can discourage people from walking or even leaving their homes.

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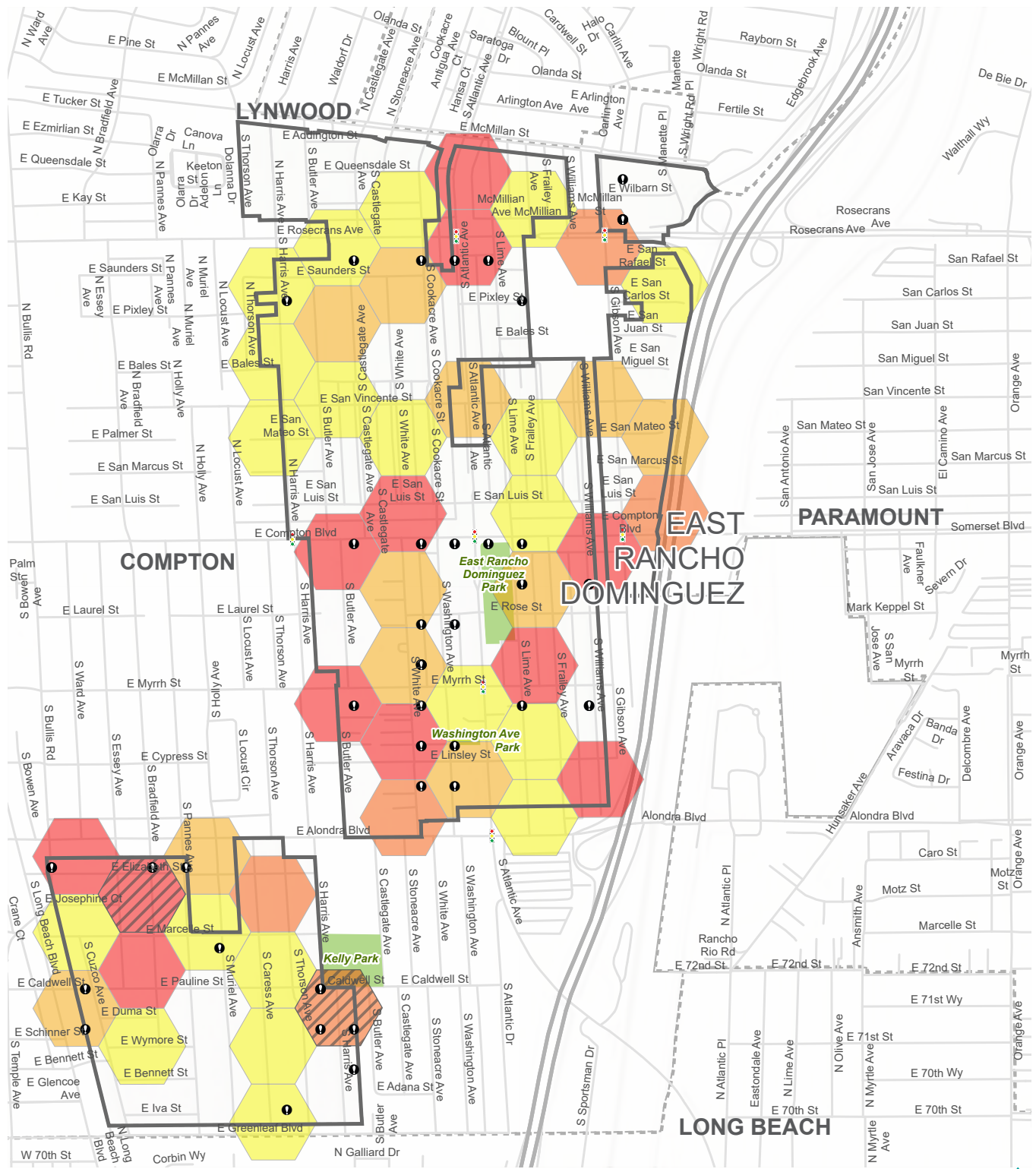
1 Theft is the taking of property that does not involve person-to-person contact. Burglary is the entering of a building or residence with the intention to commit theft, but property is not necessarily stolen. Nancy King Law, 2018.

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

3 County Sheriff's Department cited by Los Angeles Times Mapping, 2021. Crime data was collected for December 2019 to June 2020, the most recent available data.



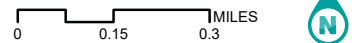
Figure 12-5: Map showing violent crime and gang activity in East Rancho Dominguez (2020)



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
- Least
- Moderate
- 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 Rancho Dominguez is one of the most pollution-burdened communities in LA County, due to concentrations of polluting industries in adjacent communities and intense transportation uses from truck-heavy routes to several major freeways. East Rancho Dominguez residents are exposed to multiple pollution sources that impact quality of life, harm community health, and discourage outdoor recreation, including walking and other physical activity.

As a dense community close to the region's major transportation systems, including the SR-91, I-105, and I-710 freeways, East Rancho Dominguez's air quality is among the worst in California. According to the California Office of Health Hazard and Assessment's CalEnviroScreen 4.0 analysis (Figure 12-6), most census tracts in East Rancho Dominguez rank above the 80th percentile for pollution burden, meaning their exposure to pollution is greater than the vast majority -- 80% -- of other census tracts in California.<sup>1</sup> Diesel emissions from trucks on freeways and streets contribute significantly to local and regional air pollution, including

Particulate Matter 2.5 (PM 2.5) and Diesel Particulate Matter (DPM).<sup>2</sup> Most census tracts in East Rancho Dominguez also rank above the 80th percentile for PM 2.5 and DPM. Exposure to DPM and other polluting gases can cause lung cancer, premature death, chronic heart and lung disease, asthma, and decreased lung function in children.<sup>3</sup>

Los Angeles's history of oil extraction has also had long term effects on communities like East Rancho Dominguez. At present, there are no oil or gas wells located within the East Rancho Dominguez boundaries; however, there are at least 2 idle oil or gas wells located in nearby communities.<sup>4</sup> According to a 2018 report by Public Health, particulate matter and Volatile Organic Compounds from oil and gas extraction activities "can contribute to harmful human health effects, including eye, nose and throat irritation; exacerbations of asthma; and other respiratory conditions,"<sup>5</sup> among other health impacts.

<sup>1</sup> <https://experience.arcgis.com/experience/11d-2f52282a54ceebcac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

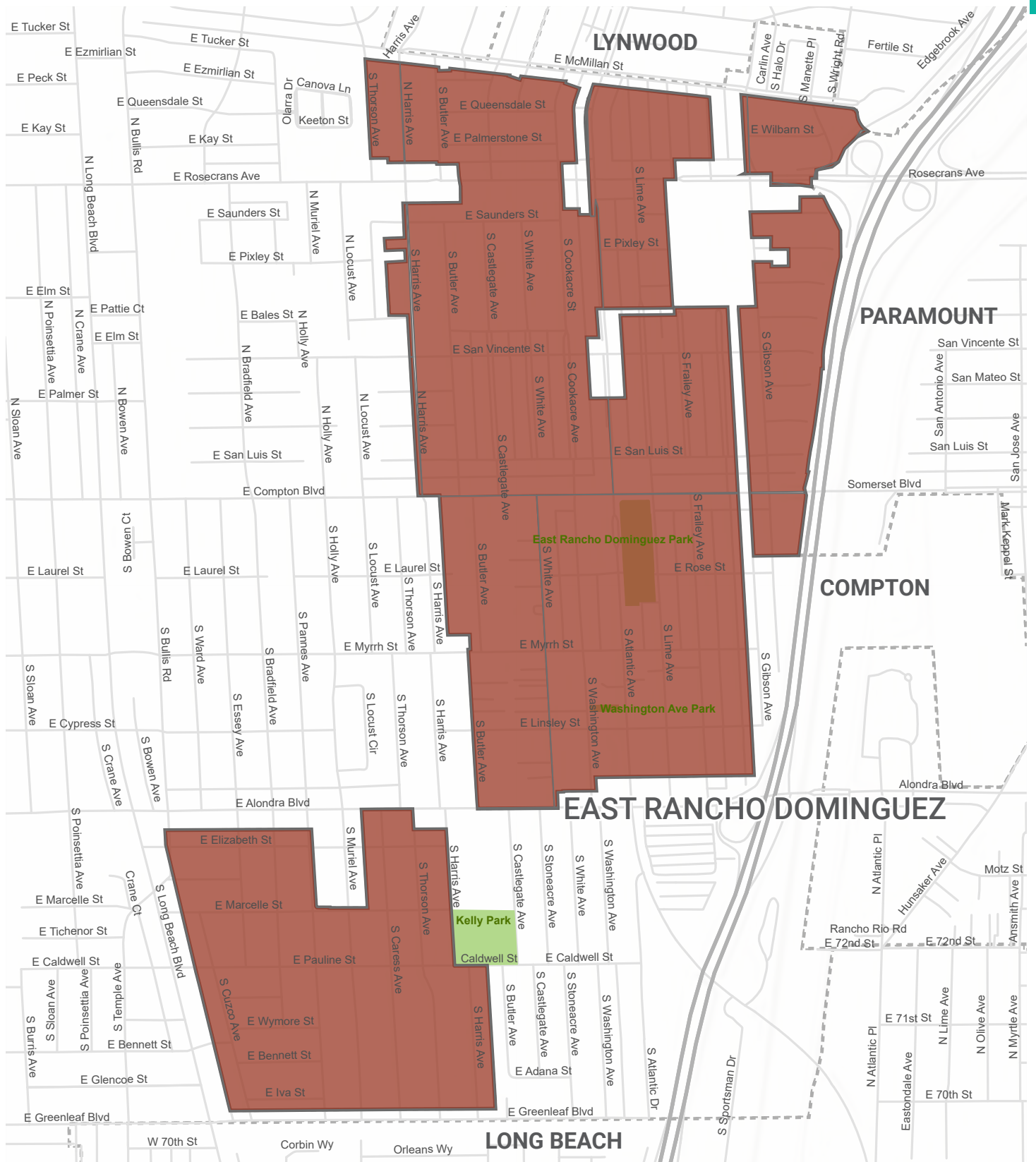
<sup>2</sup> <https://experience.arcgis.com/experience/11d-2f52282a54ceebcac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

<sup>3</sup> <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>

<sup>4</sup> <https://maps.conservation.ca.gov/doggr/wellfinder/#/>

<sup>5</sup> [http://publichealth.lacounty.gov/eh/docs/PH\\_OilGasFacilitiesPHSafetyRisks.pdf](http://publichealth.lacounty.gov/eh/docs/PH_OilGasFacilitiesPHSafetyRisks.pdf)

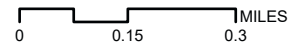
Figure 12-6: Map of CalEnviroScreen 4.0 Results in East Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

POLLUTION BURDEN PERCENTILE

75-100



## 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 Rancho Dominguez has 3 of 5 census tracts in the highest tier for social sensitivity in Los Angeles County. Similarly, the northwest corner of the community, Census Tract 5421.03, ranks among the most vulnerable to health impacts from extreme heat on the State of California's Heat Health Action Index.<sup>1</sup>

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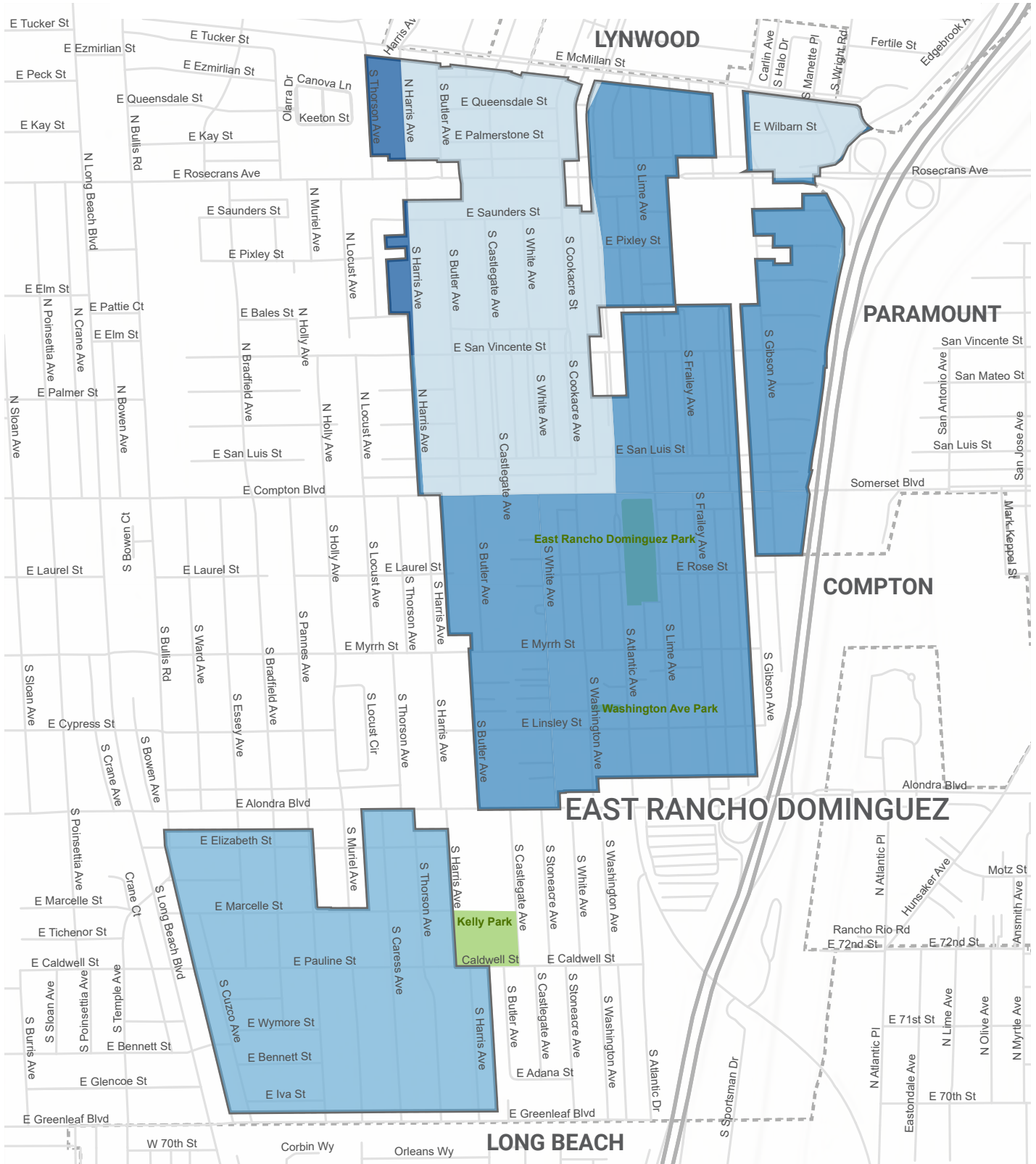
<sup>1</sup> The Social Sensitivity Index illustrated in Figure 12-7 incorporates the demographics and individual characteristics of the people living in each census tract. However, it does not measure the quality of the physical environment in which they live; and should not be the only factor in decision-making about projects and programs to enhance the pedestrian experience

Humans start to experience higher risk of heat illness at 95°F. According to the CVA, East Rancho Dominguez historically experiences 95th-percentile daily maximum temperatures of 86.8°F, which is projected to increase 7.6°F to 94.4°F by late-century. This means the hottest days will generally be hotter than they are today, and more unpleasant to walk or roll without refuge from the heat, such as shade trees, green spaces, and bus shelters.

Additionally, East Rancho Dominguez historically sees 28.1 heavy rain days each year, which the CVA projects will increase by 5.9 to 34 heavy rain days by late-century. Localized flooding can occur in inland places like East Rancho Dominguez when stormwater infrastructure is overwhelmed, and streets and sidewalks can become dangerous or impassable.

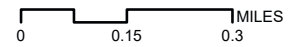
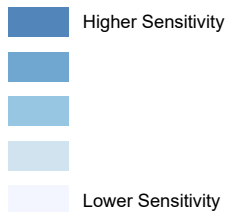
According to the CVA, East Rancho Dominguez has relatively low community-level adaptive capacity due to limited tree canopy (17 percent vs. 20 percent countywide), lots of pavement and other impermeable surfaces (62 percent vs. 23 percent countywide), and other features of the built environment that magnify the impacts of even modest increases in temperature.

Figure 12-7: Map showing the Social Sensitivity Index for census tracts in East Rancho Dominguez



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 Rancho Dominguez. These opportunities are recorded in Figure 12-8 and Figure 12-9. The conditions shown in these figures are based on observations recorded during walk audits along specific corridors throughout the community. For information about the County's maintenance practices and procedures (e.g., restriping faded crosswalks), see Chapter 4 of *Step by Step*. For further description and examples of pedestrian facility types, see Chapter 3 of *Step by Step*.

### Sidewalks

Sidewalks form the backbone of pedestrian transportation networks. Sidewalks are prevalent on both sides of the street throughout East Rancho Dominguez. Sidewalks as narrow as 4-5 feet were noted intermittently throughout the neighborhood, such as locations along Rosecrans Avenue, Cookacre Street, Gibson Avenue, and San Vincent Street. Some segments

of Rosecrans Avenue, Atlantic Avenue, and Compton Boulevard feature relatively wide sidewalks between 12-16 feet, providing ample space for pedestrian travel.

Many community sidewalks are in relatively good condition, though some exhibit damage from tree roots, particularly around East Rancho Dominguez Park

### Crosswalks

Crossings at intersections are not required to be marked; however, marked crosswalks are installed to guide pedestrians and help to enhance driver awareness of potential pedestrian activity, increasing the chances that a driver will stop for a pedestrian. There are many different styles of crosswalk markings. Standard crosswalk markings consist of two parallel lines, while both continental and ladder crosswalks are considered "high-visibility" patterns. These styles can enhance the visibility of crossings from greater distances than with standard markings.

Marked crosswalks exist only at select locations in East Rancho Dominguez, typically at intersections along major streets and near schools. Most marked crosswalks are standard





*A standard crosswalk with parallel lines on Atlantic Avenue*



*A yellow ladder crosswalk outside of Whaley Middle School on Gibson Avenue*



*An example of a high-visibility continental crosswalk*

style, though yellow high-visibility markings are used in school zones.

Many intersections within East Rancho Dominguez are unmarked such as along Rosecrans Avenue, Cookacre Street, and Gibson Avenue. Additionally, along major corridors such as Compton Boulevard, there are stretches as long as 1,500 feet between marked crossing, which may result in pedestrians crossing at locations with no traffic controls or crosswalks.

### **Curb Ramps and Radii**

Curb ramps can assist all users in moving from the street to the sidewalk. For example, a sidewalk without a curb ramp can be a barrier to someone in a wheelchair, leading them to travel in the street instead of on the sidewalk and to use driveways for access to and from the sidewalk. Most intersections along major roads in East Rancho Dominguez have single curb ramps that align diagonally with the intersection.

Curb radii in East Rancho Dominguez vary. Radii are larger (over 30 feet) at intersections like Compton Boulevard and Atlantic Avenue, which allows vehicles to make turns into the crosswalk without significantly slowing their travel speed.

Radii are smaller (less than 15 feet) at other intersections like Atlantic Boulevard and Myrrh Street, providing for slower vehicle turns, as well as shorter pedestrian crossing distances.

### **Traffic Signals**

Traffic signals are present at most major intersections in East Rancho Dominguez and include pushbutton-activated countdown walk signals. Some intersections in East Rancho Dominguez 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**

No pedestrian-scale lighting, defined in Chapter 3, exists in East Rancho Dominguez. Most major roads in East Rancho Dominguez do have street lighting, which illuminates the roadway but does not always light the sidewalk, which could discourage community members from walking at night.

### **Tree Canopy**

According to the Healthy Places Index, 79 percent of other communities in California have greater tree canopy coverage than East Rancho Dominguez.<sup>1</sup>

Dense tree canopy coverage can beautify the community, making walking feel safer and more pleasant; provide important mental health benefits; and improve overall quality of life. Trees are important tools for cooling neighborhoods and helping communities adapt to a changing climate.

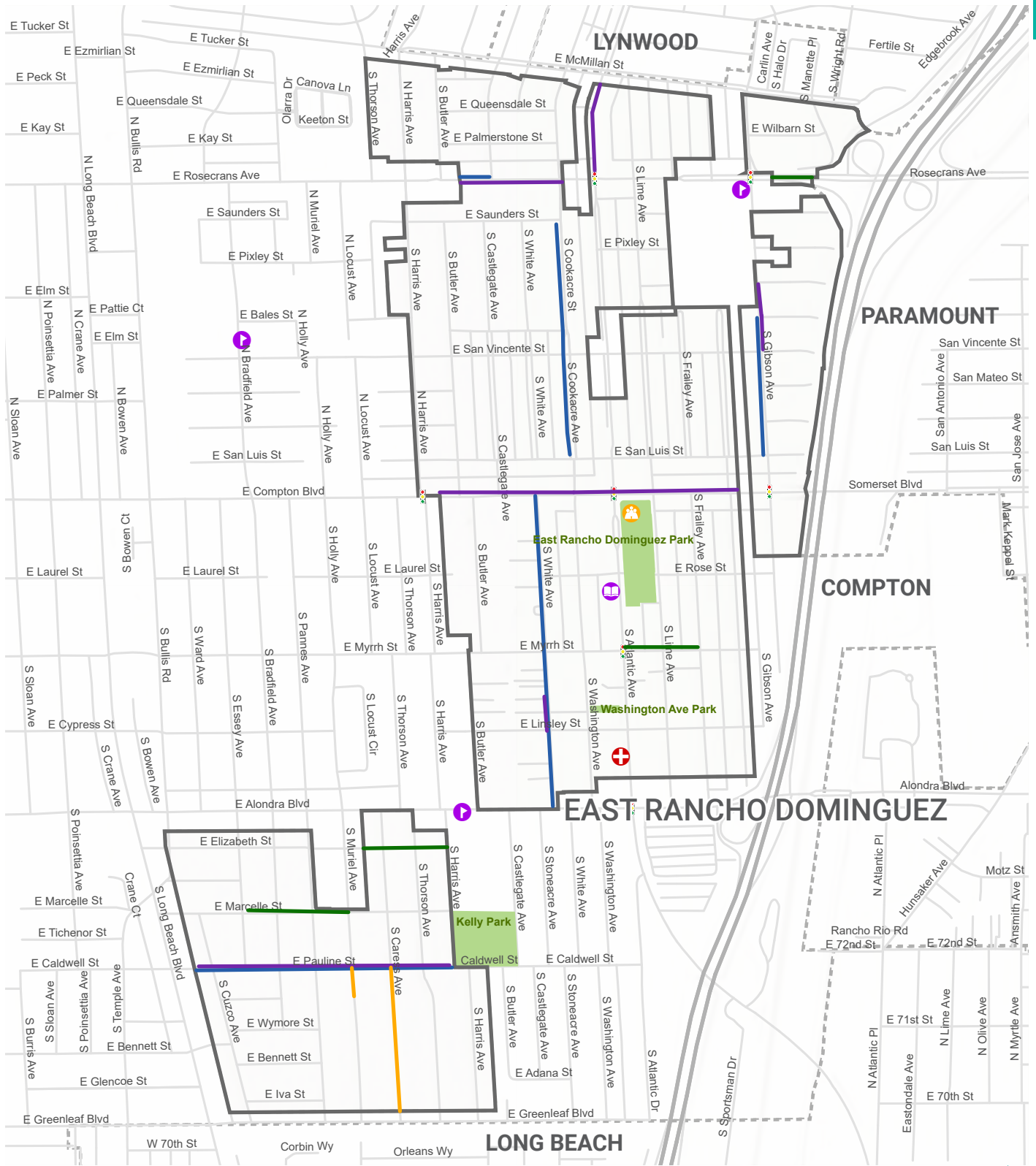
Even so, while there are many benefits to a robust tree canopy, nearly all trees can conflict with surrounding infrastructure. Having enough space around and above trees is an important consideration in which species are planted, where, and for what purpose.

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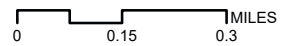
<sup>1</sup> Healthy Places Index, 2021.



Figure 12-8: Map of walk audit observations related to sidewalks and paths in East Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans



**DESTINATIONS**

- Schools
- Library
- Healthcare
- Community Organization

**SIDEWALK OBSERVATIONS**

- Limited lighting
- Limited shade
- Narrow sidewalk
- No Sidewalk

- Traffic Signal
- Park
- Rail

\* For the purposes of this plan, damaged sidewalks are defined as locations with cracks, tree roots lifting up sections, or other issues with the existing pavement. Narrow sidewalks refer to those 4 feet wide or less and/or those that have obstructions such as utility boxes or signposts that make the walking path narrow. Observations were made by engineers from Alta Planning + Design in May 2021.

Figure 12-9: Map of walk audit observations related to intersections in East Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans



**DESTINATIONS**

- Schools
- Library
- Healthcare
- Community Organization

**SIDEWALK OBSERVATIONS**

- NOT TO CURRENT ADA STANDARDS/ DAMAGED CURB RAMPS
- NOT TO CURRENT ADA STANDARDS/ DAMAGED CURB RAMPS, UNMARKED CROSSWALK

- Traffic Signal
- Park
- Rail

\* 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 Rancho Dominguez's pedestrian network. Proposals were developed through conversations with County departments, public safety agencies, and community residents; as well as careful observations of the existing transportation network, to identify actions that can support efforts for people to walk, wheel, live and thrive in East Rancho Dominguez. 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 major roadways including Compton Boulevard, a portion of which is a Vision Zero Collision Concentration Corridor. These corridors have a history of pedestrian-related collisions, 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:

- ▶ Roadway reconfiguration on Atlantic Avenue from San Vicente Street to Alondra Boulevard, if feasible, to help curb vehicle speeds.
- ▶ Removal of the existing slip lane at Gibson Avenue and Rosecrans Avenue to help slow vehicle speeds and shorten the distance pedestrians must cross at this complex intersection. The removed slip lane could also be used as space for an enhanced bus stop, space for street trees, or other type of community space.

**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:

- ▶ New and enhanced crossings along Atlantic Avenue, Compton Boulevard, and Gibson Avenue to provide a safer environment for

pedestrians, with high-visibility crosswalks and new beacons better alerting drivers to the presence of pedestrians. Curb extensions and ADA compliant curb ramps to provide a safer, more accessible experience for all users of the street.

- ▶ Leading pedestrian intervals, advanced yield markings, high-visibility crosswalks, and curb extensions at several intersections along Atlantic Avenue.
- ▶ High-visibility crosswalks, curb extensions pedestrian-activated warning systems, and leading pedestrian intervals along Compton Boulevard.

**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:

- ▶ New sidewalks along Cuzco Avenue and Caress Avenue to create a dedicated space for pedestrians.

**Traffic Calming** - Facilities that could slow down drivers, reduce traffic volumes, and deter other dangerous driver behavior like donuts, such as

mini roundabouts and all-way stops. Examples of proposed traffic calming projects include:

- ▶ A mini roundabout at the intersection of Gibson Avenue and San Vicente Street to help reduce unsafe driver behavior.
- ▶ Traffic circles or other traffic calming treatments to slow vehicle speeds and prevent unsafe driver behavior like “donuts” along Elizabeth Street, Marcelle Street, Myrrh Street, Pauline Street, Harris Avenue, and Lime Avenue.

**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 Rancho Dominguez. These proposals include, but are not limited to:

- ▶ Atlantic Avenue between the north community boundary and Rosecrans Avenue.
- ▶ Lime Avenue between San Luis Street and Myrrh Street.

**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:

- ▶ Bus bulbs at multiple locations along Compton Boulevard.

These proposed projects are detailed in Table 12-5, and are mapped in Figure 12-10. Chapter 6 of *Step by Step* provides an overview of how the County will implement these projects, and Appendix D of *Step by Step* contains detailed information on potential funding sources and project prioritization scoring.

Implementation of proposed projects in East Rancho Dominguez is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this Plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support.

**Table 12-5: Proposed pedestrian projects in East Rancho Dominguez***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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Alondra Avenue</b>					<b>Average Corridor Score: 48.5</b>	
County/City of Compton	E Alondra Boulevard & S Butler Avenue	East leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	47.0
			Install RRFB	\$80,000	\$80,000	
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		Northeast and southeast corner	Install curb extension	\$130,000	\$200,000	
		East-west direction	Install advance yield marking	\$4,000	\$4,000	
County/City of Compton	E Alondra Boulevard & S White Avenue	West and north leg	Restripe as yellow continental crosswalk	\$6,000	\$10,000	50.0
		Northwest corner	Install curb extension	\$65,000	\$100,000	
<b>Atlantic Avenue</b>					<b>Average Corridor Score: 69.1</b>	
County/City of Compton	S Atlantic Avenue (north community boundary to Rosecrans Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	60.0
County/City of Compton	S Atlantic Avenue (Rosecrans Avenue to southern community boundary)	Both sides of street	Study for roadway reconfiguration	\$200,000	\$300,000	80.0
County/City of Compton	S Atlantic Avenue (E San Vicente Street to E Alondra Boulevard)	Both sides of street	Plant street trees	\$55,000	\$75,000	85.0

**Table 12-5: Proposed pedestrian projects in East Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	S Atlantic Avenue & Linsley Street	North and west legs	Stripe continental crosswalk	\$6,000	\$10,000	58.3
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		North leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
County	S Atlantic & E Myrrh Street	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	67.0
			Restripe as continental crosswalk	\$12,000	\$20,000	
County	S Atlantic Avenue & E Rose Street	North leg	Install pedestrian-activated warning system	\$125,000	\$400,000	64.5
			Install pedestrian refuge island	\$40,000	\$65,000	
		North and west legs	Stripe continental crosswalk	\$6,000	\$10,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield markings	\$4,000	\$4,000	
County	S Atlantic Avenue & E Rosecrans Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	70.0
		All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	



**Table 12-5: Proposed pedestrian projects in East Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Caress Avenue</b>					<b>Average Corridor Score: 35.0</b>	
County	S Caress Avenue (E Pauline Street to southern community boundary)	Both sides of street	Install sidewalks	\$61,920	\$89,440	35.0
<b>Compton Boulevard</b>					<b>Average Corridor Score: 67.0</b>	
County	E Compton Boulevard & Atlantic Avenue	Northwest and southwest corners	Install bus bulb	\$400,000	\$780,000	85.0
		Southeast and northeast corner	Install curb extension	\$130,000	\$200,000	
		All legs	Restripe as continental crosswalk	\$12,000	\$20,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
County	E Compton Boulevard (N Harris Avenue to Long Beach Highway)	Both sides of the street	Install pedestrian-scale lighting	Varies	Varies	70.0
County/City of Compton	E Compton Boulevard & N Harris Avenue	Northeast and southeast corners	Install bus bulb	\$400,000	\$780,000	53.3
		All legs	Restripe as continental crosswalk	\$12,000	\$20,000	
		Southwest corner	Install curb extension	\$65,000	\$100,000	

**Table 12-5: Proposed pedestrian projects in East Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	E Compton Boulevard & S Castlegate Avenue	North and east legs	Stripe continental crosswalk	\$6,000	\$10,000	68.3
		East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
		Northeast corner	Install bus bulb	\$200,000	\$390,000	
		West-east direction	Install advance yield marking	\$4,000	\$4,000	
County	E Compton Boulevard & S Gibson Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	58.0
		Northwest corner, southeast corner	Install curb extension	\$130,000	\$200,000	
County	E Compton Boulevard & S Lime Avenue	Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	68.7
		East leg	Restripe as continental crosswalk	\$3,000	\$5,000	
		All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	
<b>Cuzco Avenue</b>					<b>Average Corridor Score: 41.0</b>	
County	S Cuzco Avenue & E Bennett Street	West leg	Stripe continental crosswalk	\$3,000	\$5,000	42.0
City of Compton	S Cuzco Avenue (E Greenleaf Boulevard to E Iva Street)	West side of street	Install sidewalks	\$5,400	\$7,800	40.0

**Table 12-5: Proposed pedestrian projects in East Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
Elizabeth Street					Average Corridor Score: 37.8	
County	E Elizabeth Street & S Bradfield Avenue	North and south legs	Stripe continental crosswalks	\$6,000	\$10,000	42.0
County	E Elizabeth Street (S Caress Avenue to S Harris Avenue)	Both sides of street	Plant street trees in existing greenway strip	\$55,000	\$75,000	40.0
County	E Elizabeth Street & S Caress Avenue	North and south legs	Stripe as yellow continental crosswalk	\$6,000	\$10,000	45.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	E Elizabeth Street & S Thorson Avenue	North leg	Stripe continental crosswalk	\$3,000	\$5,000	40.0
		All corners	Install new ADA compliant curb ramp where nonexistent	\$40,000	\$60,000	
		All way	Install roundabout/traffic circle	\$100,000	\$650,000	
County/City of Compton	E Elizabeth Street & S Bullis Road	North and south legs	Stripe continental crosswalk	\$6,000	\$10,000	40.0
County/City of Compton	E Elizabeth Street & S Pannes Avenue	West and east legs	Stripe continental crosswalk	\$6,000	\$10,000	32.5
			Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	
County	E Elizabeth Street & Essey Avenue		Install roundabout/traffic circle	\$100,000	\$650,000	25.0

**Table 12-5: Proposed pedestrian projects in East Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Gibson Avenue</b>					<b>Average Corridor Score: 43.1</b>	
County	S Gibson Avenue & E Rosecrans Avenue	Northeast corner	Remove slip lane; reclaim pedestrian space	\$50,000	\$100,000	55.0
		All legs	Stripe yellow continental crosswalk	\$12,000	\$20,000	
County/City of Compton	S Gibson Avenue & E San Juan Street	Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	41.7
		North and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	S Gibson Avenue & E San Vicente Street	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	32.5
		All legs	Stripe as yellow continental crosswalk	\$12,000	\$20,000	
<b>Harris Avenue</b>					<b>Average Corridor Score: 36.7</b>	
County/City of Compton	S Harris Avenue & E Elizabeth Street	North and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	40.0
County/City of Compton	S Harris Avenue & E Marcelle Street	North and west legs	Stripe as yellow continental crosswalk	\$6,000	\$10,000	40.0
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northeast corner	Install new ADA compliant curb ramp	\$10,000	\$15,000	

**Table 12-5: Proposed pedestrian projects in East Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County/City of Compton	S Harris Avenue & E Saunders Street	Northeast and northwest corner	Install curb extension	\$130,000	\$200,000	30.0
<b>Lime Avenue</b>					<b>Average Corridor Score: 52.3</b>	
County	S Lime Avenue & E Rose Street	Northeast, southeast, and southwest corners	Install curb extension	\$195,000	\$300,000	51.7
		East and south legs	Stripe continental crosswalk	\$6,000	\$10,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	S Lime Avenue & E San Luis Street	East leg	Stripe continental crosswalk	\$3,000	\$5,000	55.0
County	S Lime Avenue & E San Vincente Street	North leg	Stripe as yellow continental crosswalk	\$3,000	\$5,000	55.0
County	S Lime Avenue & E Linsley Street		Install roundabout/traffic circle	\$100,000	\$650,000	40.0
County	S Lime Avenue (E San Luis Street to E Myrrh Street)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	65.0
<b>Marcelle Street</b>					<b>Average Corridor Score: 38.8</b>	
County	E Marcelle Street & S Cuzco Avenue	South leg	Stripe continental crosswalk	\$3,000	\$5,000	40.0

**Table 12-5: Proposed pedestrian projects in East Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County/City of Compton	E Marcelle Street (S Essey Avenue to S Muriel Avenue)	North side of street	Plant street trees in existing parkway	\$55,000	\$75,000	35.0
County/City of Compton	E Marcelle Street & S Muriel Avenue	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	40.0
County	E Marcelle Street & S Bradfield Avenue	East and west legs	Stripe continental crosswalk	\$6,000	\$10,000	40.0
<b>Muriel Avenue</b>					<b>Average Corridor Score: 35.0</b>	
County	S Muriel Avenue (E Pauline Street to 400 feet south of E Pauline Street)	Both sides of street	Install sidewalks	\$18,000	\$26,000	35.0
<b>Myrrh Street</b>					<b>Average Corridor Score: 48.7</b>	
County	E Myrrh Street (S Atlantic Avenue to S Frailey Avenue)	North side of street	Plant street trees in existing parkway	\$55,000	\$75,000	57.0
County	E Myrrh Street & S Lime Avenue	North and west legs	Stripe continental crosswalk	\$6,000	\$10,000	46.7
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
		All way	Install roundabout/ traffic circle	\$100,000	\$650,000	

**Table 12-5: Proposed pedestrian projects in East Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	E Myrrh Street & S White Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate	\$100,000	\$650,000	42.5
		North and west legs	Stripe continental crosswalk	\$6,000	\$10,000	
<b>Pauline Street</b>					<b>Average Corridor Score: 33.1</b>	
County	E Pauline Street & S Bradfield Avenue	North and south legs	Stripe continental crosswalk	\$6,000	\$10,000	40.0
County	E Pauline Street & S Cuzco Avenue	East and west legs	Stripe continental crosswalk	\$6,000	\$10,000	35.0
		All corners	Install curb extension	\$260,000	\$400,000	
County/City of Compton	E Pauline Street & S Harris Avenue	North and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	33.7
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
		All legs	Install pedestrian-scale lighting	Varies	Varies	
County	E Pauline Street & S Muriel Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	32.5
		All way	Install roundabout/ traffic circle	\$100,000	\$650,000	



**Table 12-5: Proposed pedestrian projects in East Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	E Pauline Street & S Thorson Avenue	Northwest, northeast, and southeast corners	Install new ADA complaint curb ramp	\$30,000	\$45,000	35.0
		North and east legs	Stripe as yellow continental crosswalk	\$6,000	\$10,000	
		All way	Install roundabout/ traffic circle	\$100,000	\$650,000	
County	E Pauline Street & S Pannes Avenue	All way	Install roundabout/ traffic circle	\$100,000	\$650,000	25.0
<b>Rosecrans Avenue</b>					<b>Average Corridor Score: 41.7</b>	
County/ Caltrans	Rosecrans Avenue (4917 Rosecrans Avenue to 4951 Rosecrans Avenue)	North side	Plant street trees, install pedestrian lighting	\$55,000	\$75,000	50.0
Caltrans	Rosecrans Avenue & SB 710 On-Ramp	North side	Coordinate with Caltrans on implementing pedestrian enhancements at the SB 710 On/ off-Ramps	Varies	Varies	37.5
Caltrans	Rosecrans Avenue & SB 710 Off-Ramp	South side	Coordinate with Caltrans on implementing pedestrian enhancements at the SB 710 On/ off-Ramps	Varies	Varies	37.5

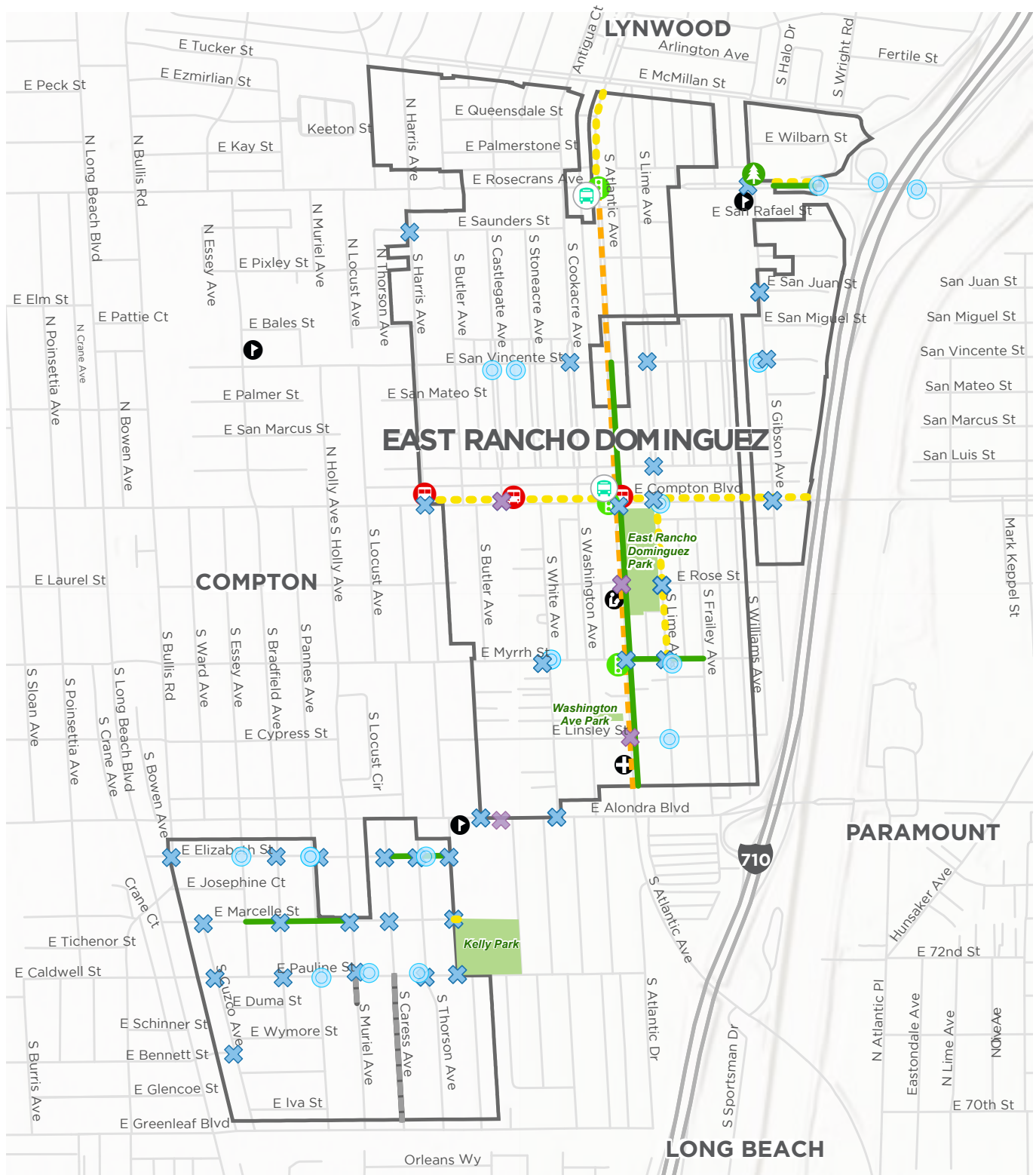
**Table 12-5: Proposed pedestrian projects in East Rancho Dominguez, continued***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
San Vicente Street					Average Corridor Score: 40.7	
County	E San Vicente Street & S Cookacre Street	North leg	Stripe continental crosswalk	\$3,000	\$5,000	52.0
County	E San Vicente Street & S White Avenue	All corners	Curb extension or other traffic calming device to reduce potential for vehicles turning donuts	\$260,000	\$400,000	35.0
County	E San Vicente Street & S Castlegate Avenue	All corners	Curb extension or other traffic calming device to reduce potential for vehicles turning donuts	\$260,000	\$400,000	35.0
Total Capital Costs <sup>2</sup>				\$6,363,320	\$16,457,240	
Contingency (20% of total capital cost)				\$1,272,664	\$3,291,448	
Total P.E. (30% of total capital cost)				\$1,908,996	\$4,937,172	
Total Construction Engineering (50% of total capital cost)				\$3,181,660	\$8,228,620	
<b>Community Total</b>				<b>\$12,726,640</b>	<b>\$32,914,480</b>	

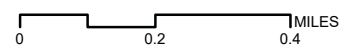
<sup>1</sup>All costs are based on 2023 estimates. Appropriate inflation and escalation increases may be applicable at the time of implementation.

<sup>2</sup>Cost 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 12-9: Proposed pedestrian projects in East Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans



**DESTINATIONS**

- Schools
- Library
- Healthcare
- Parks

**PROPOSED PEDESTRIAN PROJECTS**

- New or Enhanced Sidewalks
- Pedestrian-Scale Lighting
- Street Trees
- Study for Potential Road Reconfiguration
- New or Enhanced Crossing
- New or Enhanced Crossing with Beacon/Signal
- Signal Update
- Traffic Calming
- Enhanced Transit Stop
- Install New Bus Shelter
- Pocket Park

Road Network

Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation, and maintenance costs.

## PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2 of *Step by Step*, while Table 12-6 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in East Rancho Dominguez. Relevant actions from the County's Vision Zero Action Plan are listed in Table 12-7.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs are described in Chapter 5 of *Step by Step*; those suggested for East Rancho Dominguez are listed in Table 12-8.

**Table 12-6: Countywide Actions Suggested for East Rancho Dominguez**

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-2.6a: Develop bus stop design guidelines based on an increased sidewalk width to include elements that enhance the walking experience, such as signage, seating, and shelters; and ensure that transit signs, benches, and shelters do not impede the pedestrian walkway.	Public Works	On-going
Action EH-2.7: When planning and designing corridor projects, incorporate supportive pedestrian amenities such as landscaping and street furniture, as funding is available.	Public Works	On-going
Action EH-3.3: Finalize the Parklet Application Manual and develop an online application that allows community stakeholders to apply for approval to construct and operate a parklet in the road right-of-way.	Public Works	On-going
Action EQ-2.5: Design and construct accessible pedestrian medians or islands to create a pedestrian refuge area, where feasible and appropriate.	Public Works	On-going

**Table 12-7: Vision Zero Actions Suggested for East Rancho Dominguez**

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 12-8: Countywide Programs Suggested for East Rancho Dominguez**

Program	Description
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors.
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2) encouraging active modes of getting to school through new infrastructure and programming; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing cut-through traffic on residential streets near schools due to school drop-off and pickup.
Walking Clubs	Public Health leads walking clubs at a number of County parks that participate in the Parks After Dark (PAD) Program. The program gets residents engaged in physical activity while their children or grandchildren take advantage of park activities. Public Health also developed a Community Walking Club Toolkit, which is available for community members and organizations interested in organizing their own walking clubs. It provides nutrition and physical activity information to inform walking club participants. Walking clubs also build social cohesion as participants get to know their neighbors.
The Works	Public Works has an online and mobile application called The Works that serves as a one-stop solution for County residents to report and track services, such as sidewalk obstructions causing issues in East Rancho Dominguez. If the service is not handled by Los Angeles County, The Works will provide residents with the appropriate contact information.

## CONCLUSION

The East Rancho Dominguez 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 Rancho Dominguez 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 Rancho Dominguez 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 Rancho Dominguez residents overall.



ch. 13

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# FLORENCE- FIRESTONE COMMUNITY PEDESTRIAN PLAN



## ACKNOWLEDGMENTS

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Caltrans

LA County Department of Arts and Culture

Los Angeles County Development Agency

Los Angeles County Fire Department

Los Angeles County Department of Parks and  
Recreation

Los Angeles County Public Works

Los Angeles County Department of Regional Planning

Los Angeles Sheriff's Department

Los Angeles Metro

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Program.*



## INTRODUCTION

The Florence-Firestone Community Pedestrian Plan is part of Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities, a master plan for pedestrian safety in Los Angeles County. Step by Step Los Angeles County is a plan to enhance walkability, a measure of how friendly an area is for walking, for the one million residents of communities in unincorporated Los Angeles County. Step by Step outlines actions, policies, procedures, and programs that the County of Los Angeles (the County) will consider to enhance walkability across unincorporated communities.

It also includes Community Pedestrian Plans, including this one, that identify potential pedestrian infrastructure projects for specific unincorporated communities.

This tailored approach to pedestrian planning enables the County to work closely with residents, businesses, and other stakeholders to meet the unique needs of each unincorporated community.

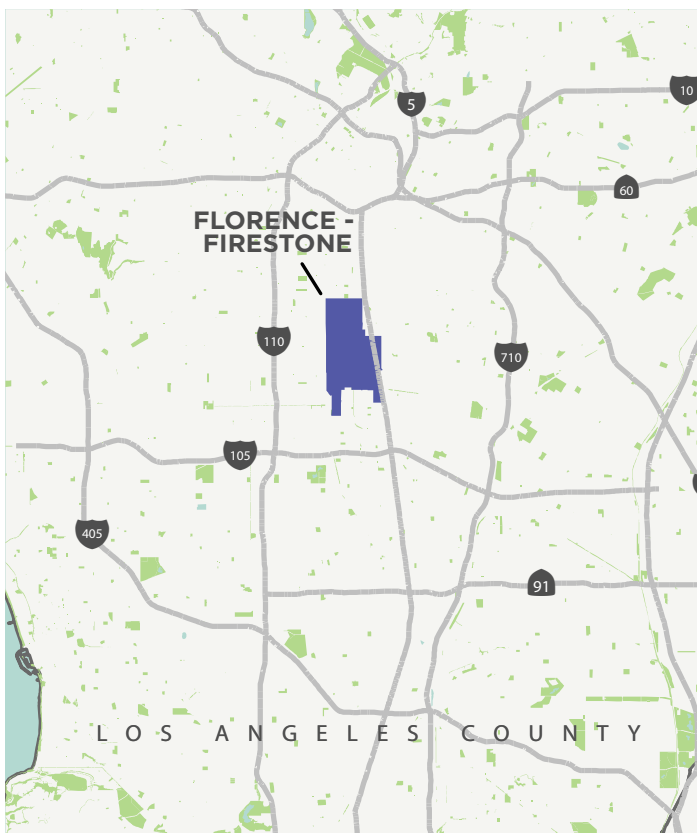
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## COMMUNITY PROFILE

Florence-Firestone is a densely populated, diverse community of 70,000 residents with bustling sidewalks and streets.

The unincorporated community, which is 3.5 square miles in area, is bordered by the City of Huntington Park and unincorporated Walnut Park to the east, and the City of Los Angeles to the north, west, and south. The Metro A Line light rail runs through the center of the community; its three stations in Florence-Firestone are popular walking destinations.



*Florence-Firestone location within Los Angeles County*

## Thank You

### *Pedestrian Plan Community Advisory Committee Members:*

Janet Andrade  
Hector Barillas  
Sonia Borjas  
Astrid Campos  
Martha Escobar  
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Special thanks to the residents of Florence-Firestone who took time to participate in outreach events and community data collection efforts, and who shared their ideas on how to enhance walking in the community. This plan is inspired by your vision for Florence-Firestone.

## Demographics

Every person living in Los Angeles (LA) County should have opportunities and amenities that help them lead a long, healthy life. However, gaps in health outcomes based on race, income, and zip code, persist, reflecting the unequal distribution of health affirming resources. The County can help eliminate those gaps through intentional resource allocation and targeted interventions to repair and prevent poorer health outcomes experienced by under-resourced communities.

In Florence-Firestone, median household income is \$53,478 (2021), compared with \$77,456 for LA County. About 17 percent of Florence-Firestone residents live below the poverty line; compared to 14 percent countywide.

Fifty-one percent of Florence-Firestone residents have not completed their high school education or equivalent, and significantly fewer residents have completed a bachelor's degree or higher compared to LA County generally.

Florence-Firestone is a relatively young community, with about 30 percent of residents in Florence-Firestone under 18 years old.

Florence-Firestone is a majority self-identified Hispanic and Latino community. About 93 percent of residents are self-identified as Hispanic or Latino, followed by 6 percent self-identified as Black or African American; and 87 percent of adults speak some Spanish at home.<sup>1</sup> (See Table 13-1)

---

<sup>1</sup> U.S. Census Bureau (2021). American Community Survey 5-year estimates

**Table 13-1: Florence-Firestone Demographics**

	Percent in Florence-Firestone	Percent in Los Angeles County
<b>Education</b>		
Less than high school diploma	51.6	20.0
High school graduate, GED, or alternative	23.7	20.4
Some college or Associates degree	17.9	25.6
Bachelor's degree or higher	6.8	34.0
<b>Poverty</b>		
Persons in Poverty	22.6	13.9
Household Income (2021)	\$53,478	\$77,456
<b>Age</b>		
Under 18 Years	30.4	21.6
18-64 Years	61.9	64.7
65 and Older	7.6	13.7
<b>Self-Identified Race/Ethnicity</b>		
Hispanic or Latino	93.0	48.7
White (Non-Hispanic)	0.4	25.5
American Indian and Alaska Native	0.2	0.2
Asian	0.2	14.6
Black or African American (Non-Hispanic)	6.1	7.6
Other	0.1	0.4
<b>Immigration and Language</b>		
Foreign Born	41.2	32.5
Language other than English spoken at home (adults)	87.3	56.3

Source: U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates



## Health Considerations

Health outcomes are driven in part by the built environment, and how well one's neighborhood encourages and supports health affirming activities.

Florence-Firestone is in the County's Public Health Service Planning Area 6 (SPA 6). In 2020, Coronary Heart Disease and Diabetes Mellitus were the #2 and #3 causes of death in SPA 6, after COVID-19.<sup>1</sup> Rates of obesity are considerably higher in Florence-Firestone for children, teenagers, and adults than in LA County generally.

Regular physical activity such as daily walking is a critical strategy for preventing heart disease and diabetes. Thirteen percent of youth report engaging in regular physical activity, consistent with LA County; while over 42 percent of adults report walking at least 150 minutes in the last week, more than LA County generally.<sup>2</sup>

Poor health outcomes are also worsened by food insecurity, which is related to both affordability and physical access to healthy food. In 2018, 26.8 percent of LA County households with incomes less than 300 percent of the Federal Poverty Level (FPL) experienced food insecurity, which includes households reporting low food security

and very low food security. This figure was nearly 32 percent for Service Planning Area 6, which includes Florence-Firestone. In Florence-Firestone, nearly 1500 people live farther than 1/2 mile from a supermarket or grocery store, and about 8 percent of households do not have access to a car to get them there. Further, between April and July 2020, in the wake of the COVID-19 pandemic, 41.6 percent of households in LA County below 300 percent FPL experienced food insecurity at some point.<sup>3</sup>

Just over 5 percent of people aged 19-64 in Florence-Firestone have a disability, slightly more than LA County. However, the proportion of disabled seniors over the age of 65 is 3.1 percent in Florence-Firestone, compared to nearly 5 percent in LA County.<sup>4</sup>

<sup>3</sup> 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.

<sup>4</sup> U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

<sup>1</sup> Mortality in Los Angeles County, 2020: Provisional Report. Los Angeles County Department of Public Health. Office of Health Assessment and Epidemiology. May 2022

<sup>2</sup> Weekly activity levels are based on adults that walk for at least 150 minutes per week. California Health Interview Survey, Neighborhood Edition, 2014. The Centers for Disease Control and Prevention (CDC) recommends that adults do at least 150 minutes per week of moderate-intensity activity "for substantial health benefits." Source: CDC, 2008 Physical Activity Guidelines for Americans.



**Table 13-2: Florence-Firestone Causes of Death**

(Selected) Causes of Death Death rate (per 100,000 population)	Percent in Florence-Firestone	Percent in Los Angeles County
Diabetes (ages 18+)	17.2	11.8
Heart Disease (ages 18+)	4.3	6.5

**Table 13-3: Florence-Firestone Health Indicators**

	Percent in Florence-Firestone	Percent in Los Angeles County
<b>Obesity</b>		
Children overweight (ages 2-11)	19.1	13.5
Teens overweight (ages 12-17)	48.9	34.2
Adult obesity (ages 18+)	40.5	29.6
<b>Physical Activity</b>		
Regular physical activity (ages 5-17)	13.4	14.3
Walked at least 150 minutes per week (ages 18+)	41.9	38.4
<b>Respiratory Illness</b>		
Children ever diagnosed with asthma (ages 0-17)	11.4	12.9
Adults ever diagnosed with asthma (ages 18+)	12.0	15.2
<b>Disability<sup>1</sup></b>		
Persons with a disability under age 65	5.5	6.3
<b>Food Access</b>		
Live ½ mile or more from a supermarket/grocery store	2.0	36.8

Sources: AskCHIS Neighborhood Edition 2020, Los Angeles County Department of Public Health 2021, U.S. Census Bureau American Community Survey 1- and 5-year estimates 2017-2021

<sup>1</sup> 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,<sup>1</sup> for example. The Los Angeles County 2035 General Plan provides the policy framework for how and where the unincorporated County will grow through the year 2035 by designating each neighborhood or block for different categories of land uses, such as residential, commercial, industrial, or natural resources. Specific zoning is then applied in the Los Angeles County Code to implement each area's land use designation through development standards and other rules consistent with the General Plan's land use maps. Most of Florence-Firestone is designated for residential use, with heavy industrial areas mostly in the eastern side of the community along the Alameda corridor.

Most residences in the community are relatively small and show signs of overcrowding.<sup>2</sup> The densest residential areas in Florence-Firestone are in the northwest and west. In Florence-Firestone, only 39.9 percent of residents own their homes, compared to 45.4 percent of people in Los Angeles County. Figure 13.1 shows land use designations in Florence-Firestone, as well as destinations like schools and parks.

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<sup>1</sup> Garage conversions into living spaces, high number of persons per household, or other informal housing situations have been identified as contributing factors to overcrowding in Florence-Firestone. Los Angeles County Department of Regional Planning. Florence-Firestone Community Plan, page 29. 2019.

Figure 13-1: Florence-Firestone Land Use Designations



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

**DESTINATIONS**

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

**LAND USE**

- General Commercial
- Low/Medium Density Residential
- Medium Density Residential
- Light Industrial
- Mixed Use
- Parks and Recreation
- Public and Semi-Public
- Heavy Industrial

- Traffic Signal
- Rail



## Park Access

Measures of park access evaluate the distribution of park land within Florence-Firestone and whether residents can easily access it. The closer a person lives to a park, the more likely it is they will use it regularly. Most pedestrians are willing to walk up to one half-mile (approximately ten minutes of walking), to reach their destination.<sup>1</sup>

About 41 percent of Florence-Firestone residents live further than one half-mile of a local park. Park space in Florence-Firestone totals 1.2 acres per 1,000 residents. This is lower than the LA County average (3.3 acres), and lower than the County's adopted goal of 4 acres per 1,000 residents.<sup>2</sup> Further, just two percent of residents in the Metro Planning Area, which includes Florence-Firestone, are within walking distance of a Regional Recreation Park.<sup>3</sup> These factors help explain the County's 2016 assessment of Florence-Firestone's park needs as being "Very High."

There are five parks in Florence-Firestone, each of which provides amenities and services to the community, including:

- ▶ Franklin D. Roosevelt Park
  - ▶ Athletic fields
  - ▶ Senior Center
  - ▶ Gymnasium
  - ▶ Youth programs
- ▶ Ted Watkins Memorial Park
  - ▶ Computer center
  - ▶ Skate park
  - ▶ Tennis courts
  - ▶ Swimming pool
- ▶ Col. Leon H. Washington Park
  - ▶ Notable basketball league
  - ▶ Community Center
  - ▶ Gardening
  - ▶ Cycling
- ▶ Bethune Park
  - ▶ Skate park
  - ▶ Swimming pool
  - ▶ Youth sports
  - ▶ Toy loan program
- ▶ El Parque Nuestro
  - ▶ Community educational kiosks
  - ▶ Exercise circuit
  - ▶ Playground

Funded by California State Parks, a new linear park is also in development just north of 92nd street in a Los Angeles Department of Water and Power utility corridor. The park will feature paths, fields, playgrounds, and other park amenities.

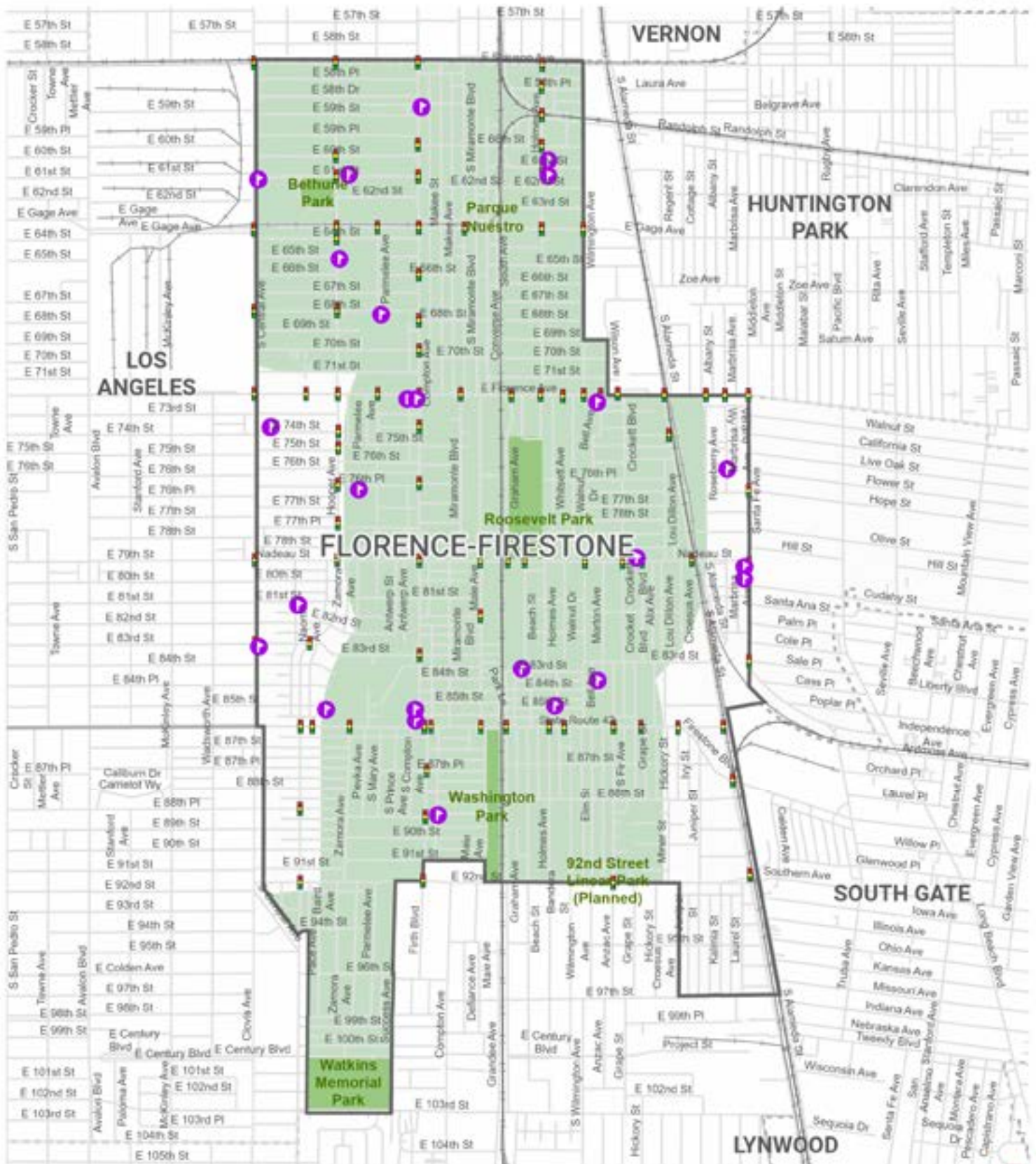
<sup>1</sup> Department of Parks and Recreation Park Needs Assessment, 2016.

<sup>2</sup> Ibid. Note: The distance from each household in Florence-Firestone to the access points of all adjacent parks was calculated along the walkable road/pedestrian network rather than "as the crow flies." Since pedestrians cannot safely or legally walk on highways or freeways, this method takes these barriers into consideration and results in a more accurate assessment of the distance a pedestrian would need to cover to reach a park.

<sup>3</sup> 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



Figure 13-2: Florence-Firestone Park Access



Data provided by the County of Los Angeles, Metro LA, TIGER, California

DESTINATIONS

PARK ACCESS

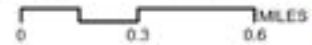
Schools

One-Half Mile From Park

Traffic Signal

Rail

Park



## PREVIOUS PLANS AND PROJECTS

This Plan builds on previous planning efforts in Florence-Firestone.

An overview of existing countywide plans can be found in Chapter 1 of *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities (Step by Step)*, and more details are listed in Appendix A of *Step by Step*. Where applicable, recommendations and community input from these efforts have informed development of this plan.

### **Florence-Firestone Transit Oriented District (TOD) Specific Plan (2023)**

The specific plan's goals are to increase the opportunities for affordable housing, encourage transit development and access to transit, and to increase active transportation use. The plan will also address land use, zoning, and mobility improvements near the Metro stations in Florence-Firestone. The specific plan will implement the Transit Oriented District Program of the Los Angeles County 2035 General Plan. The specific plan was adopted by the Board of Supervisors in on February 7, 2023.

### **Green Zones Program (2022)**

The Green Zones Program was initiated by a Board motion in 2015. Through the program, the County is working to enhance public health

and land use compatibility in communities that have disproportionate pollution burdens. The plan aims to address land use policies that allow polluting industries to operate near residential areas or schools, raise awareness of environmental justice in the community, identify sources of pollution, and work with polluting industries to improve environmental impacts. The Green Zones Ordinance was adopted by the Board of Supervisors on June 14, 2022.

### **Los Angeles County Vision Zero Action Plan (2020)**

The Vision Zero Action Plan identifies Collision Concentration Corridors (CCCs), defined as any half-mile County-maintained roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. In Florence- Firestone, portions of Firestone Boulevard, Alameda Street, 92nd Street, Slauson Avenue, Hooper Avenue, Compton Avenue, Gage Avenue, Florence Avenue, Nadeau Street, Santa Fe Avenue, and Pacific Boulevard are identified as CCCs. Firestone Boulevard, Alameda Street, and 92nd Street rank in the top 20 CCCs among

all County-maintained roads. The County is identifying opportunities to implement traffic safety infrastructure enhancements and programs along the CCCs.

#### **Florence-Firestone Community Plan (2019)**

This plan was adopted in Fall 2019 to guide development and land use that best meets the needs of the community. Goals of the plan include creating safer public spaces that reduce crime and traffic conflicts between pedestrians and motor vehicles, address land use that puts industry too close to residences, encourage increased investment in all modes of transportation, and support investment in transit-oriented community design. The community plan is an extension of the General Plan. The plan envisions higher density development near transit stations to help alleviate overcrowding in smaller homes, revitalization of commercial districts, and improved connections to transit.

#### **Florence-Firestone Community Parks and Recreation Plan (2010)**

The purpose of this Community Parks and Recreation Plan is to plan for parks and recreation

services that meet the needs of residents in Florence-Firestone. This Plan provides strategic direction for implementing a bold "green-rich" vision for Florence-Firestone, and serves as a guide for the improvement of existing and development of future parks and recreational facilities. Plan goals include Enhanced active and passive recreation opportunities; and Improved accessibility and connectivity to an urban trail system.

#### **Florence Firestone Vision Plan (2009)**

This plan provides a comprehensive, long-term vision for the community through the collaborative efforts of residents, businesses, stakeholders, County departments, and local organizations. It informed the Florence-Firestone Community Plan and other planning efforts and studies that followed. The Community Vision is divided into two parts – changing the socio-economic conditions in the community, and changing the physical environment through land use, transportation and other physical improvement projects; the latter includes a strategy to Make the Transportation System Safer and More Efficient.



## COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (Public Health) and Los Angeles County Public Works (Public Works), the Los Angeles Neighborhood Initiative (LANI) led outreach efforts to gather community input throughout the development of the draft Florence- Firestone Community Pedestrian Plan (Plan). The project team used an engagement strategy based on the Plan's goals and an understanding of existing community-identified issues. The project team then analyzed community input and feedback, which inform this Plan and its recommendations.

Outreach was conducted in two phases, before and after the draft Plan was released in October 2022. The first phase of engagement helped the project team understand barriers and opportunities for walking in Florence-Firestone. The second phase gave community members an opportunity to respond to the draft Plan and identify additional or revised enhancement ideas.

These efforts took place between June 2021 and February 2023, and included attending existing meetings held by community organizations, schools, and neighborhood groups; tabling at community events; convening focus groups;

stakeholder interviews; surveys; community workshops; and community data collection activities. Project staff held a total of four in-person and two virtual community workshops, five Community Advisory Committee meetings, and three community walks, and attended multiple community events and ongoing meetings throughout the project community. A summary of these outreach activities, and key findings on barriers to walking in the community and desired enhancements, amenities, and programs are provided in this section.

Community members expressed a desire for improved walkability and connectivity to desirable destinations, parks, libraries, and bus stops; more green spaces, trees, and native plants; enhanced/new pedestrian crossings, new sidewalks, and pedestrian lighting. Community members also identified additional concerns when walking due to speeding cars and unsafe drivers, crowded sidewalks, and personal safety.

### **Community Advisory Committee**

The team assembled a Community Advisory Committee (CAC) to provide guidance on community engagement efforts and inform this planning process, from advice on community concerns to priorities and preferences. The CAC included seniors, business owners, parents, homeowners, community representatives and members of local organizations and advocacy groups such as Juntos Florence-Firestone Together and the Florence-Firestone Community Organization.

Five CAC meetings were held throughout the Florence-Firestone Community Pedestrian Plan process, during which CAC members learned about community data collection methods, County processes, and the connections between walkability, public health, public safety, and advocacy.

### **Community Collaboration**

To maximize community involvement, LANI and Public Health identified recurring meetings to reach stakeholders where they already convened. This also helped the team identify specific populations in the community and host

presentations, focus groups, and stakeholder interviews to better understand concerns and opportunities for walking in Florence-Firestone.

Development of the draft Plan coincided with the COVID-19 pandemic, making community engagement challenging. During the first phase of the project, the team used a mix of in-person outdoor activities and virtual engagement to reach community members, in light of emergency public health measures limiting indoor activities, and amid multiple surges in case rates.

The team asked participants at in-person events to identify challenges to walking by drawing on a large-scale community map, and by entering comments and feedback using an online mapping tool. Community members were also asked to complete a survey, online or in-person, that asked about their experiences walking in the community.

Participants frequently identified unsafe crossings due to vehicles speeding, crowded sidewalks, safety concerns about gang presence, and encampments.

Community groups and organizations engaged in the development of the draft Plan included:

- ▶ Diego Rivera Learning Complex Safe Passages Group
- ▶ Florence-Firestone Community Organization
- ▶ Juntos Florence-Firestone Together
- ▶ United Parents and Students

### Community Events

To get a comprehensive understanding of the community's needs, the project team identified and participated in community events that provided an opportunity to reach stakeholders who may not typically attend County workshops. At each event, stakeholders provided input on a map of Florence-Firestone, identifying barriers

and challenges to walking. The team also encouraged stakeholders to complete a survey on their current walking habits, concerns, and desired projects. The project team collected a total of 86 surveys completed in English and Spanish.

Respondents' top three areas of concern:

- ▶ Crime, violence, and/or gangs
- ▶ Fear of theft or robbery
- ▶ Trash on sidewalks

Community events the project team attended included:

- ▶ Florence-Firestone Community Organization Back to School Fair
- ▶ Florence-Firestone Community Organization Thanksgiving Turkey Giveaway
- ▶ Halloween Trick or Treat at Roosevelt Park and Bethune Park
- ▶ Parks After Dark at Roosevelt Park
- ▶ Parks After Dark Resource Fairs at Roosevelt, Bethune, Watkins, and Col. Washington Parks
- ▶ South LA CicLAvia



*Community members talk to the project team in Florence-Firestone*

- ▶ Spring Jubilee Resource Fair at Bethune Park
- ▶ Supervisor Holly J. Mitchell's Community Listening Session
- ▶ Supervisor Mitchell-sponsored vaccination clinics at Roosevelt Park

### Community Data Collection

#### PEDESTRIAN COUNTS

The project team trained community volunteers in conducting pedestrian counts, further involving stakeholders in developing the Plan while also collecting valuable baseline data on walking. Pedestrian counts provide the County with a snapshot of current pedestrian volumes on specific corridors and throughout Florence-Firestone. Volunteers conducted counts in 2022 on one weekday (Tuesday, March 15) and one weekend day (Saturday, March 12). Counts occurred during peak weekday travel times (7AM - 9AM, and 4PM - 6PM) and peak weekend travel times (11AM - 1PM).

These manual counts helped the project team validate automated count data collected at the same locations and around the same times.

Data collected will be used by the County to evaluate changes in the rates of walking in Florence-Firestone. Pedestrian count data are summarized in the Walking and Driving section of this chapter.

#### PHOTOVOICE PROJECT

CAC members conducted a photovoice project between March 9 and March 23, 2022. Photovoice is a visual research method where participants document their community through photography and narratives. Participants documented what they saw when walking in the community to help the project team gain a more in-depth understanding of current conditions. Common themes identified included lack of ADA accessible ramps, lack of marked crosswalks, and obstructions on sidewalks.

A photo submission and caption by a CAC member states: "This is where I cross when I'm coming from the park or from picking up my brother from school. First, I peek to check if the train or Metro is coming; if it is, then I know I will be able to cross safely if I wait for a minute or two. Otherwise, I have to wait for a car to stop and let me cross or wait for the endless stream

of cars to end. There is a pedestrian island that is very helpful for crossing this street, but there are barriers on the sidewalk (pictured in the middle right side) on both sides that are trying to prevent me from crossing there, but I don't thoroughly understand why."

#### WALK AUDITS

A walk audit is an unbiased evaluation of the walking environment to identify opportunities for enhancements related to the safety, access, comfort, and convenience of the walking

environment. An audit can also be used to identify potential alternatives or solutions such as engineering treatments, policy changes, or education measures.

Following the release of the draft Plan, the project team hosted three community walk audits in Florence-Firestone. On January 21, 2023, the project team hosted a walk with Juntos Florence-Firestone Together. Then, the project team joined Diego Rivera Learning Complex - Safe Passages Group for a walk on February 7, 2023. On February 11, 2023, the project team hosted a third walk with Florence-Firestone Community Organization.

#### Community Workshops Phase 1

On Saturday, November 20, 2021, Public Health hosted two community open house workshops, one each at Roosevelt Park and Ted Watkins Park. During the workshops, attendees identified barriers to walking in Florence-Firestone, including locations of speeding and dangerous



*Intersection of 92nd Street and Graham Avenue. Photo Submitted by Yanel Saenz, CAC Member and Florence-Firestone Resident*

driver behavior, broken sidewalks, unhoused people on the pedestrian path, and areas lacking pedestrian-scale lighting.

The project team recorded this information using maps and flip charts. Participants also used post-it notes to record their own input and attached them to the map or flip chart. Community members were also asked to identify the types of improvements they would like to see by “voting” with dot stickers on a poster that illustrated the County’s “toolbox.”

Finally, participants were encouraged to fill out a paper survey that asked about their current walking habits, concerns, and desired projects in the community.

On December 9, 2021, Public Health hosted a virtual Pedestrian Plan Workshop, at which the project team provided attendees with an overview of the project, and solicited input from stakeholders from different project communities in separate virtual “rooms.”

*Community members identify key issues and opportunities at Workshop 1 in Florence-Firestone*

Concerns and opportunities included:

- ▶ Cut-through traffic
- ▶ Unsafe crossings
- ▶ Crowded sidewalks and obstacles due to sidewalk vending
- ▶ Gang presence and crime
- ▶ Speeding near schools



- ▶ Encampments
- ▶ Improved street/pedestrian lighting
- ▶ Traffic calming, particularly near schools
- ▶ Balancing sidewalk space for vendors and pedestrians
- ▶ Continue/expand gang intervention program(s) like Safe Passages and Parks After Dark

### Community Workshops Phase 2

Following the release of the public draft of the Florence-Firestone Community Pedestrian Plan, project staff held two in-person workshops, one at Roosevelt Park on December 15, 2022 and one at Washington Park on January 14, 2023.



At each of these workshops, project staff used posterboards and large maps to illustrate the Plan's proposed projects and programs and to solicit feedback from participants.

On February 2, 2023, Public Health also hosted a virtual Pedestrian Plan Workshop to discuss the proposed infrastructure and programmatic projects. Virtual "rooms" gave members from different project communities the opportunity to provide input on the recommendations.

Comments received during these workshops identified the community's desire for additional proposed projects including:

- ▶ Pedestrian-scale lighting
- ▶ Traffic calming along corridors such as Hooper Avenue
- ▶ Improved crossings with high-visibility crosswalks and flashing beacons or signals
- ▶ ADA compliant curb ramps
- ▶ Improved bus stops

*Community members provide feedback on proposed projects and programs in Florence-Firestone during phase 2 workshops*



## PEDESTRIAN ENVIRONMENT

### Levels of Walking and Driving

To understand current levels of walking in Florence-Firestone, the County looked at statistics about commuting to work and car ownership; and conducted pedestrian counts at select locations in the community.

Florence-Firestone residents report driving alone to work more often than carpooling to work. Residents in Florence-Firestone are more likely to have access to a vehicle, and notably, are more likely to have access to 3 or more vehicles compared to Los Angeles County. This may be due to multiple families or adults sharing a single home. Rates of public transportation use is high relative to LA County overall; Florence-Firestone residents are more than twice as likely to use public transit when compared to LA County residents.<sup>1</sup> This could be due to the presence of the Metro A Line light rail connection to downtown Los Angeles and the City of Long Beach.<sup>2</sup> The Metro A Line has three stops in Florence-Firestone: Firestone, Florence, and Slauson Stations.

<sup>1</sup> U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

<sup>2</sup> According to Los Angeles Metro's 2016 Quality of Life Report, 86 percent of bus riders and 68 percent of rail riders in Los Angeles County access transit by walking.

The area is also served extensively by local Metro local bus lines:

- ▶ Lines 108 along Slauson Avenue
- ▶ Line 110 along Gage Avenue
- ▶ Line 102, 111 and Metro Shuttle 111 along Florence Avenue
- ▶ Line 53 along Central Avenue
- ▶ Lines 55 along Compton Boulevard

Metro is also planning a Florence Avenue Bus Priority Lanes Project between West Boulevard and the Florence A Line Station. This project would add bus priority lanes in both directions for Metro Line 111 during weekday peak hours from 7:00–10:00AM and 3:00–7:00PM.

Additionally, Public Works operates The Link buses, which provides additional connections to key destinations in Florence-Firestone. The Link-Florence-Firestone/Walnut Park serves the Metro A Line and key destinations including Washington, Bethune and Roosevelt Parks, Florence and Graham libraries, and other heavily traveled destinations. At just 25 cents per ride, The Link currently operates on weekdays 7:00AM–6:00PM and on Saturdays 9:00AM–6:00PM.

Pedestrian counts were conducted at five locations in Florence-Firestone. Manual pedestrian count data was collected by community volunteers at four of the five locations and are summarized in Table 13-4. Automated counters were installed at all five locations between March 9 to March 17, 2022 (Table 13-5).

Counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in Florence Firestone may seem low in another community. Counts are also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals.

The highest number of pedestrian movements observed during the manual counts was at 7:00AM at Florence Avenue between Beach Street and Holmes Avenue. This intersection is near numerous community destinations such as Florence Elementary School, Roosevelt Park, the library, a medical center, and retail stores. The peak pedestrian day collected from the automated counts was on Sunday at Compton Avenue between 60th Street and 61st Street, which may be due to the nearby church and

weekend swap meet location. More pedestrian count data can be found in Appendix C of *Step by Step*.

#### MOTOR VEHICLE VOLUMES

Florence Avenue is one of the highest-volume roads in Florence-Firestone. Within the boundaries of the community, the intersection of Florence Avenue and Graham Avenue has an average daily traffic volume of nearly 31,000 vehicles. Other major roadways in Florence-Firestone, including Compton Avenue, 92nd Street, and Firestone Boulevard, have an average daily traffic volume range between 18,000 and 28,000 vehicles.<sup>1</sup>

#### POSTED SPEED LIMITS

Posted speeds on major roads in Florence-Firestone vary between 30 mph (Compton Avenue, Hooper Avenue), 35 mph (Holmes Avenue, Nadeau Street, Firestone Boulevard), and 40 mph (Alameda Street). Most residential streets in Florence-Firestone have a posted speed limit of 25 mph.

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<sup>1</sup> This information was collected via machine counts between 2016-2020. It is important to note that any data collected during the COVID-19 pandemic may be skewed. When possible, counts taken before 2020 were used to account for "typical" traffic volumes.

**Table 13-4: Florence-Firestone Pedestrian Counts Summary**

Location	Number of Pedestrians (Daily Average)	Peak Time
1731 E. Florence Ave - Between Beach St and Holmes Ave	262	7:00AM
6023 Compton Ave - Between 60th St and 61st St	200	12:00PM
1520 Firestone Blvd - Between Compton Ave & Miramonte Blvd	62	12:00PM
1918 Nadeau St - Between Bell Ave and Morton Ave	51	11:00AM

Source: Los Angeles County, April 2022

**Table 13-5: Florence-Firestone Automated Pedestrian Counts Summary**

Location	Pedestrian Average Daily Traffic	Peak Day
6026 Compton Ave - Between 60th St and 61st St	3160	Sunday
1741 E. Florence Ave - Between Graham Ave and Holmes Ave	2384	Friday
1301 E. Gage Ave - Between Hooper Ave and Parmelee Ave	1521	Wednesday
1905 Nadeau St - Between Morton Ave and Walnut Dr	1429	Friday
1519 Firestone Blvd - Between Compton Ave and Miramonte Blvd	1183	Thursday

Source: Los Angeles County, April 2022

## Challenges to Walking

This section examines past pedestrian collisions in Florence-Firestone to better understand factors that lead to collisions, in addition to other challenges to walking, including nuisances and crime.

### COLLISIONS

Between 2013 and 2022, there were 377 pedestrian-involved collisions in Florence-Firestone, with an average of 38 pedestrian-involved collisions per year. The highest concentration of these collisions occurred along Compton Avenue, Firestone Boulevard, and Florence Avenue as seen in Figure 13-3. Approximately 39 percent of these collisions occurred during peak commuting hours, which includes dawn and dusk (6AM - 9AM and 5PM – 8PM).

Dusk and dawn can be dangerous for pedestrians because it may require walking in the dark, and as the sun rises or sets the sun angle can impact a driver's visibility of the roadway. Approximately 37 percent of the collisions occurred during daylight hours (9AM - 5PM). Many collisions involved a visible injury (41 percent) and 34 collisions (9 percent) included fatalities.

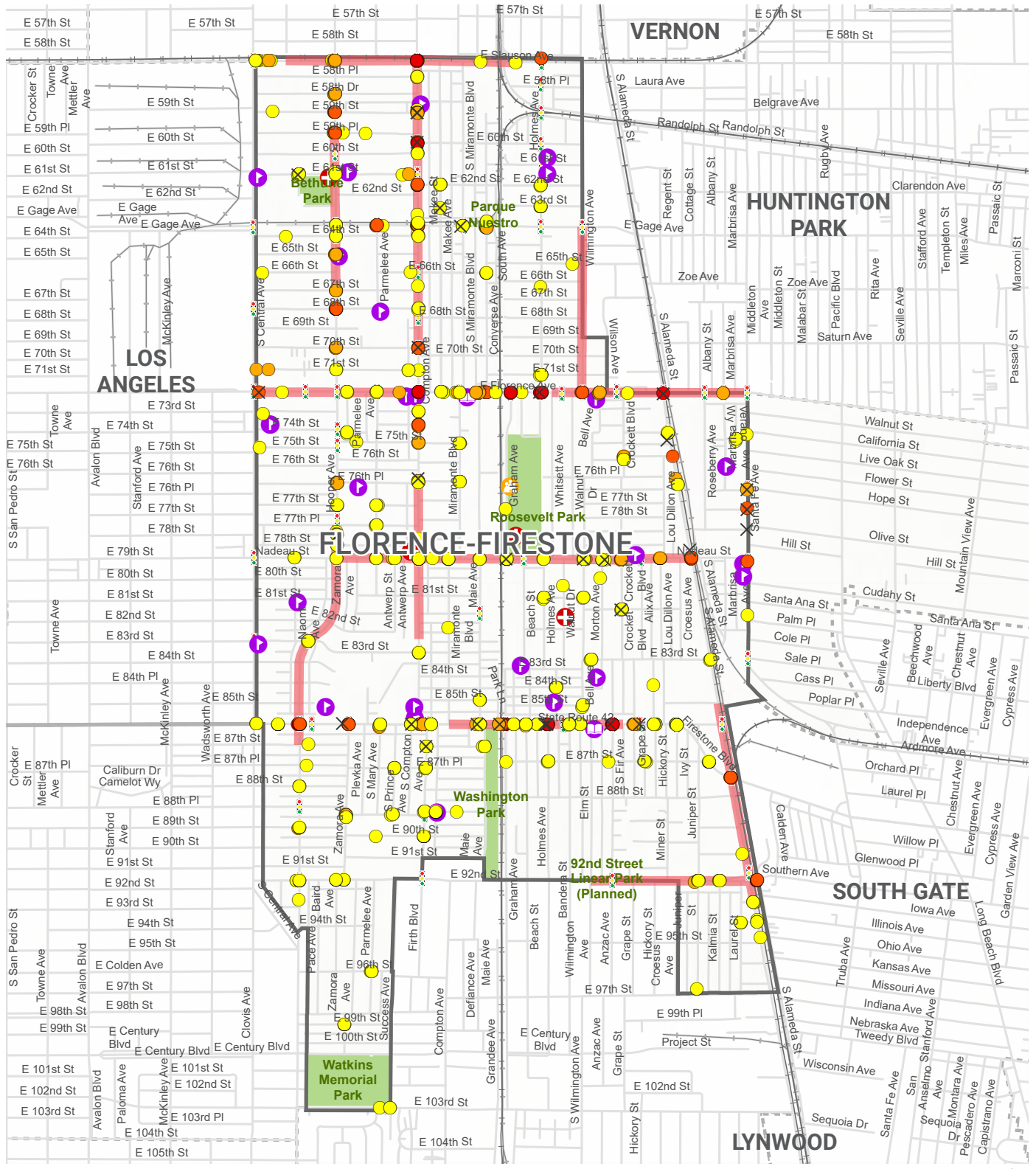
As part of the County's Vision Zero Action Plan, locations where there are concentrations of fatal and severe injury collisions were identified. A Collision Concentration Corridor (CCC) is defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. CCCs are included on Figure 13-3.

The California Highway Patrol reported 38 percent of collisions in Florence-Firestone were attributed to the pedestrians' failure to follow traffic rules (e.g., crossing mid-block outside of a crosswalk). Another 35 percent of collisions were attributed to a motorist's failure to yield to a pedestrian who had the legal right-of-way.<sup>1</sup>

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<sup>1</sup> California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2013-2022, accessed on April 24, 2023. It is important to note that this collision data may not account for all collisions that occur in a community, such as those that go unreported. Collisions from 2021-2022 are provisional.

Figure 13-3: Map of pedestrian-involved collisions in Florence-Firestone (2013-2022)



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

DESTINATIONS

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

PEDESTRIAN COLLISIONS

- Location with Fatality
- 1
- 2
- 3 - 4
- 5 - 7
- 8 - 10

- Collision Concentration Corridor
- Traffic Signal
- Rail
- Park

0 0.3 0.6 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 13-4 illustrates the locations of nuisance activities throughout Florence-Firestone, including:

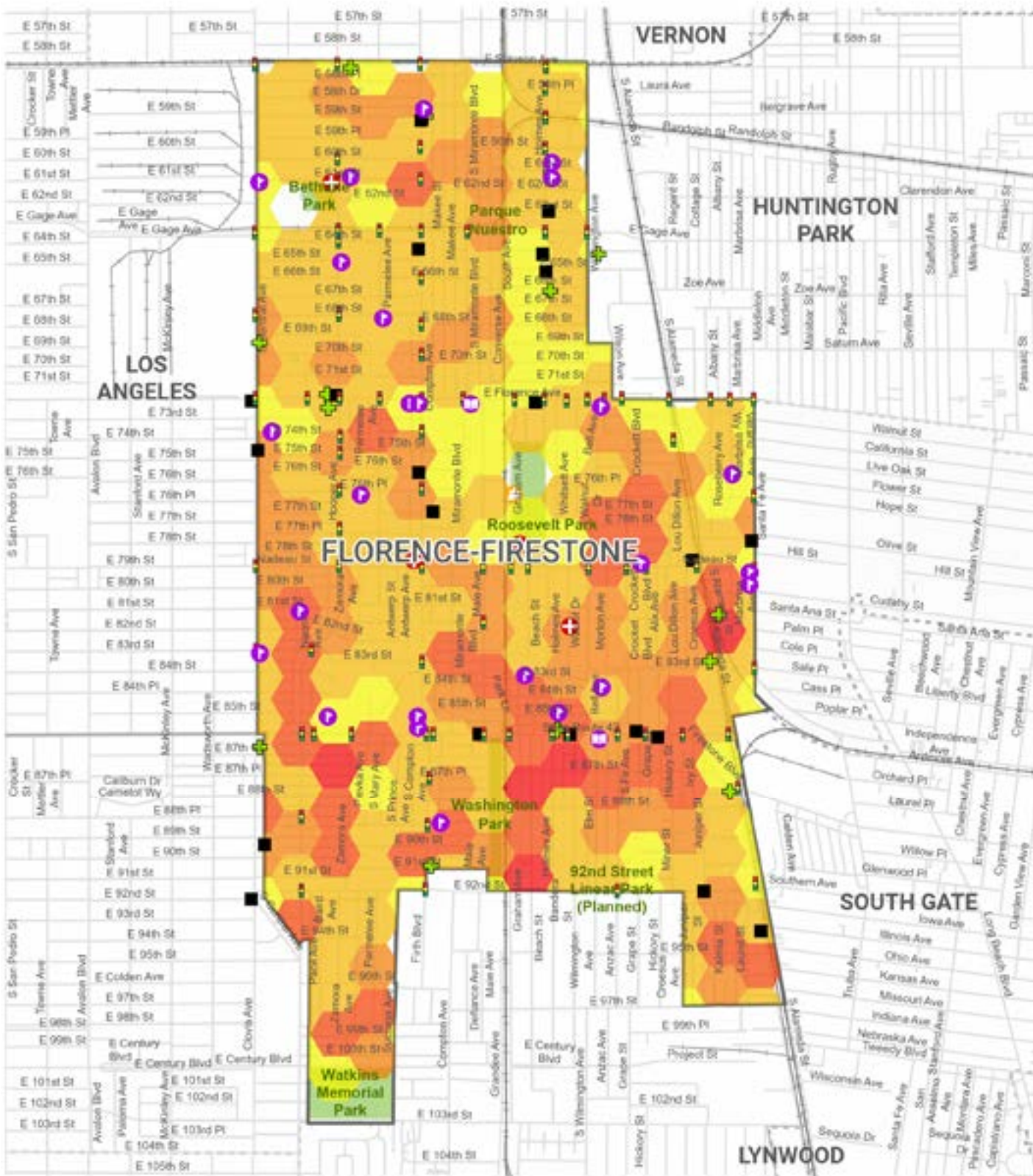
- ▶ **Dispensaries:** There are a dozen known marijuana dispensaries in Florence-Firestone. Dispensaries are currently illegal to operate in unincorporated Los Angeles County, though they are legal in the City of Huntington Park, which borders Florence-Firestone.
- ▶ **Liquor Stores:** Liquor stores in a community have been associated with increased nuisance activities and can have negative health effects for residents living nearby. There are 21 liquor stores in Florence-Firestone, mostly on the western edge of the community bordering the City of Los Angeles.
- ▶ **Illegal Dumping:** Illegal dumping occurs throughout the community. The Los Angeles County Department of Parks and Recreation is planning a linear park in the utility corridor just north of 92nd Street, an area chosen in part because of the illegal dumping activities the area invites in its current undeveloped state. Illegal dumping can be detrimental to public health and can create a negative visual perception of safety, which can discourage pedestrian activity. Residents have also noted that illegal dumping obstructs and narrows sidewalks, making it difficult to walk.<sup>1</sup>

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<sup>1</sup> California Walks, Recommendations to Improve Pedestrian & Bicycle Safety in the Community of Florence-Firestone, 2017.



Figure 13-4: Map showing nuisance activities in Florence-Firestone, 2021



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

DESTINATIONS

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

NUISANCES

- Liquor Store
- Dispensary

ILLEGAL DUMPING COUNT

- >120
- 61 - 120
- 41 - 60
- 16 - 40
- <15

- Traffic Signal
- Rail
- Park





### CRIME

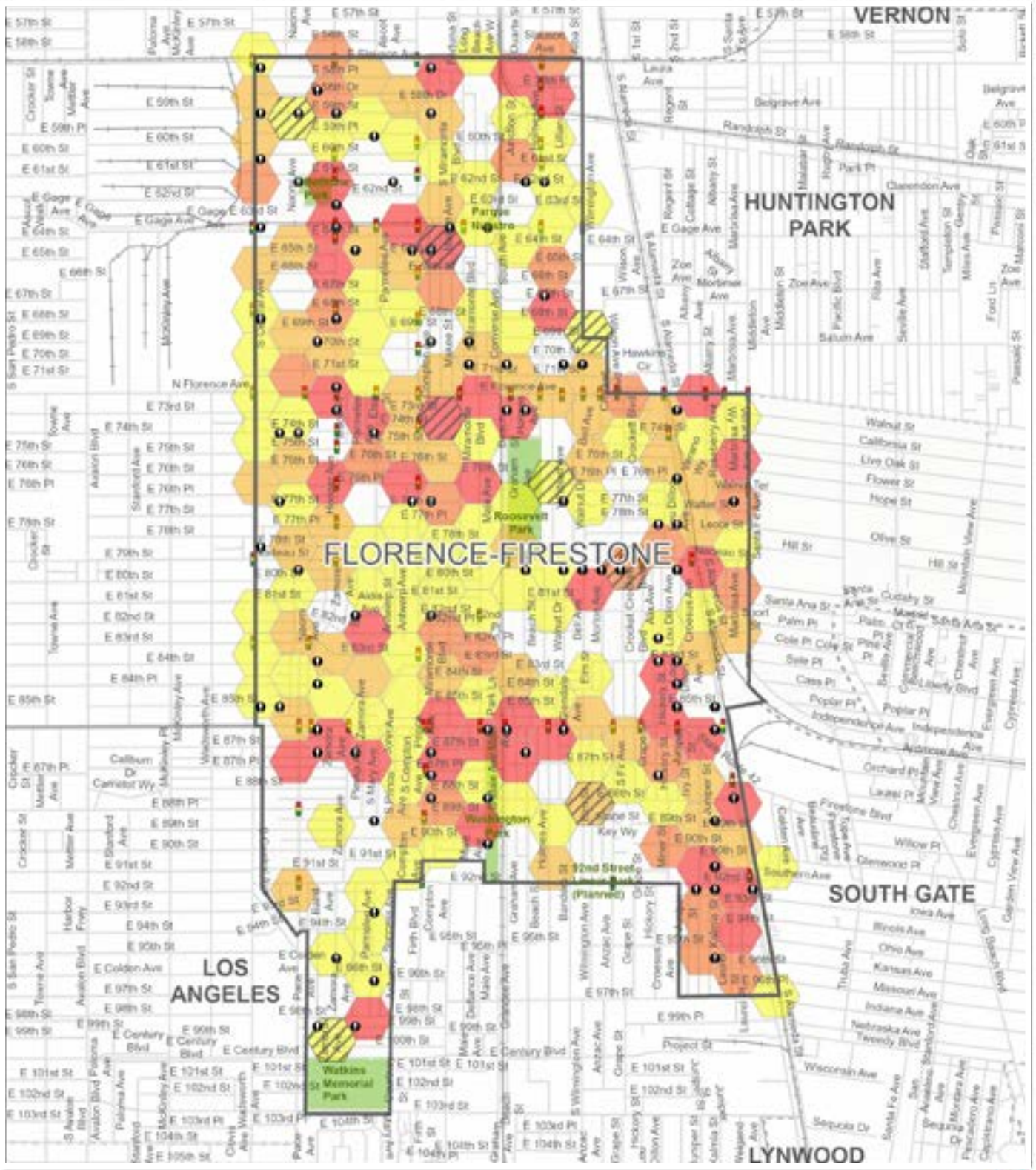
Fear due to real or perceived crime can limit access to public spaces. Community members identified crime as discouraging participation in healthy activities, such as walking and visiting public parks (see Community Involvement section). Figure 13-5 illustrates the location of crime activity within Florence-Firestone.

Between December 2019 and December 2020, the community experienced about 41 crimes per 10,000 people. Property crimes, which include burglary, theft, grand theft auto, and theft from vehicles, accounted for many reported crimes. Violent crimes, which include homicide, rape, aggravated assault, and robbery, accounted for nearly 38 percent of crimes committed in Florence-Firestone. Of these, robbery was reported most often. Violent crimes are shown in Figure 13-5, with homicide locations specifically identified.

### GANG ACTIVITY

Gang related activity largely occurs along Central Avenue, Hooper Avenue, and Nadeau St (see Figure 13-5). Fear of gangs and gang violence can discourage people from walking or even leaving their homes.

Figure 13-5: Map showing violent crime and gang activity in Florence-Firestone (2020)



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

**CRIME ACTIVITY REPORTED IN 2020**

- Crime with Reported Gang Activity
- ▨ Location of Reported Homicide
- 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. Florence-Firestone is one of the most pollution-burdened communities in Los Angeles County, due to concentrations of polluting industries and intense transportation uses from truck-heavy routes to several major freeways. Florence-Firestone residents are exposed to multiple pollution sources that impact quality of life, harm community health, and often discourage outdoor recreation, including walking and other physical activity.

As a dense community surrounded by the region's major transportation systems, including the I-105, SR-110, and I-710 freeways, as well as freight and rail yards, Florence-Firestone's air quality is among the worst in California. According to the California Office of Health Hazard and Assessment's CalEnviroScreen 4.0 tool, all census tracts in Florence-Firestone rank above the 90th percentile for pollution burden, meaning their exposure to pollution is greater than the vast majority -- 90 percent -- of other census tracts statewide (Figure 13-6).<sup>1</sup> Diesel emissions from trucks and trains traveling along freeways and streets, including rail along the Alameda Corridor, contribute significantly to local and regional air pollution, including Particulate Matter 2.5 (PM 2.5) and Diesel Particulate Matter

(DPM). All census tracts in Florence-Firestone rank above the 80th percentile for PM 2.5, while 10 out of 13 census tracts rank above the 50th percentile for DPM.<sup>2</sup> Exposure to DPM and other polluting gases can cause lung cancer, premature death, chronic heart and lung disease, asthma, and decreased lung function in children.<sup>3</sup>

Pollution from nearby industries also impacts the health and well-being of Florence-Firestone residents and visitors, often affecting their ability to recreate and enjoy being outdoors. There are over 75 metal processing facilities in Southeast Los Angeles; 25 of these are within a mile of Florence Firestone.<sup>4</sup> Metal processing has been known to release toxic metal air pollutants, including arsenic, cadmium, hexavalent chromium, lead and arsenic, which can result in an increase in mortality and serious illness.<sup>5</sup> For over 90 years, the hazardous operations of a Vernon-based battery recycling facility released lead, arsenic, and other toxic substances and caused soil contamination in approximately 10,000 households in its surrounding communities, including Florence-Firestone. Exposure to these harmful chemicals can contribute to cancer, heart disease, as well as brain impairment and developmental effects in infants and children.<sup>6</sup>

1 <https://experience.arcgis.com/experience/11d-2f52282a54cee6cac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

2 <https://experience.arcgis.com/experience/11d-2f52282a54cee6cac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

3 Source: <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>

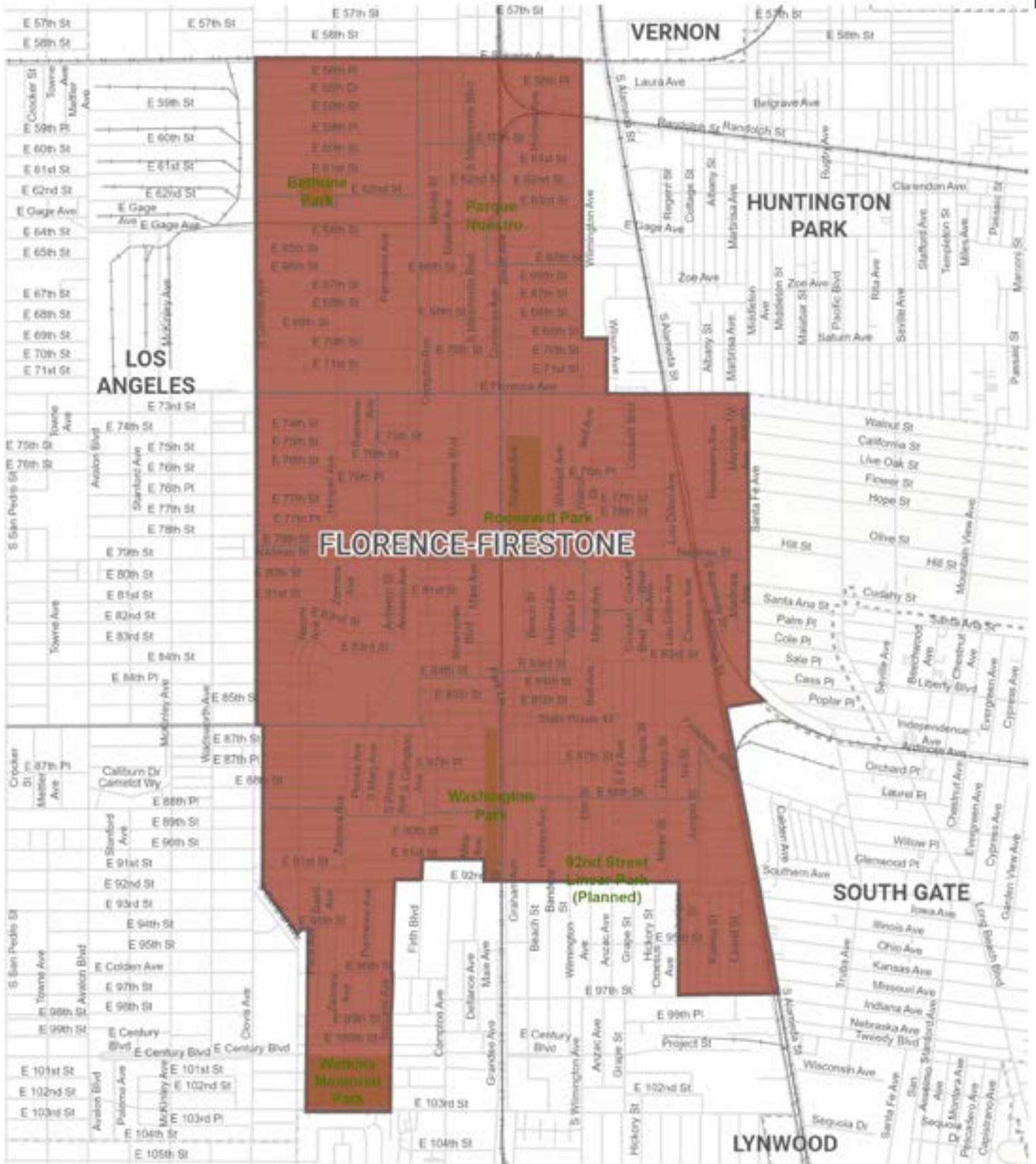
4 SCAQMD. Southeast Los Angeles Community Emissions Reduction Plan, 2020.

5 SCAQMD. Southeast Los Angeles Community Emissions Reduction Plan, 2020.

6 <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>



Figure 13-6: Map of CalEnviroScreen 4.0 Results in Florence-Firestone



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

**POLLUTION BURDEN PERCENTILE**

75-100



## CLIMATE

Hotter days and wetter storms due to a changing climate affect some populations more than others; depending on geography, social factors, and having the infrastructure in place to protect them from extremes. The LA County Climate Vulnerability Assessment (CVA) examines the County's social and physical vulnerability to climate hazards such as extreme heat, wildfire, and flooding — which are projected to become more severe in the coming decades.

The CVA's Social Sensitivity Index combines 29 indicators such as age, health, income, and transportation access to identify places with the greatest proportion of climate-sensitive residents. Florence-Firestone has 12 of 13 census tracts in the highest tier for social sensitivity in Los Angeles County, as shown in Figure 13-6.<sup>1</sup>

Humans start to experience higher risk of heat illness at 95°F. According to the CVA, Florence-Firestone historically experiences 95th-percentile

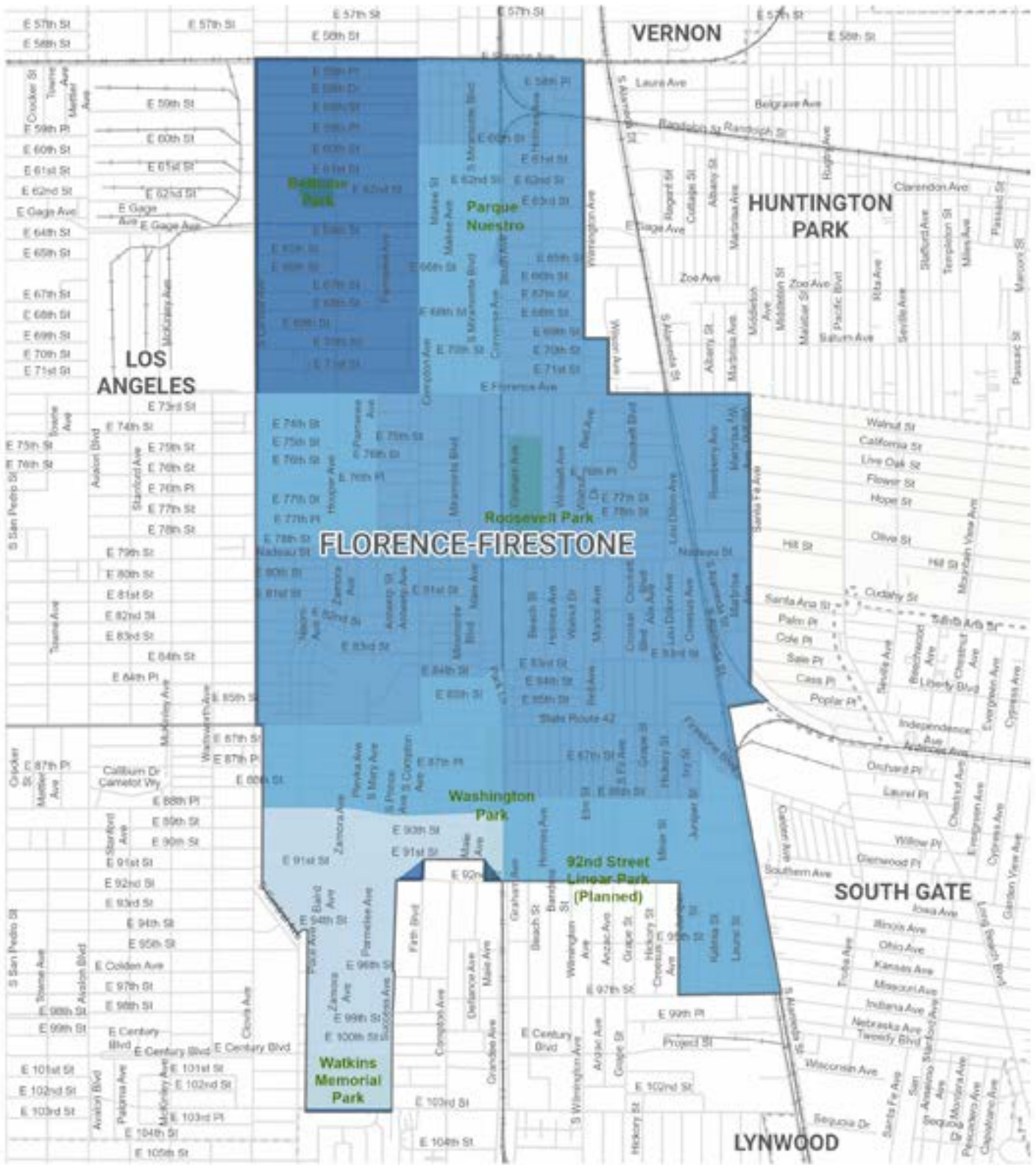
daily maximum temperatures of 89.7°F, which is projected to increase 7.8°F to 97.4°F by late-century. This means the hottest days will generally be much hotter than they are today, and far more unpleasant to walk or roll without refuge from the heat, such as shade trees, green spaces, and bus shelters.

Additionally, Florence-Firestone historically sees 29.8 heavy rain days each year, which the CVA projects will increase by 6.6 to 36.4 heavy rain days by late-century. Localized flooding can occur in inland places like Florence-Firestone when stormwater infrastructure is overwhelmed, and streets and sidewalks can become dangerous or impassable.

According to the CVA, Florence-Firestone has relatively low community-level adaptive capacity due to limited tree canopy (12 percent vs. 20 percent countywide), lots of pavement and other impermeable surfaces (72 percent vs. 23 percent countywide), and other features of the built environment that magnify the impacts of even modest increases in temperature.

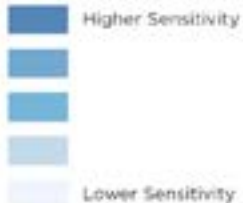
<sup>1</sup> The Social Sensitivity Index illustrated in Figure 12-7 incorporates the demographics and individual characteristics of the people living in each census tract. However, it does not measure the quality of the physical environment in which they live; and should not be the only factor in decision-making about projects and programs to enhance the pedestrian experience

Figure 13-7: Map of the Social Sensitivity Index for census tracts in Florence-Firestone



Data provided by the County of Los Angeles, MMS LA, TIGER, California

**SOCIAL SENSITIVITY TO CLIMATE CHANGE**



## EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities, including sidewalks, crosswalks, traffic signals, curb ramps, tree canopy, and lighting conditions, all contribute to access as well as aesthetics that make places easier and more pleasant places to walk. This section looks at existing pedestrian facilities and opportunities for enhancement in Florence-Firestone. These opportunities are recorded in Figure 13-8 and Figure 13-9. The conditions shown in these figures are based on observations recorded during walk audits along specific corridors throughout the community. For information about the County's maintenance practices and procedures (e.g., restriping faded crosswalks), see Chapter 4 of *Step by Step*. For further description and examples of pedestrian facility types, see Chapter 3 of *Step by Step*.

### Sidewalks

Sidewalks form the backbone of pedestrian transportation networks. Major corridors within Florence-Firestone have sidewalks and allow on-street parking. Florence Avenue, a major commercial corridor, mostly has sidewalks that are 14-15 feet wide, giving pedestrians ample space to travel. Compared to Florence Avenue,

several other corridors like Compton Avenue and Hooper Avenue have sidewalks as narrow as 5 feet, as seen in Figure 13-7. Sidewalk-related opportunities for enhancement include installing sidewalks, widening sidewalks, repairing damaged and uprooted sidewalks along Compton Avenue and elsewhere, and removing obstructions in the sidewalk while respecting local businesses that operate on the sidewalk. Installing sidewalks to close existing gaps along Slauson Avenue, near Compton Avenue, and Alameda Street near Nadeau Street, could further enhance the walking experience. In addition, the Firestone A (Blue) Line Station lacks surrounding bicycling and pedestrian infrastructure, and its location forces pedestrians onto busy Firestone Boulevard.<sup>1</sup>

### Crosswalks

Crossings at intersections are not required to be marked; however, marked crosswalks are installed to guide pedestrians and help to enhance driver awareness of potential pedestrian activity, increasing the chances that a driver will stop for a pedestrian. There are many different styles of crosswalk markings. Standard

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<sup>1</sup> Los Angeles County Transit Oriented Districts Access Study, 2013.



crosswalk markings consist of two parallel lines, while both continental and ladder crosswalks are considered “high-visibility” patterns. These styles can enhance the visibility of crossings from greater distances than with standard markings.

Marked crosswalks exist only at select locations in Florence-Firestone, typically at intersections along major streets and minor streets as well as near schools. Most marked crosswalks are transverse crosswalks, consisting of two parallel white lines marked on the pavement.

### **Curb Ramps and Curb Radii**

Curb ramps can assist all users in moving from the street to the sidewalk. For example, a sidewalk without a curb ramp can be a barrier to someone in a wheelchair, leading them to travel in the street instead of on the sidewalk and to use driveways for access to and from the sidewalk. Most curb ramps in the community are single curb ramps that align diagonally with the intersection. Refer to Chapter 3 of *Step by Step* for more information about different types of curb ramps.

Sizes of curb radii in Florence-Firestone vary. For example, the curb radius is 15 feet at Graham Avenue and Firestone Boulevard, near the Firestone Metro A Line Station, 20 feet at the intersection of Compton Avenue and Nadeau Street, and 30 feet on Florence Avenue near the Florence Metro A Line Station. There are many factors that determine the appropriate



*Standard crosswalk near a Metro A Line Station.*



*An example of a ladder crosswalk with pedestrian signage.*



*An example of a continental crosswalk.*

curb radius at intersections such as the types of vehicles that utilize the roadway, the available right-of-way, drainage patterns, among others. Smaller curb radii can enhance the pedestrian environment by slowing down turning vehicles and shortening the crossing distance.

### Traffic Signals

All major intersections in Florence-Firestone are controlled by traffic signals and include push-button activated countdown pedestrian signals.

### Lighting

Most lighting within Florence-Firestone is designed to illuminate the roadway and does not always light the sidewalk, which can discourage pedestrian activity at night. Street lighting is present at major intersections and the community's parks. However, limited pedestrian-scale lighting, defined in Chapter 3 of *Step by Step*, was observed along a segment of 87th Street, as shown in Figure 13-8.

### Tree Canopy

According to the Healthy Places Index, eighty percent of other California communities have greater tree canopy coverage than Florence-Firestone.<sup>1</sup> Florence-Firestone has parkway trees throughout the community, although they are relatively sparse on the east side of the community, home to mostly heavy industry.

Dense tree canopy coverage can beautify the community, making walking feel safer and more pleasant; provide important mental health benefits; and improve overall quality of life.

Even so, while there are many benefits to a robust tree canopy, nearly all trees can conflict with surrounding infrastructure. Having enough space around and above trees is an important consideration in which species are planted, where, and for what purpose.



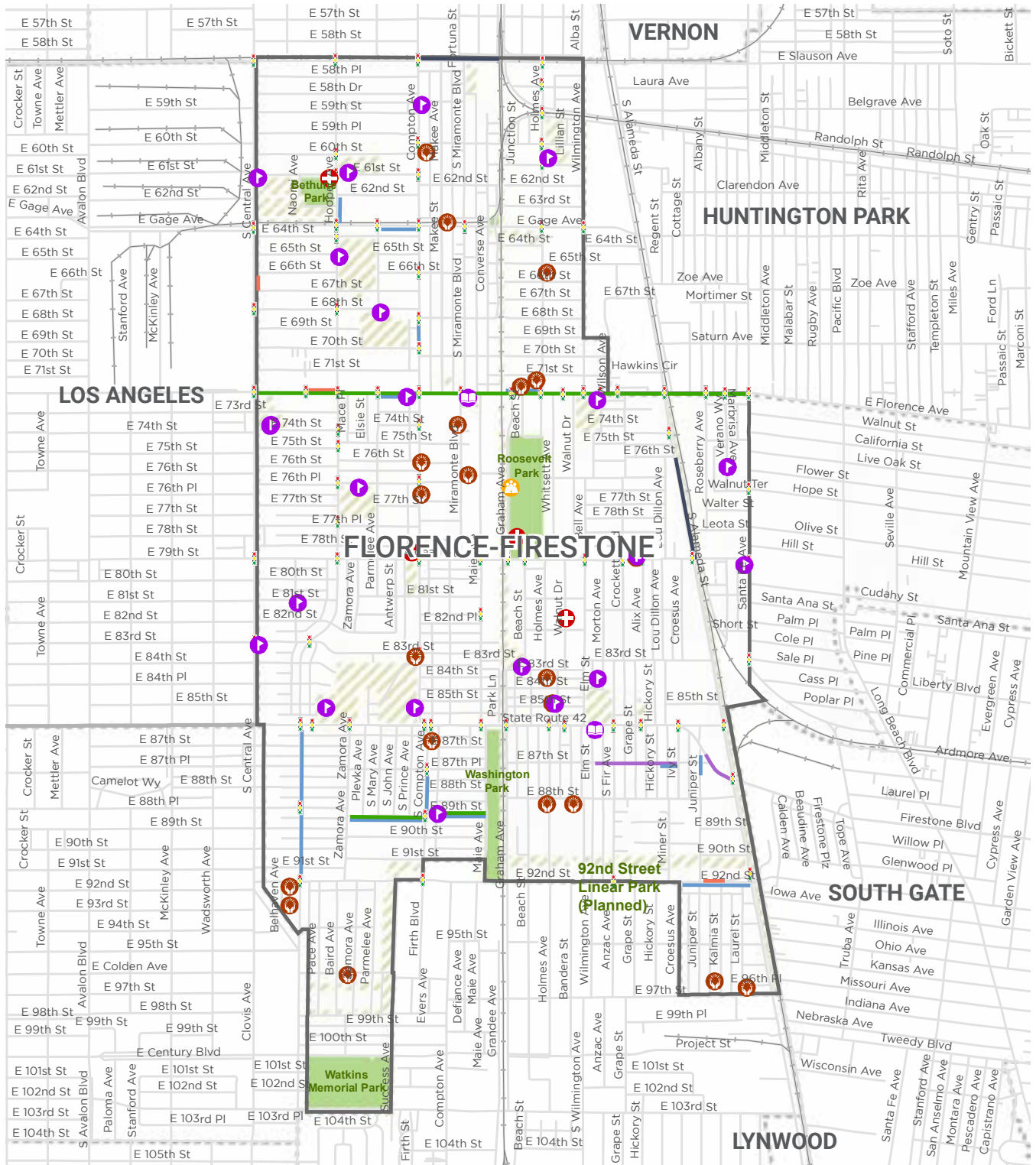
*Street vending is an important community asset in Florence-Firestone. These small businesses bring vibrancy to the community and provide fresh produce and other goods and services.*



*Pedestrian-scale lighting at a transit stop. Such lighting can be both functional and attractive, helping to define how a place looks, feels, and serves the community.*

<sup>1</sup>Public Health Alliance, Healthy Places Index, 2011

Figure 13-8: Map of walk audit observations related to sidewalks and paths in Florence-Firestone



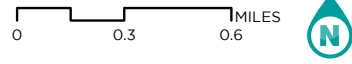
Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans, field observations

**DESTINATIONS**

- Schools
- Post Office
- Places of Worship
- Library
- Healthcare
- Community Organization
- Civic and Cultural

**SIDEWALK OBSERVATIONS**

- Damaged Sidewalk\*
- Limited Lighting
- Limited Shade
- Narrow Sidewalk
- No Sidewalk
- Sidewalk Clutter
- Park
- Traffic Signal
- Rail



\* For the purposes of this plan, damaged sidewalks are defined as locations with cracks, tree roots lifting up sections, or other issues with the existing pavement. Narrow sidewalks refer to those 4 feet wide or less and/or those that have obstructions such as utility boxes or signposts that make the walking path narrow. Observations were made by engineers from Alta Planning + Design in May 2021.



Figure 13-9: Map of walk audit observations related to intersections in Florence-Firestone



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans



**DESTINATIONS**

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

**INTERSECTION OBSERVATIONS**

- Curb Ramps Missing or Damaged at Marked Crosswalks
- Curb Ramps Missing or Damaged at Unmarked Crosswalks

- Traffic Signal
- Rail
- Park

\* Damaged curb ramps may include locations that are cracked or have other obstructions, or have obvious compliance issues like missing truncated domes. Observations were made by engineers from Alta Planning + Design in May 2021.

## PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for Florence-Firestone's pedestrian network. Proposals were developed through conversations with County departments, public safety agencies, and community residents; as well as careful observations of the existing transportation network, to identify actions that can support efforts for people to walk, wheel, live and thrive in Florence-Firestone. The proposals are intended to inform County departments' pedestrian safety efforts; and provide a record of community needs and desires for residents, advocates, and policymakers.

Most proposed projects are concentrated on the community's major roadways such as Firestone Boulevard, Florence Avenue, Hooper Avenue, Nadeau Street, 92nd Street, Compton Avenue, and Slauson Avenue. A portion of these streets are Vision Zero Collision Concentration Corridors, and have high motor vehicle volumes and speeds, and were identified as priorities during community outreach. The proposed projects are categorized and defined in the following sections.

**Corridor Studies** - Potential roadway reconfigurations that could enhance walking conditions and potentially add more green space to the community, but need more extensive study to implement. For example:

- ▶ Reconfiguring the corridor of 92nd Street between Miner Street and Alameda Street to reduce traffic lanes and widen the sidewalks could provide more space for pedestrian activity and may reduce traffic speeds.
- ▶ Removing the slip lane at 92nd Street and Alameda Street would create an opportunity to extend the 92nd Street bike lane, additional tree plantings, and other greening enhancements.
- ▶ Reconfiguring Compton Avenue would reduce the ability for drivers to speed on the street, and installing pedestrian improvements for walking and crossing will make it easier for pedestrians to navigate the street and to visit its many businesses.

**Crossing Projects** - Facilities that enhance crossing the street at intersections and mid-block, including high-visibility crosswalks, advance yield markings, pedestrian-activated warning systems, new traffic signals with pedestrian signal heads, and ADA compliant curb ramps. Any recommendations to stripe a crosswalk (at controlled or uncontrolled locations) shall be consistent with local and state guidelines. For example:

- ▶ Crossing enhancements at Florence Avenue at Nadeau Street will help make walking feel safer and more comfortable for pedestrians. High-visibility crosswalks and leading pedestrian intervals will help to place the pedestrian in clearer view of drivers, and curb extensions will shorten the distances that the pedestrian has to cross in the street.
- ▶ Improving pedestrian crossing infrastructure and installing wayfinding signage on the 92nd Street corridor will make it easier and more convenient for pedestrians to access the future linear park planned for the utility corridor north of 92nd Street. Crossing improvements and traffic calming elements are also recommended for the streets bisecting the location of the future park, including Beach Street, Holmes Avenue, and Bandera Street.
- ▶ Crossing improvements along Slauson Avenue will be important for connections to Metro transit stops and the planned Metro Rail to Rail trail project. Metro will be

in charge of updating the existing standard crosswalks to high visibility crosswalks on the northern legs of the intersections along Slauson Avenue. However, the County could update the crosswalks on the remaining three legs of these intersections, which are County jurisdiction.

- ▶ Rectangular Rapid Flashing Beacons at midblock crossings like Florence Avenue and Converse Avenue will alert drivers of a pedestrian's presence and can make crossing midblock feel less dangerous for a pedestrian.
- ▶ Bus bulbs, like the one recommended at Nadeau Street and Crockett Boulevard, will benefit pedestrians because they can use the bulb as a curb extension, as well as transit users because it will allow the bus to quickly make the stop without needing to leave the travel lane.

**Sidewalk/Path Projects** - Facilities that could enhance walking down the street, including adding new or widened sidewalks and evaluating removal or relocation of driveways, such as:

- ▶ Installing sidewalks on the north side of Century Boulevard from Success Avenue to Central Avenue, would provide easier pedestrian access to Ted Watkins Memorial Park and nearby businesses for Florence-Firestone residents.

**Traffic Calming** - Facilities that could slow down drivers, reduce traffic volumes, and deter other dangerous driver behavior like donuts, such as mini roundabouts and all-way stops. Examples of proposed traffic calming projects include:

- ▶ Hooper Avenue and 92nd Street, which has a reported history of cars doing donuts. Installing a mini roundabout here could deter this behavior in the future.
- ▶ Near schools, such as on Bandera Street near Firestone Boulevard and 92nd Street.

**Pedestrian Lighting** - Human-scaled lights that provide lighting for people walking in Florence-Firestone, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 of *Step by Step* for more information about requesting pedestrian-scale lighting in Florence-Firestone. These proposals include, but are not limited to:

- ▶ Areas where there has been a history of crime, like along Hooper Avenue near Nadeau Street.

**Green Alleys** - Green alleyways use sustainable materials and drainage features to create public spaces for people to walk, play, and interact that also help manage stormwater, such as:

- ▶ The alley between Bandera Street and Elm Street from Firestone Boulevard and 92nd Street. A green alleyway would provide comfortable, car-free access to the planned linear park for the utility corridor north of 92nd Street.

These proposed projects are detailed in Table 13-5, and are mapped in Figures 13-9 and 13-10. Chapter 6 of *Step by Step* provides an overview of how the County will implement these projects, and Appendix D of *Step by Step* contains detailed information on potential funding sources.

Implementation of proposed projects in Florence-Firestone is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this Plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support.



**Table 13-5: Proposed pedestrian projects in Florence-Firestone***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>58th Drive</b>					<b>Average Corridor Score: 42.5</b>	
County	58th Drive & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	42.5
		East and west legs	Stripe continental crosswalk	\$6,000	\$10,000	
<b>60th Street</b>					<b>Average Corridor Score: 40.0</b>	
County	60th Street & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	40.0
		North and south legs	Stripe continental crosswalk	\$6,000	\$10,000	
<b>61st Street</b>					<b>Average Corridor Score: 69.5</b>	
County/ City of Los Angeles	61st Street (Central Avenue and Hooper Avenue)	Midblock	Stripe as yellow continental crosswalk	\$3,000	\$5,000	69.5
			Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	
		Both sides of midblock crossing	Install curb extension	\$130,000	\$200,000	
		West-east direction	Install advance yield marking	\$4,000	\$4,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>62nd Street</b>					<b>Average Corridor Score: 46.0</b>	
County	62nd Street & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	49.5
		East and west legs	Stripe continental crosswalk.	\$6,000	\$10,000	
County	62nd Street & Miramonte Boulevard	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	42.5
		East and west legs	Stripe continental crosswalk.	\$6,000	\$10,000	
<b>66th Street</b>					<b>Average Corridor Score: 50.0</b>	
County	66th Street & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	50.0
		East and west legs	Stripe continental crosswalk.	\$6,000	\$10,000	
<b>68th Street</b>					<b>Average Corridor Score: 45.8</b>	
County	68th Street & Miramonte Boulevard		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	68th Street & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	47.5
		East and west legs	Stripe continental crosswalk.	\$6,000	\$10,000	
County	68th Street & Wilmington Avenue	Northwest and southwest corner	Install ADA compliant curb ramp	\$20,000	\$30,000	60.0
<b>69th Street</b>					<b>Average Corridor Score: 45.0</b>	
County	69th Street & Wilmington Avenue		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	45.0
<b>70th Street</b>					<b>Average Corridor Score: 48.8</b>	
County	70th Street & Miramonte Boulevard	North and south leg	Study for all-way stop	\$15,000	\$30,000	50.0
County	70th Street & Makee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	47.5
		East and west legs	Stripe continental crosswalk.	\$6,000	\$10,000	
<b>71st Street</b>					<b>Average Corridor Score: 50.0</b>	
County	71st Street & Wilmington Avenue		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	50.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**

*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>82nd Street</b>					<b>Average Corridor Score: 55.0</b>	
County	82nd Street & Beach Street	North leg	Install raised crosswalk	\$25,000	\$50,000	55.0
			Install rectangular rapid flashing beacon	\$80,000	\$80,000	
<b>83rd Street</b>					<b>Average Corridor Score: 48.3</b>	
County	83rd Street & Beach Street	East leg of north jog	Install raised crosswalk	\$25,000	\$50,000	60.0
County	83rd Street & Lou Dillon Avenue	North and south legs	Stripe continental crosswalk.	\$6,000	\$10,000	40.0
			Northwest, northeast, and southwest corners	Install curb extension	\$195,000	
County	83rd Street & Fir Avenue	West and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	45.0
			Southwest and southeast corners, north end of crosswalk	Install curb extension	\$195,000	
<b>87th Street</b>					<b>Average Corridor Score: 36.0</b>	
County	87th Street & Holmes Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	32.0
County	87th Street & Grape Street	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	27.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	87th Street & Ivy Street	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0
County	87th Street & Zamora Avenue	All way	Study for stop sign warrant	\$15,000	\$30,000	55.0
<b>90th Street</b>					<b>Average Corridor Score: 30.0</b>	
County	Alley north of E 90th Street (Maie Avenue to E 90th Street)		Install green alleyway/woonerf	Varies	Varies	30.0
<b>92nd Street</b>					<b>Average Corridor Score: 53.0</b>	
County	92nd Street & Alameda Street	Northwest corner	Remove slip lane	\$50,000	\$100,000	60.0
		North and south legs	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
County/ City of Los Angeles	92nd Street Utility Corridor & Bandera Street		Install midblock raised crossing with advanced yield markings, add speed cushions to Bandera Street	\$47,000	\$92,000	55.0
County	92nd Street Utility Corridor & Beach Street		Install midblock raised crossing with advanced yield markings, add speed cushions to Beach Street	\$47,000	\$92,000	52.0
County/ City of Los Angeles	92nd Street Utility Corridor & Elm Street		Install midblock raised crossing with advanced yield markings, add speed cushions to Elm Street	\$47,000	\$92,000	50.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	92nd Street & Baird Avenue	East-west direction	Install advance yield marking	\$4,000	\$4,000	43.7
		Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	
		East leg	Install rectangular rapid flashing beacon	\$80,000	\$80,000	
County/ City of Los Angeles	92nd Street & Bandera Street	Northeast corner	Install curb extension	\$65,000	\$100,000	57.0
		North and south legs	Stripe continental crosswalk.	\$6,000	\$10,000	
County	92nd Street & Beach Street	East leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	49.5
		North and south legs	Stripe continental crosswalk.	\$6,000	\$10,000	
		West-east direction	Install advance yield marking	\$4,000	\$4,000	
		Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	
City of Los Angeles	92nd Street & Croesus Avenue	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	55.0
		South leg	Stripe continental crosswalk	\$3,000	\$5,000	
County/ City of Los Angeles	92nd Street & Fir Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	50.0
		All corners	Install curb extension	\$260,000	\$400,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County/ City of Los Angeles	92nd Street & Firth Boulevard	East and south legs	Restripe as continental crosswalk	\$6,000	\$10,000	62.0
		All corners	Install ADA-compliant curb ramps	\$40,000	\$60,000	
County/ City of Los Angeles	92nd Street & Graham Avenue	North and south legs	Stripe continental crosswalk.	\$12,000	\$20,000	47.5
		All legs	Study for traffic signal warrant	\$375,000	\$500,000	
County/ City of Los Angeles	92nd Street (Graham Avenue to Alameda Street)	All ways	Install pedestrian-scale lighting	Varies	Varies	55.0
City of Los Angeles	92nd Street & Grape Street	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	50.0
		South leg	Stripe continental crosswalk	\$3,000	\$5,000	
City of Los Angeles	92nd Street & Hickory Street	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	50.0
		South leg	Stripe continental crosswalk	\$3,000	\$5,000	
County/ City of Los Angeles	92nd Street & Holmes Avenue	North leg	Stripe continental crosswalk	\$3,000	\$5,000	52.0
County	92nd Street & Juniper Street	West, north, and south legs	Stripe continental crosswalk	\$9,000	\$15,000	57.5
		West leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
		West-east direction	Install advance yield marking	\$2,000	\$2,000	
		Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	



**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	92nd Street & Kalmia Street	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	52.0
		South leg	Stripe as continental crosswalk	\$3,000	\$5,000	
County	92nd Street & Laurel Street	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	50.0
		South leg	Stripe as continental crosswalk	\$3,000	\$5,000	
County/ City of Los Angeles	92nd Street & Maie Avenue	North leg	Stripe as continental crosswalk	\$3,000	\$5,000	50.0
		East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
		Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	
County	92nd Street & Miner Street	Northeast and northwest corner	Install curb extension	\$130,000	\$200,000	55.0
		North leg	Restripe as continental crosswalk	\$3,000	\$5,000	
County	92nd Street (Miner Street and Alameda Street)	All way	Reduce lanes to be consistent with the rest of 92nd Street	\$31,680	\$31,680	60.0
		Both sides of street	Widen sidewalks	\$58,500	\$84,500	
County/ City of Los Angeles	E 92nd Street & Success Avenue	Northwest area of intersection	Repair sidewalk where sidewalk curves	\$2,340	\$3,380	50.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>94th Street</b>						Average Corridor Score: 30.0
County	94th Street & Baird Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0
<b>Alameda Street</b>						Average Corridor Score: 62.0
County	Alameda Street & E 74th Street	West and north legs	Restripe as continental crosswalk	\$6,000	\$10,000	62.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
<b>Bandera Street</b>						
County	Bandera Street & 87th Street		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	35.0
County	Alley between Bandera Street & Elm Street (Firestone Boulevard to 92nd Street)		Install green alleyway/woonerf	Varies	Varies	57.0
<b>Bell Avenue</b>						Average Corridor Score: 45.0
County	Bell Avenue & E 74th Street	South, north and east leg	Restripe as yellow continental crosswalk	\$9,000	\$15,000	45.0
		Northeast, southwest and southeast corners	Install curb extension	\$195,000	\$300,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Central Avenue</b>					<b>Average Corridor Score: 57.6</b>	
County	Central Avenue & E 59th Street	South leg	Stripe continental crosswalk	\$3,000	\$5,000	53.3
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		Southwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	Central Avenue & E 68th Street	North and east legs	Restripe as continental crosswalk	\$6,000	\$10,000	60.0
County	Central Avenue & E 70th Street	North and east legs	Stripe continental crosswalk	\$6,000	\$10,000	56.3
			North leg	Install pedestrian-activated warning system	\$125,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
County/ City of Los Angeles	Central Avenue & E 74th Street	North and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	55.0
		Northeast corner	Install curb extension	\$65,000	\$100,000	
County/ City of Los Angeles	Central Avenue & 83rd Street	Southbound	Install school zone signage	\$850	\$850	60.0
		North and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	
County/ City of Los Angeles	Central Avenue & Firestone Boulevard	Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	67.0
		All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County/ City of Los Angeles	Central Avenue & Slauson Avenue	East, south, and west legs	Stripe continental crosswalk with advanced stop line	\$15,000	\$21,000	52.0
<b>Century Boulevard</b>					<b>Average Corridor Score: 55.0</b>	
County/ City of Los Angeles?	Century Boulevard & Success Avenue	All legs	Stripe continental crosswalk	\$12,000	\$20,000	60.0
County	Century Boulevard (Success Avenue to Central Avenue)	North side of street	Install sidewalks where feasible	\$63,000	\$91,000	55.0
County	Century Boulevard & Zamora Avenue	East and west legs	Stripe continental crosswalk with yield markings, put in curb ramp on park side	\$16,000	\$22,000	50.0
		Northeast and northwest corners	Install curb extension	\$130,000	\$200,000	
<b>Compton Avenue</b>					<b>Average Corridor Score: 65.3</b>	
County	Compton Avenue (Firestone Boulevard to Slauson Avenue)		Study for roadway reconfiguration	\$200,000	\$300,000	75.0
County	Compton Avenue & E 59th Street	North-south direction	Install advance yield marking	\$4,000	\$4,000	64.5
		West and south legs	Stripe as yellow continental crosswalk	\$6,000	\$10,000	
		Northwest, southwest, and southeast corners	Install curb extension	\$195,000	\$300,000	
		South leg	Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Compton Avenue & E 60th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	76.7
		All corners	Install curb extension	\$390,000	\$600,000	
		Southbound, northwest corner	Install bus shelter	\$28,000	\$28,000	
County	Compton Avenue & E 61st Street	West and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	60.0
		Northwest, southwest, and southeast corners	Install curb extension	\$195,000	\$300,000	
County	Compton Avenue & E 62nd Street	South leg	Stripe continental crosswalk	\$3,000	\$5,000	67.5
			Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	Compton Avenue (E 66th Street to E 67th Street)	Both sides of street	Plant street trees	\$55,000	\$75,000	62.0
County	Compton Avenue & E 68th Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	62.0
		Northwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	Compton Avenue & E 73rd Street	North and west legs	Study to allow for crossing	\$6,000	\$10,000	52.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Compton Avenue & E 74th Street	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	51.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	Compton Avenue & E 76th Place	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	74.5
			Restripe as continental crosswalk	\$12,000	\$20,000	
		Northwest and southeast corners	Install bus bulb	\$400,000	\$780,000	
		Northbound, southeast corner and southbound, northwest corner	Install bus shelter	\$56,000	\$56,000	
County	Compton Avenue (100 feet north of E 83rd Street to E 83rd Street)	South side of street	Repair existing sidewalk	\$4,500	\$6,500	62.0
County	Compton Avenue & E 83rd Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	67.0
			Northwest, northeast, southeast corners	Install new ADA compliant curb ramp	\$30,000	
		Northbound, southeast corner	Install bus shelter	\$28,000	\$28,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Compton Avenue & E 89th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	63.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northbound, southeast corner and Southbound, northwest corner	Install bus shelter	\$56,000	\$56,000	
County	Compton Avenue & E 90th Street	North and east legs	Stripe as yellow continental crosswalk	\$6,000	\$10,000	58.3
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
County	Compton Avenue & Gage Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	77.5
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Westbound, northwest corner; Eastbound, southwest corner and Northbound, southeast corner	Install bus shelter	\$84,000	\$84,000	
		All way	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	



**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County/ City of Los Angeles	Compton Avenue & Slauson Avenue	East, south, and west legs	Stripe continental crosswalk with advanced stop line	\$9,000	\$15,000	66.7
		Eastbound, southeast corner	Install bus shelter	\$28,000	\$28,000	
		All legs	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
<b>Crockett Boulevard</b>						<b>Average Corridor Score: 44.9</b>
County	Crockett Boulevard & E 73rd Street		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	42.5
		All corners	Install ADA-compliant curb ramps	\$40,000	\$60,000	
County	Crockett Boulevard & E 74th Street	All corners	Install ADA-compliant curb ramps	\$20,000	\$30,000	45.0
County	Crockett Boulevard & E 75th Street	All corners	Install ADA-compliant curb ramps	\$20,000	\$30,000	45.0
County	Crockett Boulevard & E 76th Street	All corners	Install ADA-compliant curb ramps	\$20,000	\$30,000	45.0
County	Crockett Boulevard & E 76th Place	All corners	Install ADA-compliant curb ramps	\$20,000	\$30,000	47.0
County	Crockett Boulevard & E 77th Street	All corners	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Crockett Boulevard & E 81st Street	North leg	Stripe continental crosswalk	\$3,000	\$5,000	59.5
			Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
County	Crockett Boulevard & E 83rd Street	Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	45.0
		North leg	Restripe as continental crosswalk	\$3,000	\$5,000	
<b>Elm Street</b>					<b>Average Corridor Score: 35.0</b>	
County	Elm Street & 87th Street		Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	24.0
County/ City of Los Angeles	Elm Street & 92nd Street	All corners	Install curb extension	\$260,000	\$400,000	45.0
<b>Firestone Boulevard</b>					<b>Average Corridor Score: 75.6</b>	
County	Firestone Boulevard & Alameda Street	Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	60.0
		North, south, and west legs	Modify traffic signal to accommodate a protected-left turn	\$1,125,000	\$1,500,000	
County	Firestone Boulevard & Bandera Street	Southeast and southwest corners	Install curb extension	\$130,000	\$200,000	67.0
		South leg	Stripe continental crosswalk	\$3,000	\$5,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Firestone Boulevard & Compton Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	83.3
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northwest corner	Remove right-turn slip lane	\$50,000	\$100,000	
			Reduce entire corner radius/adjust geometry to move right-turn lane close to through lanes	\$15,000	\$50,000	
		Eastbound, southeast corner and southbound, northwest corner	Install bus shelter	\$56,000	\$56,000	
		Westbound	Install school signage	\$850	\$850	
County	Firestone Boulevard & Elm Street	Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	57.0
		South leg	Restripe yellow continental crosswalk	\$3,000	\$5,000	
County	Firestone Boulevard & Fir Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	77.5
			Restripe as yellow continental crosswalk	\$12,000	\$20,000	
		All corners	Install curb extension	\$260,000	\$400,000	
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Firestone Boulevard & Graham Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	75.0
		All corners	Install curb extension	\$260,000	\$400,000	
County	Firestone Boulevard & Grape Street	East and north leg	Stripe as yellow continental crosswalk	\$6,000	\$10,000	68.3
		West-east direction	Install advance yield marking	\$4,000	\$4,000	
		East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
		Northwest, northeast, southeast corners	Install curb extension	\$195,000	\$300,000	
County	Firestone Boulevard & Holmes Avenue	All legs	Restripe as continental crosswalk	\$6,000	\$10,000	82.5
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
			Install protected/ permissive left turn (both signals/ directions)	\$375,000	\$500,000	
		Eastbound, southwest corner and Westbound, northeast corner	Install bus shelter	\$56,000	\$56,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Firestone Boulevard & Hooper Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	72.5
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
County	Firestone Boulevard (Ivy Street to Hooper Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	75.0
County	Firestone Boulevard & Ivy Street	Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	90.0
County	Firestone Boulevard & Maie Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	87.5
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		West leg	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Firestone Boulevard & Zamora Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	77.5
			Restripe as yellow continental crosswalk	\$9,000	\$15,000	
		Southwest (on Zamora) and southeast (on Firestone) corners	Install curb extension	\$130,000	\$200,000	
		Eastbound, southwest corner and Westbound, north side of street	Install bus shelter	\$56,000	\$56,000	
County	Firestone Boulevard (Alameda Street to Central Avenue)	Where sidewalk is wide enough	Plant street trees	\$55,000	\$75,000	85.0
<b>Florence Avenue</b>					<b>Average Corridor Score: 69.1</b>	
County	Florence Avenue (Central Avenue to Santa Fe Avenue)	Where sidewalk is wide enough	Plant street trees	\$55,000	\$75,000	85.0
County/ City of Huntington Park	Florence Avenue & Alameda Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	80.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Eastbound, southeast corner	Install bus shelter	\$28,000	\$28,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County/ City of Huntington Park	Florence Avenue & Albany Street/ Roseberry Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	67.0
			Restripe as continental crosswalk	\$12,000	\$20,000	
County	Florence Avenue & Beach Street	South leg	Restripe as continental crosswalk	\$3,000	\$5,000	65.0
County	Florence Avenue & Bell Avenue	West and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	72.0
		All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Florence Avenue between Central Avenue and Hooper Avenue	Midblock	Restripe as continental crosswalk	\$3,000	\$5,000	62.0
County/ City of Los Angeles	Florence Avenue & Central Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	82.0
		Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	
County	Florence Avenue & Compton Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	66.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast, northwest, and southwest corner	Install bus bulb	\$600,000	\$1,170,000	



**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Florence Avenue & Converse Avenue	West leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	62.5
		All legs	Restripe as continental crosswalk	\$6,000	\$10,000	
County	Florence Avenue & Graham Avenue	South and east legs	Restripe as continental crosswalk	\$6,000	\$10,000	65.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Florence Avenue & Holmes Avenue	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	77.5
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast corner (on Holmes)	Install bus bulb to straighten out east leg of crossing	\$200,000	\$390,000	
		Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	
County	Florence Avenue & Hooper Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	67.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Florence Avenue & Maie Avenue	South leg	Restripe as continental crosswalk	\$3,000	\$5,000	65.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County/ City of Huntington Park	Florence Avenue & Marbrisa Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	62.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Florence Avenue & Miramonte Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	67.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Florence Avenue & Parmelee Avenue	South and east legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	59.5
			Restripe as continental crosswalk	\$6,000	\$10,000	
County	Florence Avenue & Santa Fe Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	73.7
			Restripe as continental crosswalk	\$12,000	\$20,000	
		West leg	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
County	Florence Avenue & Wilmington Avenue	North and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	62.0
County	Florence Avenue & Wilson Avenue	East and north legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	72.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Gage Avenue</b>					<b>Average Corridor Score: 66.5</b>	
County	Gage Avenue & Converse Avenue	West leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	57.0
		North leg	Stripe continental crosswalk	\$3,000	\$5,000	
County/ City of Los Angeles	Gage Avenue & Central Avenue	East Leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	77.0
County	Gage Avenue & Miramonte Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	67.0
County	Gage Avenue & Wilmington Avenue	All legs	Stripe continental crosswalk	\$12,000	\$20,000	67.0
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
<b>Graham Avenue</b>					<b>Average Corridor Score: 58.5</b>	
County	Graham Avenue & Midblock at E 76th Street pedestrian bridge	Midblock	Install raised crosswalk	\$25,000	\$50,000	50.0
			Install new ADA compliant curb ramp	\$20,000	\$30,000	
			Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	Graham Avenue & Nadeau Street	North leg	Stripe continental crosswalk	\$25,000	\$50,000	67.0
<b>Holmes Avenue</b>					<b>Average Corridor Score: 62.3</b>	
County	Holmes Avenue (E Gage Avenue to E Florence Ave)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	75.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Holmes Avenue & E 60th Street	All existing legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	70.0
		All corners	Install new ADA compliant curb ramp	\$32,000	\$40,000	
		Northbound, southeast corner	Install bus shelter	\$25,000	\$25,000	
County	Holmes Avenue & E 61st Street	East and west legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	60.0
		Northwest, northeast, and southeast corners	Install curb extension	\$150,000	\$225,000	
		North leg	Install pedestrian-activated warning system	\$100,000	\$300,000	
County	Holmes Avenue & E 62nd Street	North and east legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	67.0
		All corners	Install new ADA compliant curb ramp	\$32,000	\$40,000	
		All way	Install traffic circle or mini-roundabout	\$50,000	\$500,000	
County	Holmes Avenue & E 63rd Street	Northwest and northeast corners	Install curb extension	\$100,000	\$150,000	62.0
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		North leg	Install pedestrian-activated warning system	\$100,000	\$300,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Holmes Avenue & E 66th Street	Southwest and southeast corners	Install curb extension	\$100,000	\$150,000	58.7
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		All way	Install a traffic circle or mini-roundabout. Alternatively, install an all-way stop.	\$50,000	\$500,000	
County	Holmes Avenue & E 69th Street	All way	Install a traffic circle or mini-roundabout. Alternatively, install an all-way stop.	\$50,000	\$500,000	42.5
		East and west legs	Stripe continental crosswalk	\$6,000	\$10,000	
County	Holmes Avenue & 92nd Street Utility Corridor		Install midblock raised crossing with advanced yield markings, add speed cushions to Holmes Avenue	\$42,000	\$82,000	50.0
County	Holmes Avenue & Gage Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	75.0
		Southbound, southwest corner and Northbound, southeast corner	Install bus shelter	\$50,000	\$50,000	
County/ City of Los Angeles	Holmes Avenue & Slauson Avenue	East, south, west legs	Stripe continental crosswalk with advanced stop line	\$15,000	\$21,000	60.0
		Northbound, southeast corner; Westbound, northeast corner; and Eastbound, southeast corner	Install bus shelter	\$75,000	\$75,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Holmes Avenue & Randolph Street	All legs	Restripe as yellow continental crosswalk	\$18,000	\$30,000	65.0
<b>Hooper Avenue</b>					<b>Average Corridor Score: 56.7</b>	
County	Hooper Avenue & E 59th Place	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	57.5
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	Hooper Avenue & E 59th Street	North leg	Stripe continental crosswalk	\$3,000	\$5,000	58.7
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	Hooper Avenue & E 60th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	66.7
		Southwest corner	Install ADA-compliant curb ramps	\$10,000	\$15,000	
		Northeast corner	Install curb extension	\$65,000	\$100,000	
County	Hooper Avenue & E 61st Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	62.0
		All corners	Install curb extension	\$260,000	\$400,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Hooper Avenue & E 65th Street	North-south direction	Install advance yield marking	\$4,000	\$4,000	63.7
		South leg	Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	Hooper Avenue & E 66th Street	Northeast corner	Install ADA-compliant curb ramps	\$10,000	\$15,000	60.0
County	Hooper Avenue & E 67th Street	East leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	54.5
		North and east legs	Install Rectangular Rapid Flashing Beacon	\$160,000	\$160,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
County	Hooper Avenue & E 68th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	55.0



**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Hooper Avenue & E 70th Street	East leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	49.5
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
		North leg	Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	
County	Hooper Avenue & E 74th Street	Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	42.0
County	Hooper Avenue & E 76th Place	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	48.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	Hooper Avenue & E 77th Place	North and east legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	69.5
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
		North leg	Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Hooper Avenue (alley south of E 77th Street to E 77th Street)	Both sides of street	Plant street trees	\$55,000	\$75,000	47.0
County	Hooper Avenue (Nadeau Street to Slauson Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	65.0
County	Hooper Avenue & E 83rd Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	54.5
		Northeast leg	Remove right-turn slip lane	\$50,000	\$100,000	
		Northeast leg	Install public space in place of slip lane	Varies	Varies	
		All existing ramps (7)	Install new ADA compliant curb ramp	\$70,000	\$105,000	
County	Hooper Avenue & E 84th Place	North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	55.0
County	Hooper Avenue & E 90th Street	East and west legs	Stripe continental crosswalk	\$6,000	\$10,000	42.5
		North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	Hooper Avenue & E 92nd Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	47.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Hooper Avenue & Gage Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	73.7
			Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
		Eastbound, southeast corner; Westbound, northeast corner; and Northbound, northeast corner	Install bus shelter	\$84,000	\$84,000	
County/ City of Los Angeles	Hooper Avenue & Slauson Avenue	East, south, and west legs	Stripe continental crosswalk with advanced stop line	\$15,000	\$21,000	62.0
		Southbound, southwest corner and Northbound, southeast corner	Install bus shelter	\$56,000	\$56,000	
<b>Maie Avenue</b>					<b>Average Corridor Score: 53.8</b>	
County	Maie Avenue & E 76th Street	Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	45.0
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	Maie Avenue & E 81st Street	North leg	Stripe continental crosswalk	\$3,000	\$5,000	55.0
County	Maie Avenue & E 83rd Street	West leg	Stripe continental crosswalk	\$3,000	\$5,000	50.0
County	Maie Avenue & E 87th Place	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	55.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Maie Avenue & E 89th Street	All legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	47.5
		Northeast and southeast corner	Install curb extension	\$130,000	\$200,000	
County	Maie Avenue & E 90th Street	North and south legs	Study for all-way stop	\$30,000	\$60,000	55.0
County	Maie Avenue & E 91st Street	North and south legs	Study for all-way stop	\$30,000	\$60,000	51.7
		West and south legs	Stripe continental crosswalk	\$6,000	\$10,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	Maie Avenue (Nadeau Street to Florence Avenue)	All way	Study for speed humps	\$20,000	\$40,000	75.0
County	Maie Avenue (65 feet south of E 91st Street to E 91st Street)	West side of street	Repair existing sidewalk	\$2,925	\$4,225	50.0
<b>Miramonte Boulevard</b>					<b>Average Corridor Score: 56.4</b>	
County	Miramonte Boulevard (Nadeau Street to Florence Avenue)	All way	Study for speed humps	\$20,000	\$40,000	80.0
County	Miramonte Boulevard & 75th Street	Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	52.0
		North and south legs	Study for all-way stop	\$30,000	\$60,000	
County	Miramonte Boulevard & 76th Place	North and south legs	Study for all-way stop	\$30,000	\$60,000	47.0
		Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued***Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Miramonte Boulevard & 77th Place	North leg	Stripe continental crosswalk	\$3,000	\$5,000	46.7
		Northwest and southwest corners	Install curb extension	\$130,000	\$200,000	
		North and south legs	Study for all-way stop	\$30,000	\$60,000	
<b>Nadeau Avenue</b>						<b>Average Corridor Score: 63.2</b>
County	Alley north of Nadeau Street (Bell Avenue to Lou Dillon Avenue)	All way	Install green alleyway/woonerf	Varies	Varies	45.0
County	Nadeau Street (Alameda Street to Central Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	75.0
County	Nadeau Street (Alameda Street to Hooper Avenue)	All way	Study for roadway reconfiguration	\$200,000	\$300,000	75.0
County	Nadeau Street & Alameda Street	North, west, and south legs	Restripe as continental crosswalk	\$9,000	\$15,000	70.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$375,000	\$500,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Nadeau Street & Beach Street	South and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	65.0
		Southwest, southeast, and northeast corners	Install curb extension	\$195,000	\$300,000	
County	Nadeau Street & Bell Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$375,000	\$500,000	77.0
			Restripe as continental crosswalk	\$12,000	\$20,000	
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County/ City of Los Angeles	Nadeau Street & Central Avenue	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	60.0
		All legs	Restripe as continental crosswalk	\$12,000	\$20,000	
County	Nadeau Street & Compton Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	67.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	Nadeau Street & Crockett Boulevard	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	62.0
			Restripe as yellow continental crosswalk	\$12,000	\$20,000	
		Northwest and southeast corners	Install curb extension	\$130,000	\$200,000	
		Southwest and northeast corners	Install bus bulb	\$400,000	\$780,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Nadeau Street & Hooper Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	62.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension (on Hooper)	\$260,000	\$400,000	
		West leg	Modify traffic signal to accommodate a protected-left turn	\$375,000	\$500,000	
County	Nadeau Street & Lou Dillon Avenue	Northwest and southeast corners	Install curb extension	\$130,000	\$200,000	44.5
		East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
County	Nadeau Street & Maie Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
		All corners	Install curb extension	\$260,000	\$400,000	
County	Nadeau Street & Parmelee Avenue		Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	62.0
<b>Parmelee Avenue</b>					<b>Average Corridor Score: 48.8</b>	
County	Parmelee Avenue & E 68th Street	All legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	50.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	



**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Parmelee Avenue & E 75th Street	All legs	Stripe continental crosswalk	\$12,000	\$20,000	45.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
			Install a traffic circle or mini-roundabout	\$100,000	\$650,000	
County	Parmelee Avenue & E 76th Place	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	47.5
			Install traffic circle	\$100,000	\$650,000	
County	Parmelee Avenue & E 77th Place	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	49.5
		All legs	Stripe yellow continental crosswalk	\$12,000	\$20,000	
County	Parmelee Avenue & E 96th Street	West and north legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	52.0
<b>Randolph Street</b>					<b>Average Corridor Score: 55.0</b>	
County/ Huntington Park	Randolph Street & Wilmington Avenue	All legs	Stripe continental crosswalk with advanced stop line	\$30,000	\$42,000	55.0
<b>Santa Fe Avenue</b>					<b>Average Corridor Score: 64.5</b>	
County	Santa Fe Avenue & California Street	South and east legs	Stripe continental crosswalk	\$6,000	\$10,000	58.7
		Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Santa Fe Avenue & Cudahy Street	South and east legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	60.0
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	Santa Fe Avenue & Grand Avenue	North leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	75.0
			Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	Santa Fe Avenue & Hope Street	West, north, and east legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	65.8
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
		Northeast corner	Reduce driveway width at Diaz Market**	\$13,000	\$30,000	
County	Santa Fe Avenue & Leota Street	South leg	Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	72.0

*\*\*Driveway related projects are contingent upon the County developing a process to consolidate, reduce widths of, or close excessive driveways, where feasible and appropriate, in accordance with Los Angeles County Code Title 16, and considering prior planning approval. See Chapter 4 of Step by Step, Driveways section for more detail. The County cannot remove, relocate, or modify driveways without obtaining property owner approval and confirmation that there are no adverse impacts to the prior planning approval.*

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Santa Fe Avenue & Nadeau Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	65.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northbound right-turn slip lane	Install raised crosswalk	\$25,000	\$50,000	
		Southeast corner	Install ADA Detectable Warning surface at crossing island	\$10,000	\$15,000	
		Southwest corner	Extend curb line to expand sidewalk space and correct southbound through lane geometry	\$1,320	\$1,320	
County	Santa Fe Avenue & Palm Place	South leg	Install traffic signal with pedestrian signal head	\$4,000	\$30,000	55.3
		South and east legs	Stripe continental crosswalk	\$6,000	\$10,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
<b>Slauson Avenue</b>					<b>Average Corridor Score: 58.4</b>	
County/ City of Los Angeles	Slauson Avenue (Central Avenue to Wilmington Avenue)	Along rail corridor	Install bike and walking path (as a part of Metro Rail to Rail project)	\$500,000.00	\$500,000.00	55.0

**Table 13-5: Proposed pedestrian projects in Florence-Firestone, continued**

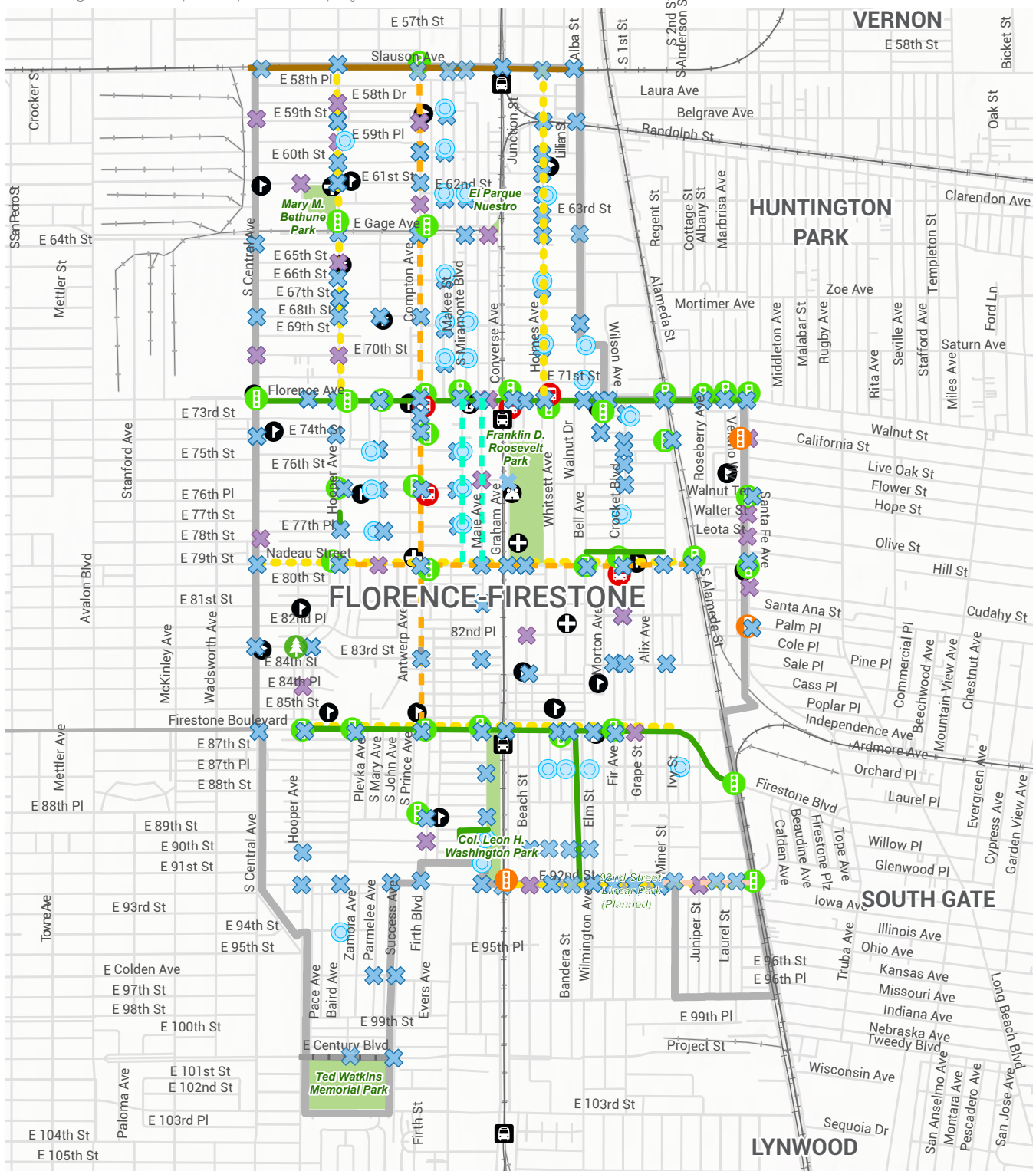
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County/ City of Los Angeles	Slauson Avenue & Makee Avenue	South leg	Stripe continental crosswalk with advanced stop line	\$5,000	\$7,000	60.0
County/ City of Los Angeles	Slauson Avenue & Miramonte Boulevard	South leg	Stripe continental crosswalk with advanced stop line	\$5,000	\$7,000	60.0
County/ City of Los Angeles	Slauson Avenue & Randolph Street	South leg	Stripe continental crosswalk with advanced stop line	\$5,000	\$7,000	67.0
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
County/ City of Los Angeles	Slauson Avenue & Wilmington Avenue	East, south, west legs	Stripe continental crosswalk with advanced stop line	\$15,000	\$21,000	50.0
<b>Success Avenue</b>					<b>Average Corridor Score: 52.0</b>	
County/ City of Los Angeles	Success Avenue & E 96th Street	Northeast and southwest corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	52.0
Total Capital Costs <sup>2</sup>				\$27,748,965	\$55,461,305	
Contingency (20% of total capital cost)				\$5,549,793	\$11,092,261	
Total P.E. (30% of total capital cost)				\$8,324,690	\$16,638,392	
Total Construction Engineering (50% of total capital cost)				\$13,874,483	\$27,730,653	
<b>Community Total</b>				<b>\$55,497,930</b>	<b>\$110,922,610</b>	

<sup>1</sup>All costs are based on 2023 estimates. Appropriate inflation and escalation increases may be applicable at the time of implementation.

<sup>2</sup>Cost does not include treatments for which estimated unit prices are listed as "Varies," such as pedestrian-scale lighting and studies for roadway reconfiguration. Costs for these treatments can vary widely depending on the design. Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation, and maintenance costs.

Figure 13-9: Proposed pedestrian projects in Florence-Firestone



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

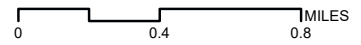
**DESTINATIONS**

- Post Office
- Library
- Healthcare
- Community Organization
- Schools
- Civic and Cultural
- Parks

**PROPOSED PEDESTRIAN PROJECTS**

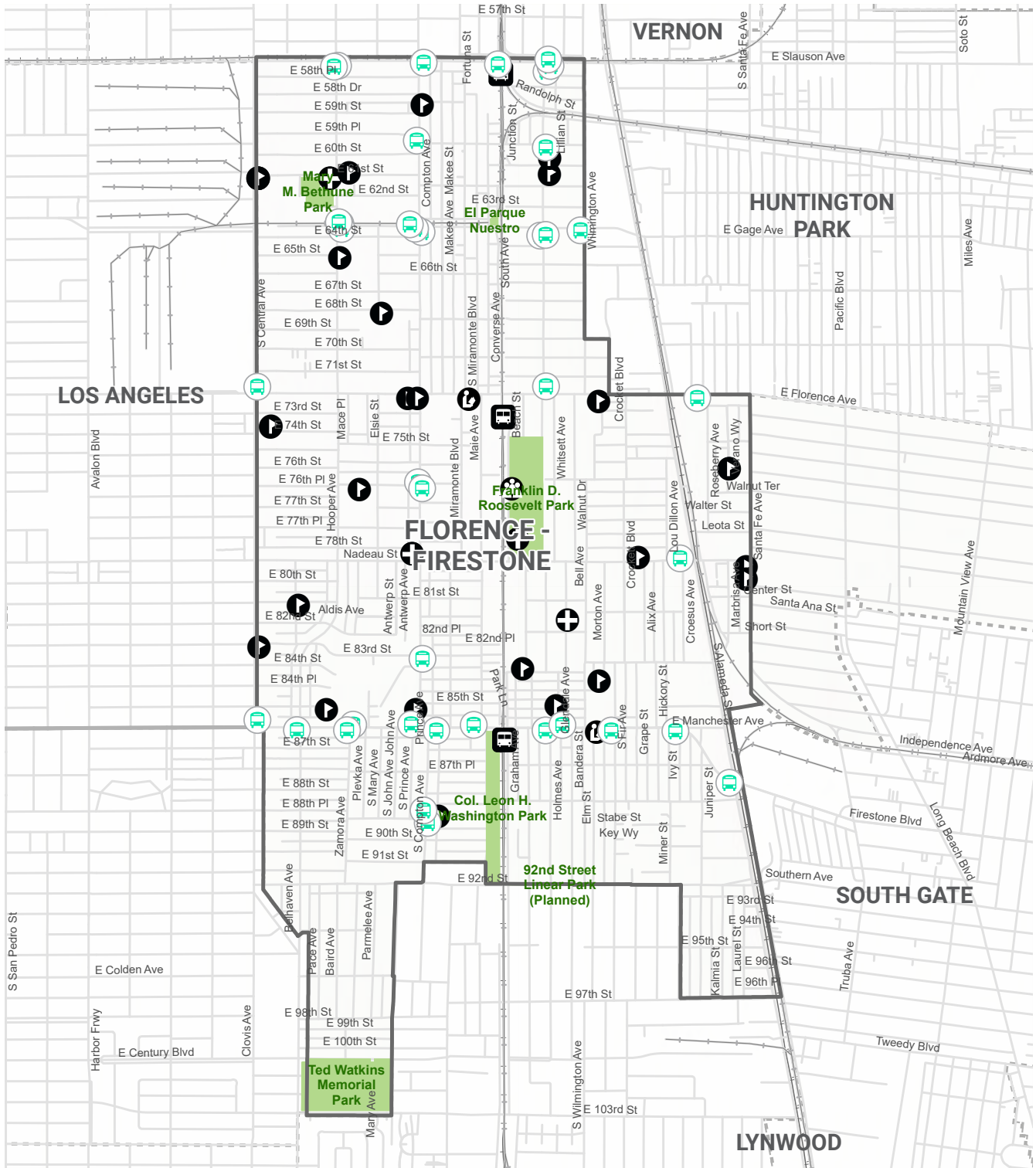
- New or Enhanced Sidewalks
- Pedestrian-Scale Lighting
- Street Trees
- Study for Potential Road Reconfiguration
- Study for Physical Median Installation
- Restriping
- Neighborhood Path
- Study for Traffic Calming

- 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 A Line Station

Figure 13-10: Proposed bus shelters in Florence-Firestone



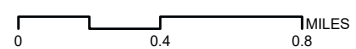
Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

DESTINATIONS

- School
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural
- Park

PROPOSED PEDESTRIAN PROJECTS

- Install New Bus Shelter



- Road Network
- Rail
- Metro A Line Station



## PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2 of *Step by Step*, while Table 13-6 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Florence-Firestone. Relevant actions from LA County's Vision Zero Action Plan are listed in Table 13-7.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs are described in Chapter 5 of *Step by Step*; those suggested for Florence-Firestone are listed in Table 13-8.



**Table 13-6: Countywide Actions Suggested for Florence-Firestone**

Action	Lead Departments	Timeframe
Action EH-2.1: Develop guidelines that establish a maximum distance between controlled intersections and marked crosswalks on major and secondary streets, where feasible and appropriate.	Public Works	Short-term
Action EH-2.6b: Consolidate signage for multiple providers onto one pole as much as possible to reduce visual clutter and enhance accessibility.	Public Works	On-going
Action EH-2.8: Develop and publicize a process through which communities can engage Public Works in developing ideas on litter prevention, including identifying locations for and implementing public waste containers for collecting trash and recyclables, making use of contract waste haulers where applicable for ongoing maintenance and community outreach.	Public Works	Medium-Term
Action C-2.2: Increase outreach to and education for local businesses to prevent obstruction of pedestrian walkways by items such as advertisement signs and merchandise.	Member Departments of the Healthy Design Workgroup	On-going
Action C-2.6: Enforce compliance with existing ordinances related to sidewalk obstructions including, but not limited to, vegetation incursion and parking on or across sidewalks.	Public Works, Sheriff, California Highway Patrol	On-going

**Table 13-7: Vision Zero Actions Suggested for Florence-Firestone**

Action	Lead Departments	Timeframe
Action A-9: Incorporate traffic safety enhancements into Public Works projects along the Collision Concentration Corridors where feasible and appropriate.	Public Works	On-going
Action A-12: Utilize the Collision Concentration Corridors list when seeking funding from local, regional, state, and federal roadway infrastructure and planning grant opportunities.	Public Works	On-going
Action B-4: Establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling.	Public Works	On-going
Action B-5: Establish a Safe Routes to Parks Program to support safe and equitable access to parks through community engagement and education, park design, signage and wayfinding, and other strategies in the National Recreation and Park Association's Safe Routes to Parks Action Framework.	Parks and Recreation	On-going
Action D-11: Continue leading the Street Racing Task Force aimed at reducing roadway racing regionally by coordinating among law enforcement agencies and the community.	California Highway Patrol	On-going

**Table 13-8: Countywide Programs Suggested for Florence-Firestone**

Program	Description
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors.
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2)encouraging active modes of getting to school through new infrastructure and programming; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing cut-through traffic on residential streets near schools due to school drop-off and pickup.
Walking Clubs	Public Health leads walking clubs at a number of County parks that participate in the Parks After Dark (PAD) Program. The program gets residents engaged in physical activity while their children or grandchildren take advantage of park activities. Public Health also developed a Community Walking Club Toolkit, which is available for community members and organizations interested in organizing their own walking clubs. It provides nutrition and physical activity information to inform walking club participants. Walking clubs also build social cohesion as participants get to know their neighbors.
The Works	Public Works has an online and mobile application called The Works that serves as a one-stop solution for County residents to report and track services. If the service is not handled by Los Angeles County, The Works will provide residents with the appropriate contact information.

## CONCLUSION

The Florence-Firestone Community Pedestrian Plan (“Plan”) is a guide for enhancing walking for residents and visitors, and includes proposed projects and programs that, once implemented, will provide safer and more comfortable pedestrian experiences in the community. The proposed projects and programs based on an analysis of recent data, such as Census data and collision data, and extensive community input.

To guide implementation of this Plan, the County developed a prioritization framework to evaluate and score each proposed projects based on a set of objective, data-driven criteria. This process creates a blueprint for enhancing the walking in Florence-Firestone over the next many years, and enables the County to focus on projects that will have the greatest impact on enhancing safety, comfort, and mobility for all, as funding becomes available. Further, the Plan will help the County when applying for competitive regional, state, and federal grant opportunities to fund implementation of the projects and programs in the Plan.

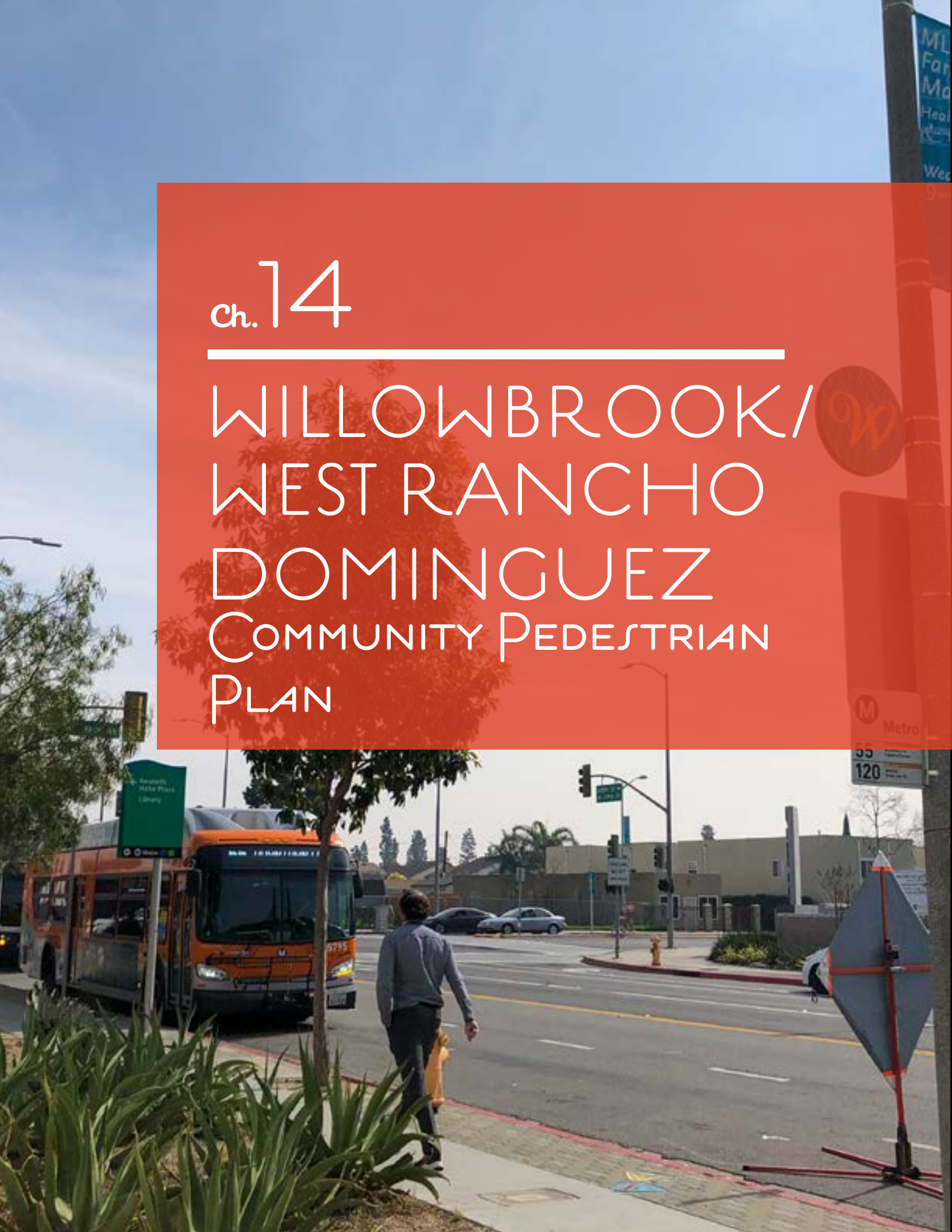
Through investment in projects and programs included in this Plan, the County has the potential to encourage Florence-Firestone residents and visitors to walk more often for school, work, recreation, shopping, and other trips. Ultimately, this Plan will help the County meet its Vision Zero goals while creating a higher quality of life for Florence-Firestone residents overall.

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# ch. 14

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# WILLOWBROOK/ WEST RANCHO DOMINGUEZ COMMUNITY PEDESTRIAN PLAN



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Los Angeles County Public Works

Los Angeles County Department of Regional Planning

Los Angeles Sheriff's Department

Los Angeles Metro

*Funded by the California Active Transportation  
Program.*



## INTRODUCTION

The Willowbrook/West Rancho Dominguez 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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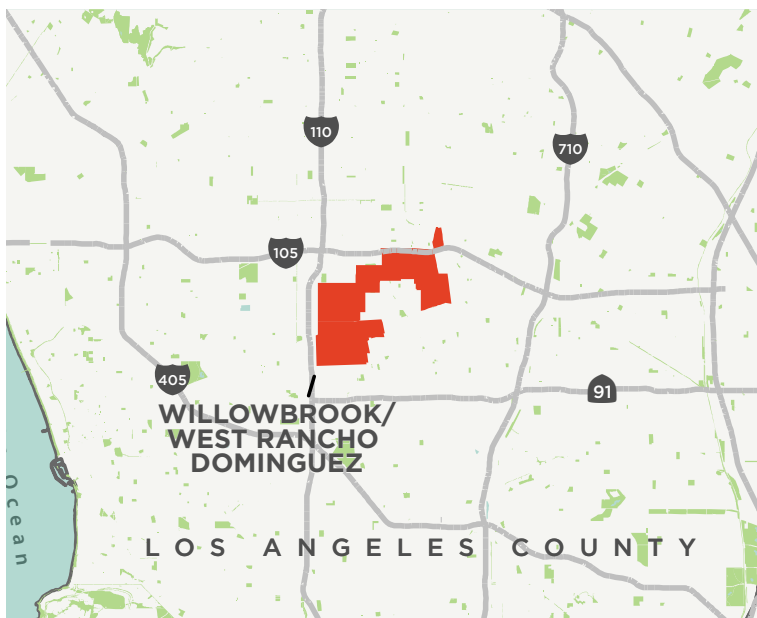
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## COMMUNITY PROFILE

Together, the communities of Willowbrook and West Rancho Dominguez are just over three square miles.

Willowbrook/West Rancho Dominguez has a combined population of approximately 41,600, with a mix of residential and industrial neighborhoods with key destinations such as the Willowbrook/Rosa Parks Metro A Line Station, Martin Luther King, Jr. Community Hospital, and Earvin “Magic” Johnson Recreation Area. The Willowbrook/West Rancho Dominguez area is bordered by the I-105 freeway and the Los Angeles City neighborhood of Watts to the north; the City of Compton and the City of Carson to the south; the City of Los Angeles and the I-110 freeway to the west; and the City of Lynwood to the east.



*Willowbrook/West Rancho Dominguez location within Los Angeles County*

## Thank You

### *Pedestrian Plan Community Advisory Committee Members:*

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Special thanks to the residents of Willowbrook/West Rancho Dominguez who took time to participate in outreach events and community data collection efforts, and who shared their ideas on how to enhance walking in the community. This plan is inspired by your vision of Willowbrook/West Rancho Dominguez.

## 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.

The median household income is \$45,700 in Willowbrook and \$70,391 in West Rancho Dominguez (2021), compared with \$77,456 for LA County. About 21 percent of Willowbrook and 14 percent of West Rancho Dominguez residents live below the poverty line; that figure is 14 percent countywide.

Forty-four percent of residents in Willowbrook and 26 percent of residents in West Rancho Dominguez have not completed their high school education or equivalent, and a significantly higher percentage of residents in both communities lack a bachelor's degree or higher than in LA County generally. Willowbrook and West Rancho Dominguez are relatively young communities,

with 31 percent and 24 percent of residents under 18 years old, respectively.

Self-identified Black or African American residents make up about 43 percent of West Rancho Dominguez's population, and nearly 16 percent of Willowbrook's population, substantially more than the LA county population of 7 percent. Self-identified Hispanic or Latino residents make up about half the population in West Rancho Dominguez, like Los Angeles County, while they make up over 81 percent of the population in Willowbrook.

Willowbrook has about the same proportion of residents who are foreign born as LA County (33 percent), while West Rancho Dominguez has about 20 percent foreign born residents. Nearly 80 percent of Willowbrook residents speak some Spanish or other language other than English at home, while that figure is 43 percent and 44 percent for West Rancho Dominguez and 56 percent for LA County, respectively.<sup>1</sup>

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<sup>1</sup> U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

**Table 14-1: Willowbrook/West Rancho Dominguez Demographics**

	Percent in Willowbrook	Percent in West Rancho Dominguez	Percent in Los Angeles County
<b>Education</b>			
Less than high school diploma	44.2	28.1	20.0
High school graduate, GED or alternative	26.4	25.9	20.4
Some college or Associates degree	20.3	29.8	25.6
Bachelor's degree or higher	9.2	16.2	34.0
<b>Poverty</b>			
Persons in Poverty	20.8	14.1	13.9
Median Household Income (2021)	\$45,700	\$70,391	\$77,456
<b>Age</b>			
Under 18 Years	31.6	24.3	21.6
18-64 Years	61.8	63.9	64.7
65 and Older	6.6	11.8	13.7
<b>Self-Identified Race/Ethnicity</b>			
Hispanic or Latino	81.7	50.4	48.7
White (Non-Hispanic)	0.5	1.7	25.5
American Indian and Alaska Native	0	0	0.2
Asian	0.8	0.5	14.6
Black or African American(Non-Hispanic)	16.4	43.2	7.6
Other	0.0	0.3	0.4
<b>Immigration and Language</b>			
Foreign born	33.9	20.1	32.5
Language other than English spoken at home (adults)	78.9	44.1	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. Willowbrook and West Rancho Dominguez are in the County's Public Health Service Planning Area 6 (SPA 6). In 2020, Coronary Heart Disease and Diabetes Mellitus were the #2 and #3 causes of death in SPA 6, after COVID-19.<sup>1</sup> Rates of obesity among adults are higher in both communities than in LA County, but lower among teens and children when compared to LA County generally.

Regular physical activity such as daily walking is a critical strategy for preventing heart disease and diabetes. Children and teens in both communities report about the same levels of regular physical activity as LA County (13-14 percent); while adults in Willowbrook (36 percent) and West Rancho Dominguez (34 percent) report somewhat less walking less each week than LA County generally (about 38 percent).<sup>2</sup>

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, 26.8 percent of LA County households with incomes less than 300 percent of the Federal Poverty Level (FPL) experienced food insecurity, which includes households reporting low food security and very low food security. This figure was nearly 32 percent for Service Planning Area 6, which includes Willowbrook and West Rancho Dominguez.<sup>3</sup>

In Willowbrook (49.4 percent) and West Rancho Dominguez (26.3 percent), many residents live farther than 1/2 mile from a supermarket or grocery store.<sup>4</sup>

About 4.5 percent of people between the ages of 19 - 64 report living with a disability in LA County, 6 percent in West Rancho Dominguez, and 4 percent in Willowbrook. At the age of 65 years and older these numbers slightly increase in LA County and West Rancho Dominguez, but they decrease by about 1 percent in Willowbrook.<sup>5</sup>

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 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.

5 U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

**Table 14-3: Willowbrook/West Rancho Dominguez Causes of Death**

	Percent in Willowbrook	Percent in West Rancho Dominguez	Percent in Los Angeles County
<b>(Selected) Causes of Death</b>			
Diabetes (18+)	16.4	16.0	11.8
Heart Disease (18+)	5.2	5.6	6.5

**Table 14-4: Willowbrook/West Rancho Dominguez Health Indicators**

	Percent in Willowbrook	Percent in West Rancho Dominguez	Percent in Los Angeles County
<b>Obesity</b>			
Children overweight for age (2-11)	18.5	N/A	13.5
Teens overweight or obese (12-17)	44.1	N/A	34.2
Adult obesity	39.1	37.6	29.6
<b>Physical Activity</b>			
Regular physical activity (ages 5-17)	13.0	12.8	14.3
Walked at least 150 minutes (age 18+)	36.1	33.9	38.4
<b>Respiratory Illness</b>			
Children ages 0-17 years ever diagnosed with asthma	13.2	13.4	12.9
Adults (18 years plus) ever diagnosed with asthma	14.0	17.0	15.2
<b>Disability<sup>1</sup></b>			
With a disability, under age 65	4.9	8.3	6.3
<b>Food Access</b>			
Live ½ mile or more from a supermarket/grocery store	49.4	26.3	36.8

Source: 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

<sup>1</sup> 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 the unincorporated County will grow through the year 2035 by designating each neighborhood or block for different categories of land uses, such as residential, commercial, industrial, or natural resources. Specific zoning is then applied in the Los Angeles County Code to implement each area's land use designation through development standards and other rules consistent with the General Plan's land use maps. West Rancho Dominguez and Willowbrook are both designated for mostly residential uses, with some commercial areas designated throughout each community.

West Rancho Dominguez has considerably more area designated for heavy industrial uses than Willowbrook, including most of the southwest corner of the community. This part of West Rancho Dominguez is relatively less walkable than the rest of the community, lacking sidewalks in many

locations. The northwestern part of West Rancho Dominguez is mostly designated for residential and public/semi-public land uses.

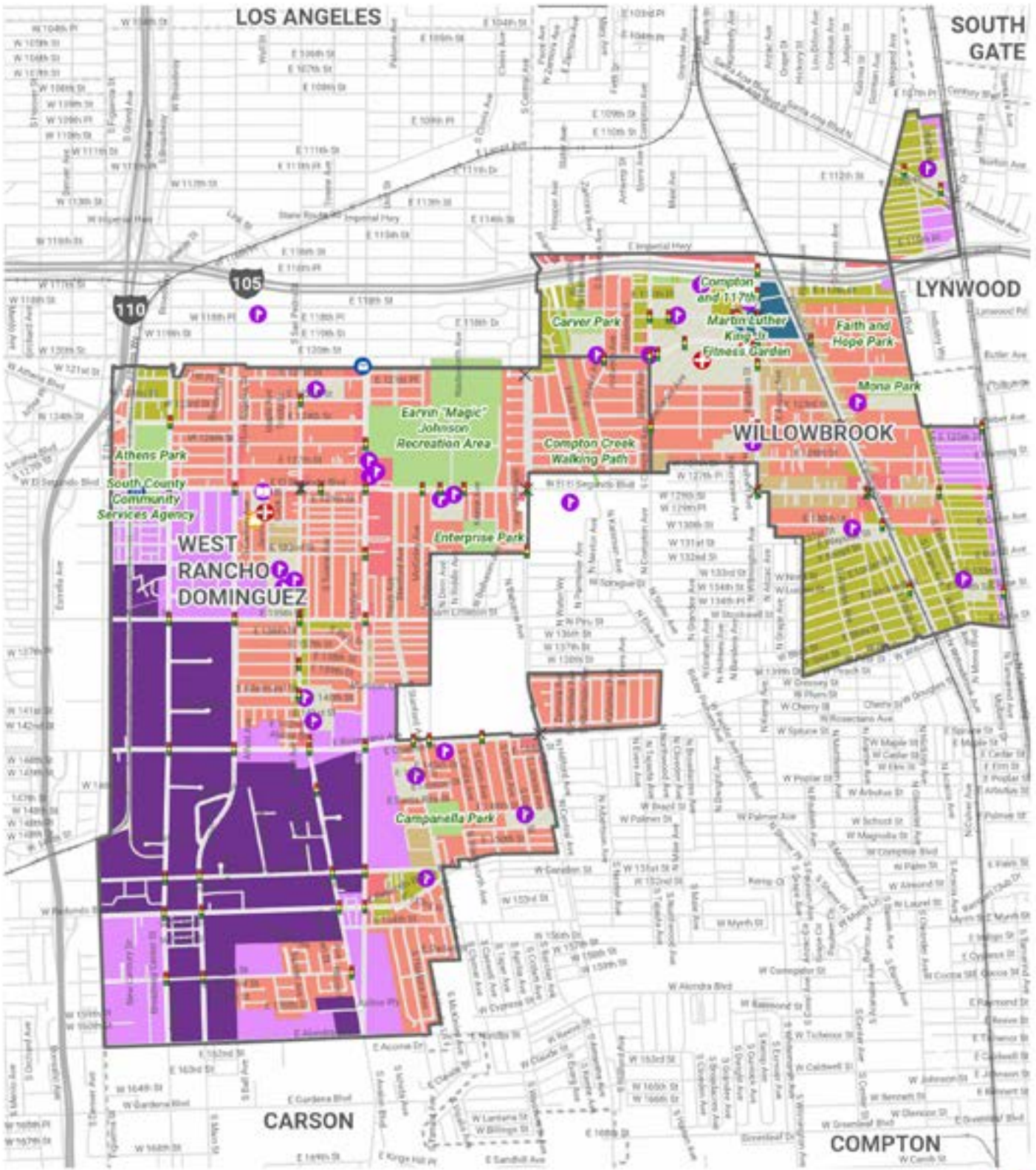
West Rancho Dominguez and Willowbrook each feature several schools, including the Charles R. Drew University of Medicine in Willowbrook. Willowbrook also includes Martin Luther King, Jr. Community Hospital, the Martin Luther King, Jr. Outpatient Center, and the Martin Luther King, Jr. Center for Public Health run by LA County Public Health.

There are two libraries in the communities, A.C. Bilbrew Library on El Segundo Boulevard and Willowbrook Library on Wilmington Avenue. Many other destinations can be found along El Segundo Boulevard, the main thoroughfare in Willowbrook, and along Redondo Boulevard and Main Street in West Rancho Dominguez.

A majority (72 percent) of the homes in West Rancho Dominguez are owner-occupied versus rented (28 percent). Conversely, in Willowbrook, only 41 percent of the homes are owner-occupied while most of them (59 percent) are rented, higher than LA County (54 percent).



Figure 14-1: Willowbrook/West Rancho Dominguez Land Use Designations



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

**DESTINATIONS**

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

**LAND USE**

- General Commercial
- Low/Medium Density Residential
- Medium Density Residential
- Low Density Residential
- Heavy Industrial
- Light Industrial
- Mixed Use
- Parks and Recreation
- Public and Semi-Public



- Traffic Signal
- Rail



## Park Access

Measures of park access evaluate the distribution of park land 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.<sup>1</sup>

About a third of Willowbrook residents and nearly half of West Rancho Dominguez residents live further than one half-mile from a local park. Park space in Willowbrook totals 3.6 acres per 1,000 residents, and in West Rancho Dominguez totals 1.5 acres per 1,000 residents; these are compared to the LA County average (3.3 acres) and the County's adopted goal of 4 acres per 1,000 residents. Further, just two percent of residents in the Metro Planning Area, which includes Willowbrook and West Rancho Dominguez, are within walking distance of a Regional Recreation Park.<sup>2</sup>

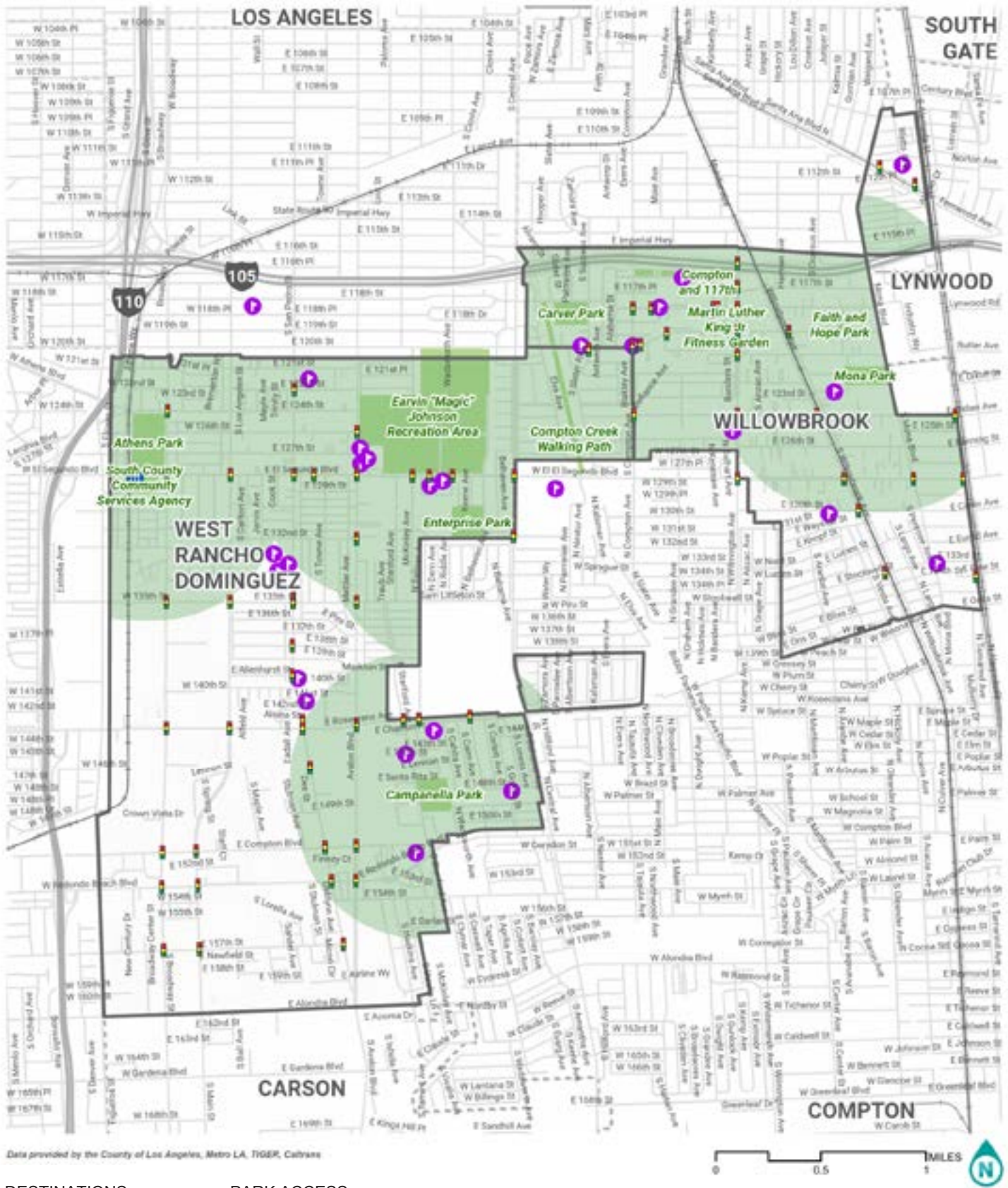
There are ten parks in Willowbrook/West Rancho Dominguez, each of which provides amenities and services to the community, including:

- ▶ Earvin "Magic" Johnson Recreation Area
  - ▶ Walking path
  - ▶ Fishing lakes
  - ▶ Space for outdoor activities
- ▶ Athens Park
  - ▶ Swimming pool
  - ▶ Community room
  - ▶ Gymnasium
  - ▶ Computer lab
- ▶ Enterprise Park
  - ▶ Gymnasium
  - ▶ Swimming pool
- ▶ Mona Park
  - ▶ Youth sports
  - ▶ After-school day camps
- ▶ George Washington Carver Park
  - ▶ Outdoor basketball court
  - ▶ Community room
  - ▶ Swimming pool
- ▶ Roy Campanella Park
  - ▶ Swimming pool
  - ▶ Walking path
  - ▶ Exercise equipment
- ▶ Compton Creek Trail
  - ▶ Connects to Carver Park
  - ▶ Connects to the City of Compton
- ▶ Faith and Hope Park
  - ▶ Picnic Tables
  - ▶ Exercising and Fitness
- ▶ Fig/Oleander Park (City of Compton)
  - ▶ Picnic Tables
  - ▶ Playground
- ▶ Martin Luther King Jr. Fitness Garden
  - ▶ Fitness Par Courses

<sup>1</sup> Department of Parks and Recreation. Park Needs Assessment, 2016.

<sup>2</sup> 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

Figure 14-2: Willowbrook/West Rancho Dominguez Park Access



- |                     |                         |                |
|---------------------|-------------------------|----------------|
| <b>DESTINATIONS</b> | <b>PARK ACCESS</b>      | Traffic Signal |
| Schools             | One-Half Mile from Park | Rail           |
| Civic and Cultural  | Park                    |                |



## PREVIOUS PLANS AND PROJECTS

This Plan builds on past planning efforts in Willowbrook/West Rancho Dominguez.

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. Through the program, the County is working to enhance public health and land use compatibility in communities that have disproportionate pollution burdens. The plan aims to address land use policies that allow polluting industries to operate near residential areas or schools, raise awareness of environmental justice in the community, identify sources of pollution, and work with polluting industries to improve environmental impacts. The Green Zones Ordinance was adopted by the Board of Supervisors on June 14, 2022.

### **Los Angeles County Vision Zero Action Plan (2020)**

The Vision Zero Action Plan identifies Collision Concentration Corridors (CCCs), defined as any half-mile County-maintained roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. In Willowbrook/West Rancho, 135th Street, Alameda Street, Avalon Boulevard, Broadway, Central Avenue, Compton Avenue, El Segundo Boulevard, Imperial Highway, Redondo Beach Boulevard, San Pedro Street, Stockwell Street, and Wilmington Avenue are identified as CCCs. Central Avenue, El Segundo Boulevard, and Wilmington Avenue rank in the top 20 CCCs among all County-maintained roads. The County is identifying opportunities to implement traffic safety infrastructure enhancements and programs along the CCCs.

**Earvin “Magic” Johnson Park Master Plan (revised in 2019)**

Existing amenities at the park include a multipurpose community event center; lakes; lakeside loop trails; picnic areas; fitness equipment; scenic viewpoints; children’s play area and outdoor classroom; a wedding area and a dog park. Amenities that may be added in the future include a sports complex consisting of soccer fields, basketball courts, a skate park, and/or a track and field stadium.

**Willowbrook TOD Specific Plan (2018)**

This plan is focused around the Willowbrook / Rosa Parks Station, which is a transfer station on the Metro A Line and C Line. The purpose of this plan is to allow for revitalization of the community within the project area and encourage improvement of access to all modes of transportation. The Willowbrook TOD Specific Plan will encourage transit-oriented development, promote active transportation, allow development that reduces vehicle miles traveled, allow development that creates community benefits, and streamlines the environmental review process for future projects.

**Willowbrook 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 Willowbrook. 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.

**Metro Rosa Parks Station Plan (2010)**

The goal of the Rosa Parks Station Plan is to develop a transit-oriented plan with solutions that can address safety, aesthetics, signage, and other amenities that will encourage walking and biking and promotes public health. The recommended improvements are consistent with the Metro Design guidelines and include recommendation such as the use of drought tolerant planting, solar powered lighting, art integration and easily maintained sustainable materials.

## COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (DPH) and Los Angeles County Public Works (Public Works), Los Angeles Walks (LA Walks) led outreach efforts to gather community input throughout development of the draft Willowbrook/West Rancho Dominguez 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. Project staff 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 Willowbrook/West Rancho Dominguez. 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 project staff attending existing meetings held by community organizations, and neighborhood groups; tabling

at community events; convening focus groups; stakeholder interviews; surveys; community workshops; and data collection activities. Project staff held a total of four in-person and two virtual community workshops, six Community Advisory Committee meetings, and three community walks, and attended multiple community events and ongoing meetings throughout the project community. A summary of these outreach activities and key findings on barriers to walking in the community and desired enhancements, amenities, and programs are provided in this section.

Community members expressed a desire for improved walkability and connectivity to desirable destinations, parks, libraries, and bus stops; more green spaces, trees, and native plants; enhanced/new pedestrian crossings, new sidewalks, and pedestrian lighting. Community members also identified additional concerns when walking due to speeding cars and unsafe drivers, crowded sidewalks, and personal safety.



### **Community Advisory Committee**

The team assembled a Community Advisory Committee (CAC) to provide guidance on community engagement efforts and inform this planning process, from advice on community concerns to priorities and preferences. The CAC included seniors, business owners, parents, homeowners, community representatives and members of local organizations and advocacy groups such as Willowbrook Inclusion Network, the Avalon Gardens Community Association, SoCal Crossroads, The Brook Community Watch, West Rancho Advisory Group, and the Concerned Citizens of Athens Village.

Six CAC meetings were held throughout the Willowbrook/West Rancho Dominguez 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, LA Walks and Public Health identified recurring meetings to reach stakeholders where they already convened. This also helped the team identify

specific populations in the community and host presentations, focus groups, and stakeholder interviews to better understand concerns and opportunities for walking in Willowbrook/West Rancho Dominguez.

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.



*Community members at a Willowbrook/West Rancho Dominguez Pedestrian Plan Open House hosted by Public Health in collaboration with LA Walks*

The team asked participants at in-person events to identify challenges to walking by drawing on a large-scale community map, and by entering comments and feedback using an online mapping tool. Community members were also asked to complete a survey, online or in-person, that asked about their experiences walking in the community.

Participants frequently identified unsafe crossings due to vehicles speeding and racing, physical barriers on sidewalks that restrict their use, and illegal dumping. Areas identified by community members for improvement included pedestrian lighting, poorly marked lanes and crosswalks, and cleanliness.

Community groups and organizations engaged in the development of the draft Plan included:

- ▶ Avalon Gardens Community Association
- ▶ The Brook Community Watch
- ▶ Community Action for Peace group
- ▶ Compton Unified School District

- ▶ Concerned Citizens of Athens Village
- ▶ East Yard Communities for Environmental Justice
- ▶ SoCal Crossroads
- ▶ St. Albert the Great Catholic Church
- ▶ West Rancho Advisory Group
- ▶ Willowbrook Inclusion Network

*Community leaders identify key walking issues and opportunities at a CAC meeting in Willowbrook/West Rancho Dominguez*





### Community Events

To get a comprehensive understanding of the community's needs, the project team identified and participated in existing community events that provided an opportunity to reach stakeholders who may not typically attend County workshops. At each event, stakeholders provided input on a map of Willowbrook/West Rancho Dominguez, 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 37 surveys completed in English and Spanish.

Respondents' top three areas of concern:

- ▶ Fear of theft or robbery
- ▶ Poor lighting at night
- ▶ Aggressive driver behaviors

Community events the project team attended included:

- ▶ Carver Elementary Safe Passages Activation
- ▶ Halloween Trick or Treat at Roy Campanella Park
- ▶ National Night Out

- ▶ Parks After Dark at Mona Park
- ▶ Parks After Dark Trick or Treat at Earvin "Magic" Johnson Recreation Area
- ▶ Supervisor Holly J. Mitchell Virtual Community Meetings
- ▶ Supervisor Mitchell-sponsored vaccination clinics at Roy Campanella Park
- ▶ Spring Jubilee at Athens and Earvin "Magic" Johnson Recreation Area
- ▶ Willowbrook Town Hall Meetings

### Community Outreach

To reach more community members, the project team canvassed around local parks and schools, to engage community members on walking conditions around these community resources. In addition, the project team conducted a community walk in Avalon Gardens. These activities enabled the project team to engage informally with residents, park users, parents, students, and staff from schools and parks to understand concerns specific to each group. The focus of these efforts was to learn more about the walking conditions that students, their families, and neighbors experience daily. On

one route, the team focused on Martin Luther King Jr. Elementary School and Mona Park by knocking on residents' doors along 121st Street. A second route focused on Carver Elementary School and George Washington Carver Park where canvassers spoke to residents who shared concerns about speeding and the need for speed cushions along Success Ave and 120th St.

A total of 38 families were engaged and shared the following concerns: needing speed cushions on 121st, speeding cars and street racing as major

issues, and gun violence as a neighborhood concern.

### 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 Willowbrook/West Rancho Dominguez.

Volunteers conducted counts in 2022 on one weekday (Thursday, March 3) and one weekend day (Saturday, March 5). 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 Willowbrook/West Rancho Dominguez.

Pedestrian count data are summarized in the



*Community members identify key issues and opportunities at Pedestrian Plan Open House in Willowbrook/West Rancho Dominguez*

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.

The project team hosted three community walk audits in Willowbrook/West Rancho Dominguez. On July 28, 2022, the project team joined Parks and Recreation Parks After Dark, the Community Advisory Committee, and other community members to conduct a walk audit around Earvin “Magic” Johnson Recreation Area. Then, following the release of the public draft Plan, the project team host a walk with YA! Centennial students on November 9, 2022 and a walk with community members along Towne Avenue on February 11, 2023.

*Community members identify key issues along Towne Avenue during a community walk audit*

#### Community Workshops Phase 1

On November 6, 2021, Public Health hosted two community open house workshops, one each at Earvin “Magic” Johnson Recreation Area and at Roy Campanella Park. During the workshops, attendees identified barriers to walking in Willowbrook/ West Rancho Dominguez, including speeding and dangerous driver behavior, broken sidewalks, encampments on pedestrian paths, and areas lacking pedestrian-scale lighting.



The project team recorded this information using maps and flip charts. Participants also used post-it notes to record their own input and attached them to the map or flip chart. Community members were also asked to identify the types of improvements they would like to see by “voting” with dot stickers on a poster that illustrated the County’s “toolbox.” Finally, participants were encouraged to fill out a paper survey that asked about their current walking habits, concerns, and desired projects in the community.

On December 9, 2021, Public Health hosted a virtual Pedestrian Plan Workshop, at which the project team provided attendees with an overview of the project, and solicited input from stakeholders from different project communities in separate virtual “rooms.”

Concerns and opportunities included:

- ▶ Speeding, donuts and street racing
- ▶ Personal safety
- ▶ Lack of shade
- ▶ Illegal dumping

- ▶ Sidewalk maintenance
- ▶ Traffic calming
- ▶ Updated crossings
- ▶ Pedestrian refuge islands
- ▶ Safe Routes to School

### **Community Workshops Phase 2**

Following the release of the public draft of the Willowbrook/West Rancho Dominguez Community Pedestrian Plan, project staff held two in-person workshops, one at Earvin “Magic” Johnson Recreation Area on December 3, 2022 and one at Athens Park on January 21, 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 proposals.

Comments received during these workshops identified the community's desire for additional proposed projects including:

- ▶ Pedestrian-scale lighting
- ▶ Traffic calming
- ▶ Improved crossings with high-visibility crosswalks and flashing beacons or signals

## PEDESTRIAN ENVIRONMENT

### Levels of Walking and Driving

To understand current levels of walking in Willowbrook and West Rancho Dominguez, the County looked at statistics on commuting to work and car ownership; and conducted pedestrian counts at select locations in the community.

Most residents in West Rancho Dominguez and Willowbrook choose to drive alone to work, at similar rates to LA County overall. Compared to LA County generally (8 percent), commuters in West Rancho Dominguez are similarly likely to carpool (9 percent), while commuters in Willowbrook are more likely to carpool (14 percent). Nearly all residents in West Rancho Dominguez have access to at least one car, consistent with Los Angeles County broadly; however, nearly 15 percent of Willowbrook residents do not have access to a vehicle, almost double the rates for LA County generally.<sup>1</sup> Rates of public transportation use and walking in both communities are about the same as LA County generally.<sup>2</sup>

The most significant north-south transit connection in Willowbrook/West Rancho Dominguez is the Metro A Line, which operates along Willowbrook Avenue and has multiple stops in the community.

The community is also served by multiple Metro Local lines:

- ▶ Line 53 along Central Avenue
- ▶ Line 205 along Wilmington Avenue
- ▶ Line 125 along Rosecrans Avenue
- ▶ Line 202 along Willowbrook Avenue
- ▶ Line 51 along Compton Boulevard

The project team conducted counts of people walking at four locations in Willowbrook and West Rancho Dominguez to determine how many people are walking, and on what days and times. Counts can also help the County better understand the demographics of people walking, and how that relates to who is involved in pedestrian collisions in the community. Counts are also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals.

Manual pedestrian count data was collected by community volunteers at two of the four locations and the data are summarized in Table 14-5. Automated counters were installed at all four locations between March 2 to March 9, 2022

<sup>1</sup> U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

<sup>2</sup> U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

(Table 14-6). 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 Willowbrook/West Rancho Dominguez 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 from the pedestrian counts show that Compton Avenue between 120th Street and 121st Street at 8:00AM was the busiest location and time for the manual counts. Peak pedestrian days

during the automated counts were Monday and Tuesday, with the busiest location at El Segundo Boulevard between Spring Street and Main Street. This may indicate that residents are walking to school or work.

MOTOR VEHICLE VOLUMES

El Segundo Boulevard is one of the highest-volume roads in Willowbrook/West Rancho Dominguez. Within the boundaries of the community, El Segundo Boulevard has an average daily traffic volume of 28,213 vehicles. Other major roadways in Willowbrook/West

**Table 14-5: Willowbrook/West Rancho Dominguez Manual Pedestrian Counts Summary**

Location	Pedestrian Volume During Peak Hour	Peak Time
12319 Central Avenue between 123rd Street and 124th Street	12	11:00AM
12012 Compton Avenue between 120th Street and 121st Street	30	8:00AM

Source: Los Angeles County, April 2022

**Table 14-6: Willowbrook/West Rancho Dominguez Automated Pedestrian Counts Summary**

Location	Pedestrian Volume During Peak Day	Peak Day
12743 S Central Avenue between 123rd Street and 124th Street	156	Monday
12012 Compton Avenue between 120th Street and 121st Street	198	Tuesday
2501 Rosecrans Avenue between Cahita Avenue and Aprilla Avenue	241	Monday
121 W El Segundo Boulevard between Spring Street and Main Street	258	Tuesday

Source: Los Angeles County, April 2022



Rancho Dominguez such as Rosecrans Avenue, Compton Avenue, and Avalon Boulevard, have average daily traffic volumes ranging from 18,000 to over 40,000 vehicles.<sup>1</sup>

#### POSTED SPEED LIMITS

The posted motor vehicle speed on major roads in Willowbrook/West Rancho Dominguez is generally 35 mph to 40 mph, including El Segundo Boulevard, Avalon Boulevard, and Rosecrans Avenue. On local and residential streets, the posted speed limit is typically 25 mph, including in school zones.

### Challenges to Walking

This section examines past pedestrian collisions in Willowbrook/West Rancho Dominguez to better understand factors that lead to collisions, in addition to reported nuisances and crime that can act as additional challenges to walking.

#### COLLISIONS

Between 2013 and 2022, West Rancho Dominguez and Willowbrook had a total of 257 pedestrian-involved collisions, with 18 total fatalities. The majority took place in Willowbrook (137) with the highest number occurring in 2018. West Rancho Dominguez saw its highest number of collisions in 2018 and 2019 and had a total of 120 pedestrian-involved collisions over the ten-year time span. In Willowbrook, the greatest number of collisions occurred on Wilmington Avenue, Willowbrook Avenue, and El Segundo Boulevard.

<sup>1</sup> This information was collected via machine counts between 2016-2021.

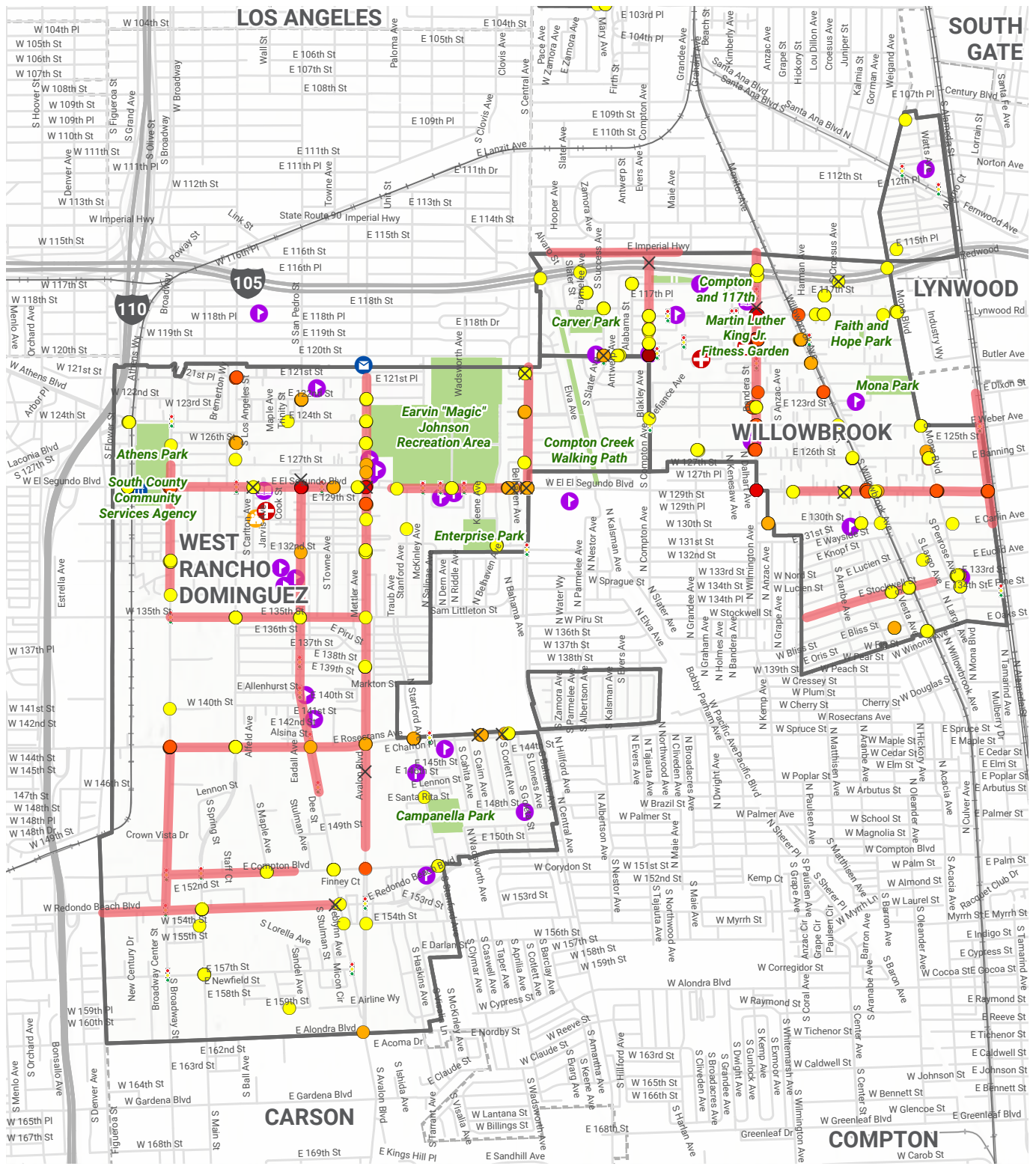
As part of the County's Vision Zero Action Plan, locations where there are concentrations of fatal and severe injury collisions were identified. A Collision Concentration Corridor (CCC) is defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. CCCs are included on Figure 14-3.

Collisions were more likely to occur at dawn and dusk in Willowbrook, which is also AM/PM commuting hours (6:00AM-9:00AM and 5:00PM-8:00PM). Approximately 36 percent of collisions in Willowbrook occurred during those times. 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.

In West Rancho Dominguez the highest percentage of collisions occurred at daylight, between 9:00AM and 5:00PM (38 percent). A majority of the violations in both communities were categorized as a "Pedestrian Violation" in which the pedestrian was at fault, closely followed by "Pedestrian Right of Way" collisions in which the driver did not yield to a pedestrian.<sup>2</sup>

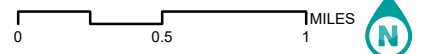
<sup>2</sup> California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2013-2022, accessed on April 24, 2023. It is important to note that this collision data may not account for all collisions that occur in a community, such as those that go unreported. Collisions from 2021-2022 are provisional.

Figure 14-3: Map of pedestrian-involved collisions in Willowbrook/West Rancho Dominguez (2013-2022)



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

<b>DESTINATIONS</b>		<b>PEDESTRIAN COLLISIONS</b>	
	Schools		Location with Fatality
	Post Office		1
	Library		2
	Healthcare		3 - 4
	Community Organization		5 - 7
	Civic and Cultural		8 - 10
			Collision Concentration Corridors
			Traffic Signal
			Rail
			Park



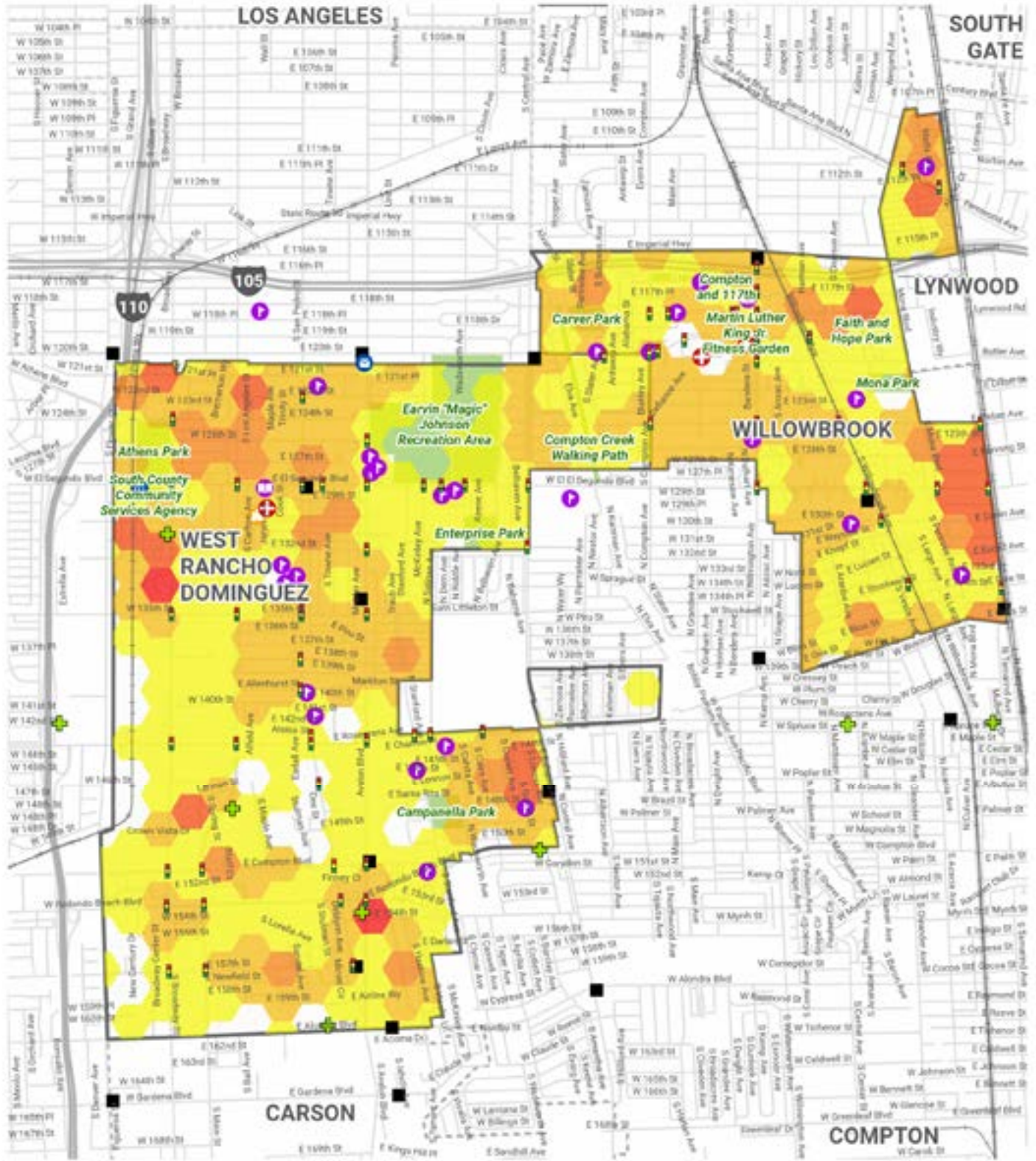
## NUISANCE ACTIVITIES

Nuisance activities are those that are considered by some residents to be unwanted, undesirable, or illegal activities that may impact the real and perceived safety, comfort, and attractiveness of the surrounding environment. Figure 14-4 illustrates the locations of nuisance activities throughout Willowbrook/West Rancho Dominguez, including:

- ▶ **Dispensaries:** There are six dispensaries within or adjacent to the West Rancho Dominguez and Willowbrook neighborhoods. 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 a total of 11 liquor stores within the West Rancho Dominguez and Willowbrook neighborhoods or immediately surrounding them.
- ▶ **Illegal Dumping:** Illegal dumping occurs throughout Willowbrook/West Rancho Dominguez and is mostly prevalent near the railroad tracks on Alameda Street. There is also a cluster of illegal dumping in the neighborhood west of Roy Campanella Park. Illegal dumping can be detrimental to community health and can create a negative visual perception of safety, which can discourage pedestrian activity.



Figure 14-4: Map showing nuisance activities in Willowbrook/West Rancho Dominguez, 2021



Data provided by the County of Los Angeles, Mino LA, TIGER, Caltrans

**DESTINATIONS**

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

**NUISANCES**

- Dispensary
- Liquor Store

**ILLEGAL DUMPING COUNT**

- >120
- 61 - 120
- 41 - 60
- 16 - 40
- <15

- Rail
- Traffic Signal
- Park



## CRIME

Fear due to real or perceived crime can limit access to public spaces. Community members identified crime as discouraging participation in healthy activities, such as walking and visiting public parks (see Community Involvement section).

Between December 2019 and June 2020, Willowbrook experienced nearly 39 crimes per 10,000 people.<sup>1</sup> Property crimes, which include theft<sup>2</sup>, grand theft auto, burglary, and theft from vehicles, accounted for many of these crimes. Violent crimes, which include homicide, rape, aggravated assault, and robbery,<sup>3</sup> accounted for nearly 40 percent of crimes committed in Willowbrook. Of these violent crimes, aggravated assault was reported at the highest rates. There were also instances of gang violence, and between December 2019- May 2021 there were twelve homicides in the communities.<sup>4</sup> Violent crimes are shown in Figure 14-5, with homicide locations specifically identified.

## GANG ACTIVITY

Gang related activity can be seen scattered throughout the communities of Willowbrook and West Rancho Dominguez. Most prominently, there are clusters at the northern end of West Rancho Dominguez, and more intermittently in Willowbrook (see Figure 14-5). Fear of gangs and violence has been shown to discourage people from walking or even leaving their homes.

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1 Los Angeles Times Crime Mapping data for West Rancho Dominguez not available as of June 2021.

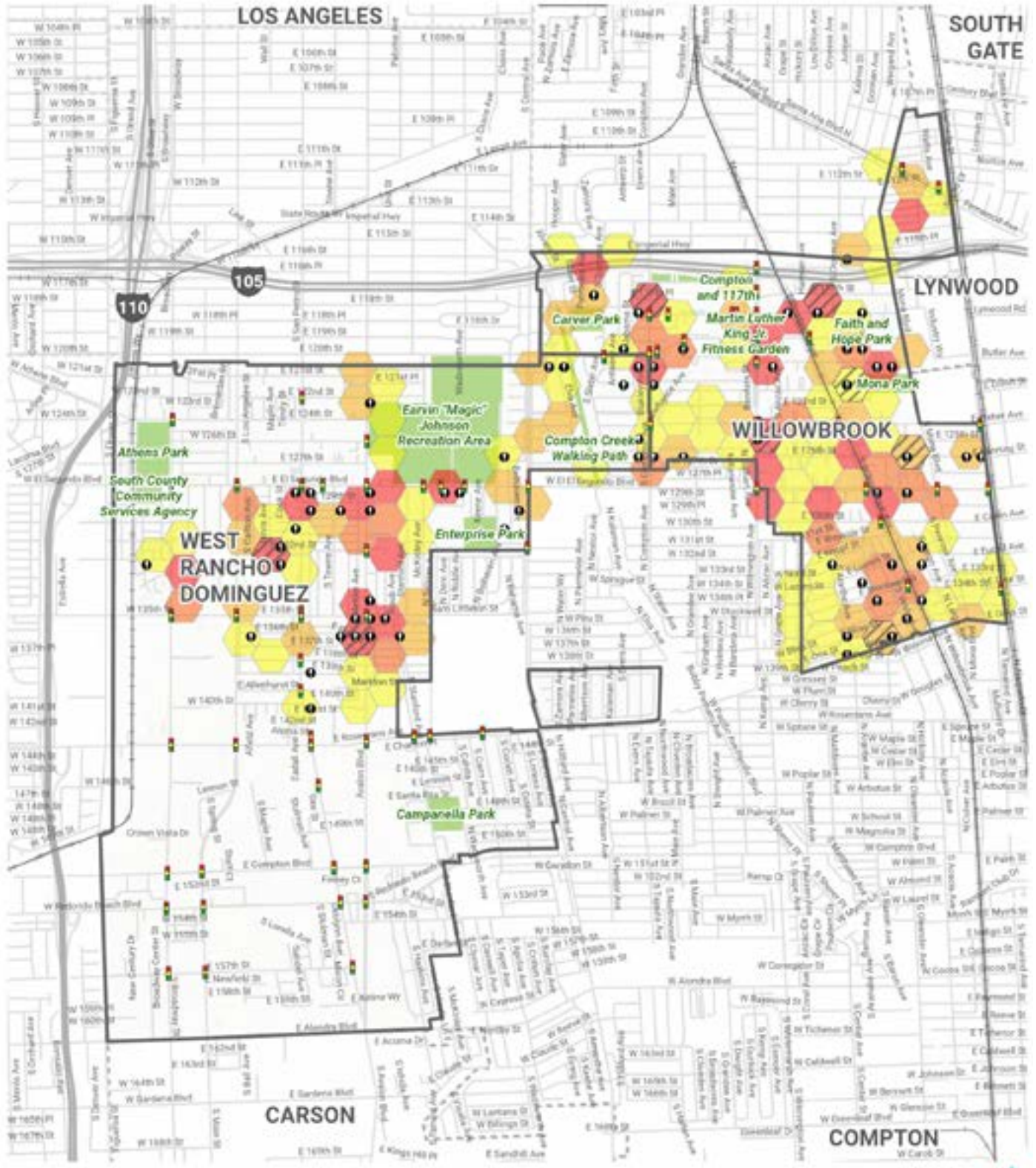
2 Theft is the taking of property that does not involve person-to-person contact. Burglary is the entering of a building or residence with the intention to commit theft, but property is not necessarily stolen. Nancy King Law, 2018.

3 Robbery, in contrast to theft, is a taking of property that involves person-to-person interaction with force, intimidation, and/or coercion. Nancy King Law, 2018.

4 County Sheriff's Department cited by Los Angeles Times Mapping, 2021. Crime data was collected for December 2019 to May 2021, the most recent available data.



Figure 14-5: Map showing violent crime and gang activity in Willowbrook/West Rancho Dominguez (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
- Least
- Traffic Signal
- Rail
- Park
- Most



## 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. Willowbrook/West Rancho Dominguez is one of the most pollution-burdened communities in Los Angeles County, due to concentrations of polluting industries and intense transportation uses from truck-heavy routes to several major freeways. Willowbrook/West Rancho Dominguez residents are exposed to multiple pollution sources that impact quality of life, harm community health, and discourage outdoor recreation, including walking and other physical activity.

As a dense community surrounded by the region's major transportation systems, including the SR-91, I-105, SR-110 and I-710 freeways, Willowbrook/West Rancho Dominguez's air quality is among the worst in the California. According to the California Office of Health Hazard and Assessment, a majority of census tracts in Willowbrook/West Rancho Dominguez rank above the 90th percentile for pollution burden, meaning their exposure to pollution is greater than nearly all other census tracts statewide.<sup>1</sup> Diesel emissions from trucks on freeways and streets, including Wilmington Ave., Compton Ave., and Central Ave., contribute significantly to local and regional air pollution,

including Particulate Matter 2.5 (PM 2.5) and Diesel Particulate Matter (DPM). All census tracts in Willowbrook/West Rancho Dominguez rank above the 80th percentile for PM 2.5, and half of the census tracts are above the 80th percentile for DPM.<sup>2</sup> Exposure to DPM and other polluting gases can cause lung cancer, premature death, chronic heart and lung disease, asthma, and decreased lung function in children.<sup>3</sup>

Pollution from nearby industries also impacts the health and well-being of Willowbrook/West Rancho Dominguez residents and visitors, often affecting their ability to recreate and enjoy being outdoors. Recent emissions investigations in West Rancho Dominguez found elevated levels of the toxic compound Hexavalent Chromium from industrial sources including a metal finishing facility, a chromium electroplating facility, and concrete batch facilities operating in the community.<sup>4</sup> Hexavalent Chromium can impact health conditions like allergy symptoms, nose sores, irritation of the nose, throat and lungs, and breathing high levels of Hexavalent Chromium over a long period of time increases the risk of lung and nose cancer.<sup>5</sup>

1 <https://experience.arcgis.com/experience/11d-2f52282a54ceebcac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

2 <https://experience.arcgis.com/experience/11d-2f52282a54ceebcac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

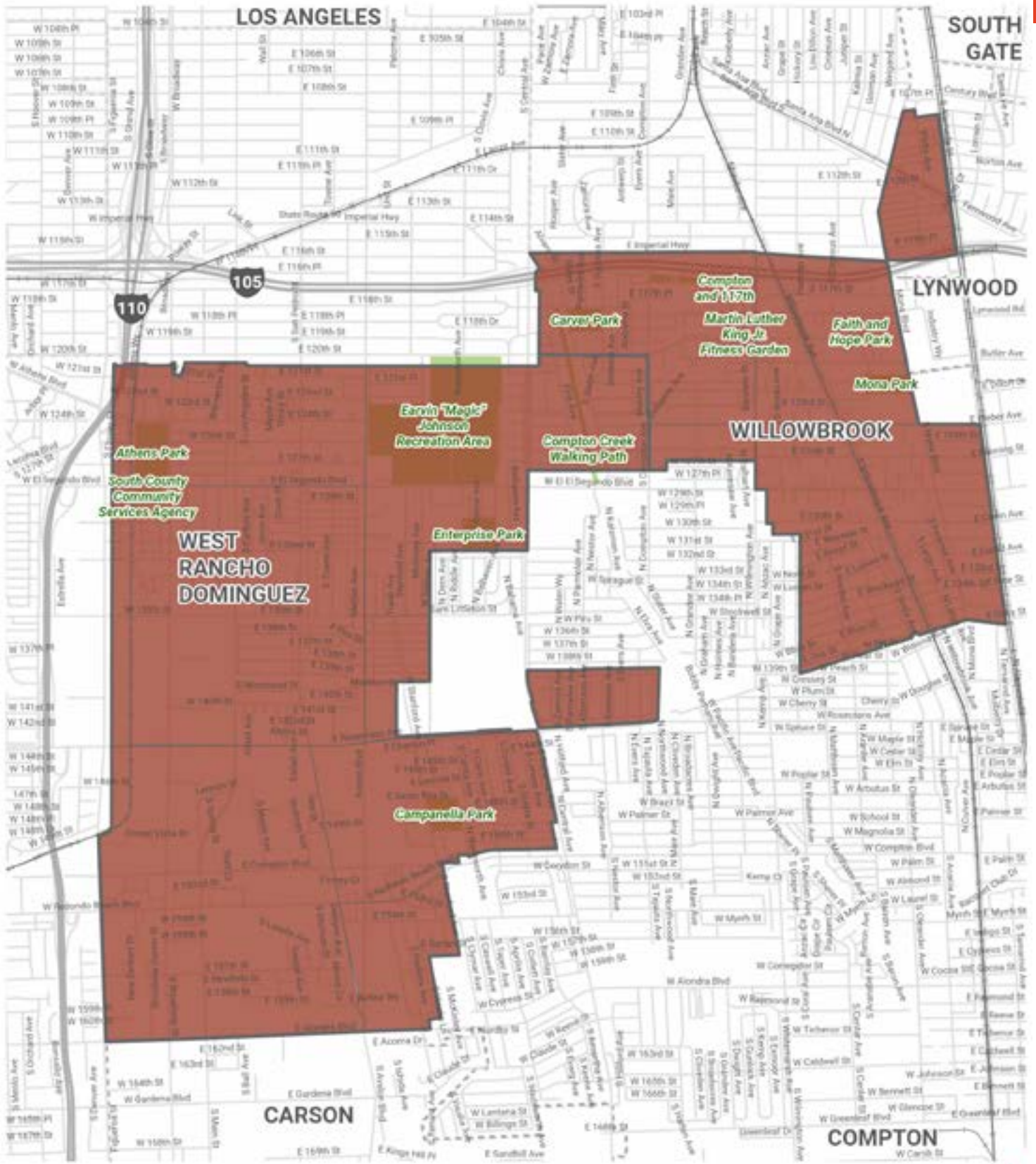
3 <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>

4 <http://www.aqmd.gov/home/news-events/community-investigations/west-rancho-dominguez-emissions-investigations>

5 <http://publichealth.lacounty.gov/eh/docs/chromium6/west-rancho-dominguez-outreach-flyer.pdf>



Figure 14-6: Map of CalEnviroScreen 4.0 Results in Willowbrook/West Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

**POLLUTION BURDEN PERCENTILE**

75-100%



Los Angeles's history of oil extraction has also had long term effects on communities like Willowbrook/West Rancho Dominguez. Ujima Village was a residential community in Willowbrook located on a former petroleum storage facility, known then as Athens Tank Farm. Investigations by the federal Department of Housing and Urban Development and the Los Angeles County Housing Authority found that the soil underneath the village was contaminated and detected the presence of petroleum-related chemicals in the groundwater,<sup>1</sup> which have likely been the cause of "cancer, leukemia, miscarriages, respiratory distress, chronic infections, asthma, anemia and cognitive and neurological issues" and caused the wrongful death of 38 former residents.<sup>2</sup>

At present, there are 225 plugged oil or gas wells, 6 plugged dry holes, 4 plugged or idle injection wells, 41 idle oil or gas wells, 7 active waterflood wells, and 25 active oil or gas wells located within West Rancho Dominguez.

1 [https://www.waterboards.ca.gov/losangeles/water\\_issues/programs/remediation/Former\\_Athens\\_Tank\\_Farm/Ujima%20Village%20Fact%20Sheet%20Final%202008.pdf](https://www.waterboards.ca.gov/losangeles/water_issues/programs/remediation/Former_Athens_Tank_Farm/Ujima%20Village%20Fact%20Sheet%20Final%202008.pdf)

2 <https://www.latimes.com/archives/la-xpm-2010-apr-12-la-me-ujima13-2010apr13-story.html#:~:text=In%20a%20civil%20lawsuit%20filed,and%20cognitive%20and%20neurological%20issues.>

Additionally, West Rancho Dominguez is located within the Rosecrans, Rosecrans East, and Rosecrans South Oil/Gas Fields.<sup>3</sup> While there are no oil or gas wells located within Willowbrook, there is an active crude oil pipeline, three abandoned crude oil pipelines, and an abandoned natural gas pipeline in the community. According to a 2018 report by 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,"<sup>4</sup> among other health impacts.

3 <https://maps.conservation.ca.gov/doggr/wellfinder/#/>

4 [http://publichealth.lacounty.gov/eh/docs/PH\\_OilGasFacilitiesPHSafetyRisks.pdf](http://publichealth.lacounty.gov/eh/docs/PH_OilGasFacilitiesPHSafetyRisks.pdf)

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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. Willowbrook and West Rancho Dominguez include four census tracts in the highest tier for social sensitivity in Los Angeles County, as shown in Figure 14-7. Those four include the Athens Village neighborhood between the 110 Freeway and Earvin "Magic" Johnson Recreation Area, and the southeast corner of West Rancho Dominguez between Redondo Beach Boulevard and Alondra Boulevard.<sup>1</sup>

Humans start to experience higher risk of heat illness at 95°F. According to the CVA, Willowbrook/West Rancho Dominguez historically

experiences 95th-percentile daily maximum temperatures of 85.8°F on average, which is projected to increase on average by 7.5°F to 93.3°F by late-century. This means the hottest days will generally be hotter than they are today, and more unpleasant to walk or roll without refuge from the heat, such as shade trees, green spaces, and bus shelters.

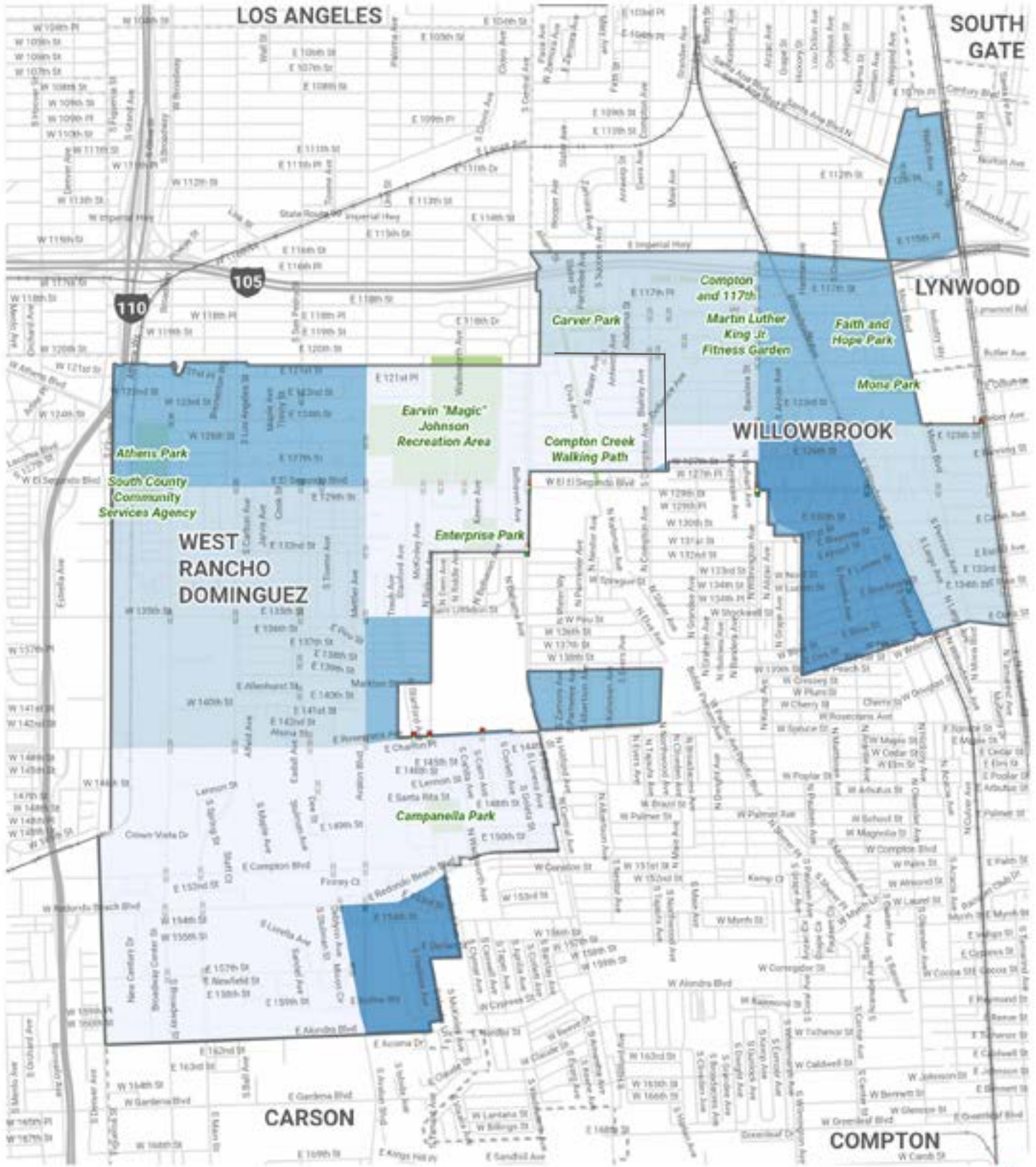
Additionally, Willowbrook/West Rancho Dominguez historically sees an average of 28.1 heavy rain days each year, which the CVA projects will increase by an average of 5.5 to 33.6 heavy rain days by late-century. Localized flooding can occur in inland places like Willowbrook/West Rancho Dominguez when stormwater infrastructure is overwhelmed, and streets and sidewalks can become dangerous or impassable.

According to the CVA, Willowbrook/West Rancho Dominguez has relatively low community-level adaptive capacity due to limited tree canopy (10 percent vs. 20 percent countywide), lots of pavement and other impermeable surfaces (64 percent vs. 23 percent countywide), and other features of the built environment that magnify the impacts of even modest increases in temperature.

<sup>1</sup> 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 14-7: Social Sensitivity Index in Willowbrook/West Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

**SOCIAL SENSITIVITY TO CLIMATE CHANGE**

- Higher Sensitivity
- 
- 
- Lower Sensitivity



## 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 Willowbrook/West Rancho Dominguez. Opportunities for enhancement are recorded in Figure 14-8 and Figure 14-9. The conditions shown in these figures are based on observations recorded during walk audits along specific corridors throughout the community. For information about the County's maintenance practices and procedures (e.g., restriping faded crosswalks), see Chapter 4 of *Step by Step*. For further description and examples of pedestrian facility types, see Chapter 3 of *Step by Step*.

### Sidewalks

Sidewalks form the backbone of pedestrian transportation networks. Sidewalks are prevalent within Willowbrook and West Rancho Dominguez; however, many are as narrow as 4-5 feet, and have obstructions such as signage and utility poles, notably along portions of Avalon

Boulevard. However, some locations feature sidewalks 8-10 feet wide, such as Wilmington Avenue, that are in good condition and include street trees.

### Crosswalks

Crossings at intersections are not required to be marked; however, marked crosswalks are installed to guide pedestrians and help to enhance driver awareness of potential pedestrian activity, increasing the chances that a driver will stop for a pedestrian. There are many different styles of crosswalk markings. Standard 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.

Crosswalks are unmarked at some intersections in Willowbrook/West Rancho Dominguez, such as at Willowbrook Avenue and 126th Street and along most of 120th Street. Notably, there is a decorative crosswalk at the intersection of Wilmington Avenue and 118th Street.



*A ladder crosswalk with pedestrian crossing signage*



*An example of a continental crosswalk*



*A standard crosswalk with two parallel yellow lines in a school zone on 120th Street*

### **Curb Ramps and Radii**

Curb ramps can assist all users in moving from the street to the sidewalk. Most curb ramps in the community are single curb ramps that align diagonally with the intersection. Refer to chapter 3 for more information about different types of curb ramps. Smaller curb radii can enhance the pedestrian environment because it requires vehicles to slow down before turning. Small curb radii also shortens the crossing distance between two curbs. Curb radii are wider (about 25 feet) at some intersections like at Compton Boulevard and Main Street and Avalon Boulevard and Redondo Beach Boulevard. Shorter (about 20 feet) curb radii are at smaller intersections like San Pedro Street and El Segundo Boulevard, and preferred curb radii for pedestrians (15 feet or less) are at neighborhood intersections like San Pedro Street and 122nd Street.

### **Traffic Signals**

Traffic signals are present at major intersections within Willowbrook/West Rancho Dominguez and include push-button activated pedestrian count-down signals.

### **Lighting**

Pedestrian-scale lighting, defined in Chapter 3 of *Step by Step*, is limited and inconsistent within Willowbrook/West Rancho Dominguez. Most intersections with marked crosswalks and traffic signals have street lights, which illuminate the roadway, but do not always light the sidewalk, which could discourage community members from walking at night.



### **Tree Canopy**

According to the Healthy Places Index, 71 percent of other communities in California have better tree canopy coverage than Willowbrook and 79 percent have better tree canopy coverage than West Rancho Dominguez.<sup>1</sup>

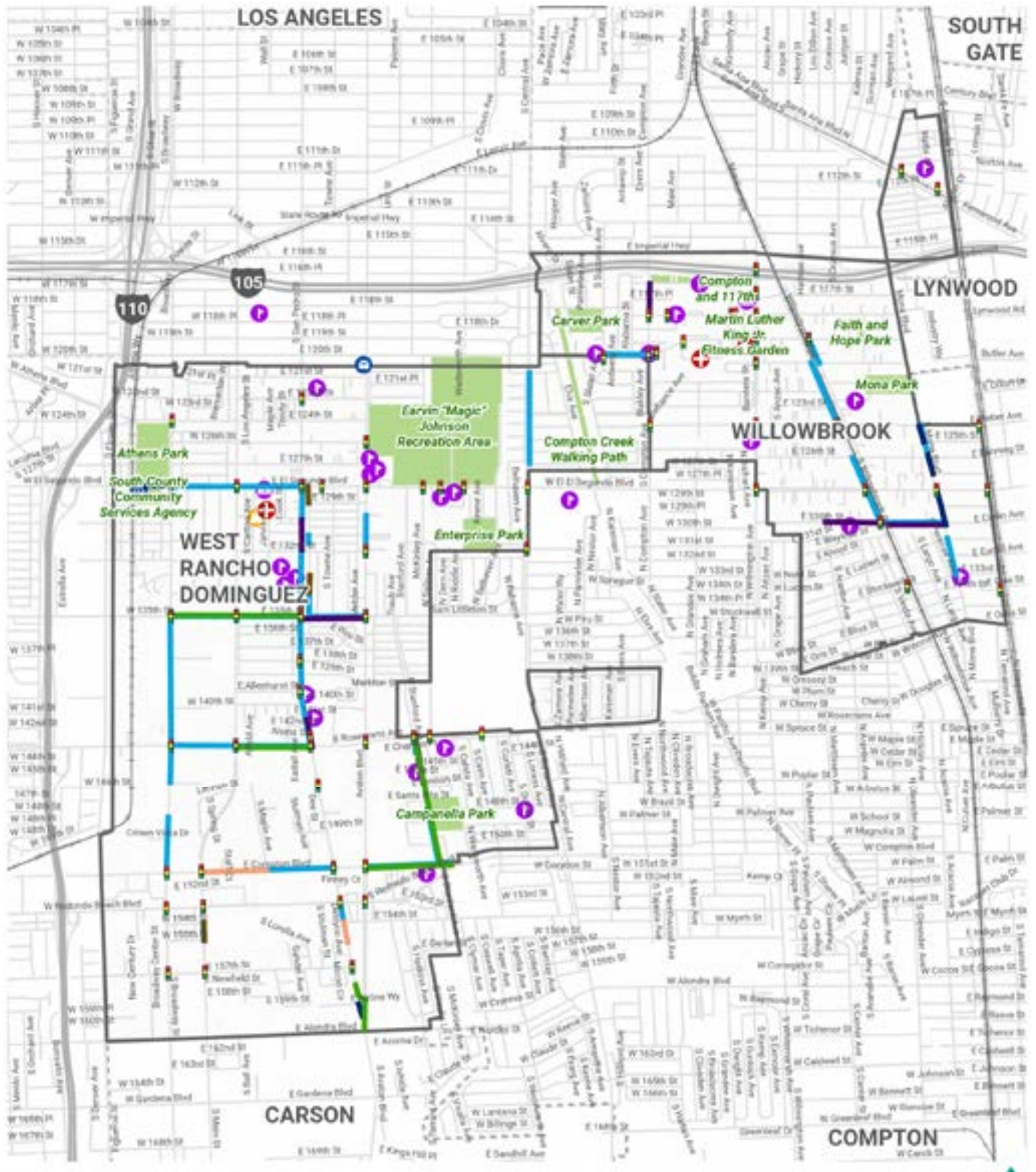
Dense tree canopy cover is an important strategy to cool neighborhoods and help communities adapt to a changing climate. Trees can also make walking feel safer and more pleasant, beautify the community, provide important mental health benefits, and improve overall quality of life.

Even so, while there are many benefits to a 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.

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<sup>1</sup> Public Health Alliance, Healthy Places Index, 2011.

Figure 14-8: Map of walk audit observations related to sidewalks and paths in Willowbrook/West Rancho Dominguez



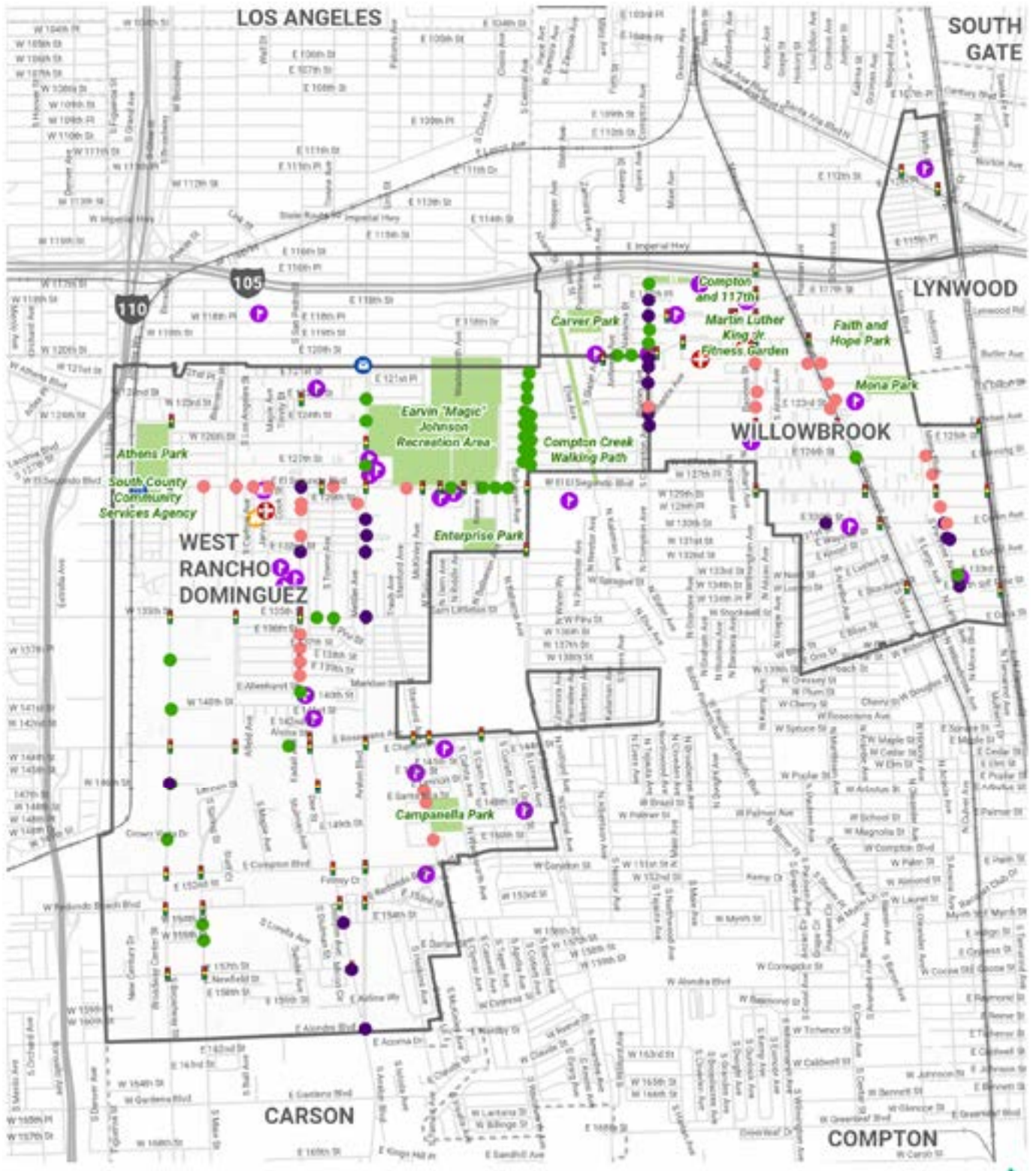
Data provided by the County of Los Angeles, West LA, TIGER, Caltrans



- | DESTINATIONS           | SIDEWALK OBSERVATIONS |
|------------------------|-----------------------|
| Schools                | NARROW SIDEWALK       |
| Post Office            | LIMITED LIGHTING      |
| Library                | NO SIDEWALK           |
| Healthcare             | DAMAGED SIDEWALK      |
| Community Organization | LIMITED SHADE         |
| Civic and Cultural     | SIDEWALK CLUTTER      |
|                        | Traffic Signal        |
|                        | Park                  |
|                        | Rail                  |

\* For the purposes of this plan, damaged sidewalks are defined as locations with cracks, tree roots lifting up sections, or other issues with the existing pavement. Narrow sidewalks refer to those 4 feet wide or less and/or those that have obstructions such as utility boxes or signposts that make the walking path narrow. Observations were made by engineers from Alta Planning + Design in May 2021.

Figure 14-9: Map of walk audit observations related to intersections in Willowbrook/West Rancho Dominguez



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
- UNMARKED CROSSWALK

- Traffic Signal
- Park
- Rail



\* 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 Willowbrook/West Rancho Dominguez's pedestrian network. Proposals were developed through conversations with County departments, public safety agencies, and community residents; as well as careful observations of the existing transportation network, to identify actions that can support efforts for people to walk, wheel, live and thrive in Willowbrook/West Rancho Dominguez. 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.

The projects are largely concentrated on major streets throughout the two neighborhoods, including Alameda Street, El Segundo Boulevard, Rosecrans Avenue, Avalon Boulevard, Broadway, Main Street, Mona Boulevard, San Pedro Street, and Wilmington Avenue. These streets feature high vehicle volumes and speeds and a high number of collisions, and provide access to many community destinations and services. All of these corridors except Mona Boulevard are Vision Zero Collision Concentration Corridors 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 studies along Broadway from 120th Street to El Segundo Boulevard, and Mona Boulevard from Imperial Highway to El Segundo Boulevard, to determine if roadway reconfiguration, which could help calm traffic and create space for other pedestrian enhancements, is appropriate.
- ▶ Conducting a study to determine if a physical median is appropriate along Laconia Boulevard between Flower Street and Athens Way.

**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 major streets like El Segundo Boulevard and San Pedro Street
- ▶ Additional marked crossings at unsignalized locations along Mona Boulevard and San Pedro Street, with Rectangular Rapid Flashing Beacons and high visibility crosswalks, to offer more frequent and safer opportunities for people to cross these streets.

**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:

- ▶ New sidewalks on the west side of Mona Boulevard from Piru Street to 133rd Street.

**Traffic Calming** - Facilities that could slow down drivers, reduce traffic volumes, and deter other dangerous driver behavior like donuts, such as mini roundabouts and all-way stops. Examples of proposed traffic calming projects include:

- ▶ Speed humps along 127th Street between Central Avenue and Elva Avenue to slow drivers.
- ▶ Traffic circles, mini roundabouts, or other traffic calming at the intersections of San Pedro Street and 124th, and San Pedro and 130th Street.

**Pedestrian Lighting** - Human-scaled lights that provide lighting for people walking in Florence-Firestone, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 of *Step by Step* for more information about requesting pedestrian-scale lighting in Willowbrook/West Rancho Dominguez. These proposals include, but are not limited to:

- ▶ Compton Avenue between Imperial Highway and 117th Street.
- ▶ Success Avenue between 120th Street and Imperial Highway.

**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:

- ▶ Bus bulbs and enhanced transit stops at multiple intersections along Wilmington Avenue.
- ▶ New bus shelters at the intersection of Rosecrans Avenue and Avalon Boulevard.

These proposed projects are detailed in Table 14-5, and are mapped in Figures 14-10, 14-11, 14-12, and 14-13. 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 Willowbrook/West Rancho Dominguez is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this Plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support.

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez***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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>E 118th Street</b>						<b>Average Corridor Score: 40.0</b>
County	E 118th St & Antwerp Avenue	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	40.0
<b>E 120th Street</b>						<b>Average Corridor Score: 62.9</b>
County	E 120th Street & Compton Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	75.0
	E 120th Street & Compton Avenue		Restripe as yellow continental crosswalk	\$12,000	\$20,000	
			Install protected left turn signal	\$20,000	\$30,000	
		Northwest and southwest corners	Install new ADA compliant curb ramp	\$375,000	\$500,000	
County	E 120th Street & Elva Avenue	Eastbound	Install school signage	\$130,000	\$200,000	55.0
County	E 120th Street & Parmelee Avenue	North and south corners	Install curb extensions	\$850	\$850	45.0
County	E 120th Street & Success Avenue	Westbound	Install school signage	\$850	\$850	69.5
		All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	
		Northeast and northwest corners	Install curb extensions	\$130,000	\$200,000	



**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County / City of Los Angeles	E 120th Street (Central Avenue to Compton Avenue)	Both sides of street	Study for road reconfiguration	\$200,000	\$300,000	70.0
<b>E 121st Street</b>					<b>Average Corridor Score: 62.0</b>	
County	E 121st Street (Main Street to Avalon Boulevard)	All way	Study for speed humps	\$20,000	\$40,000	62.0
<b>E 122nd Street</b>					<b>Average Corridor Score: 55.0</b>	
County	E 122nd Street (Defiance Avenue to Bandera Street)	All way	Study for speed humps	\$20,000	\$40,000	55.0
<b>E 123rd Street</b>					<b>Average Corridor Score: 35.0</b>	
County	E 123rd Street & Grandee 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
<b>E 124th Street</b>					<b>Average Corridor Score: 43.4</b>	
County	124th Street (Athens Way to Avalon Boulevard)	Both sides of street	Study for roadway reconfiguration to narrow traffic lanes	\$200,000	\$300,000	52.0
County	E 124th Street (S Willowbrook Avenue to S Mona Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	47.0

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	E 124th Street & Grandee 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	W 124th Street & Athens Way/ Laconia Boulevard	All way	Study for possible traffic calming features  Stripe continental crosswalks at all legs of the intersection	\$100,000  \$21,000	\$650,000  \$35,000	39.5
<b>E 126th Street</b>					<b>Average Corridor Score: 47.5</b>	
County	E 126th Street & Clovis Avenue	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	35.0
County	E 126th Street (Central Avenue to Elva Avenue)	All way	Study for speed humps	\$20,000	\$40,000	60.0
<b>E 127th Street</b>					<b>Average Corridor Score: 67.0</b>	
County	E 127th Street (Central Avenue to Elva Avenue)	All way	Study for speed humps	\$20,000	\$40,000	67.0
<b>135th Street</b>					<b>Average Corridor Score: 51.3</b>	
County / City of Los Angeles	135th Street (Avalon Boulevard to McKinley Avenue)	All way	Study for speed humps	\$20,000	\$40,000	62.0

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County / City of Los Angeles	W 135th Street (Figueroa Street to Avalon Boulevard)	Both sides of street	Study for road reconfiguration to extend road diet from west of Figueroa Street	\$200,000	\$300,000	47.0
County	W 135th Street & Broadway	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	45.0
		All corners	Install curb extensions	\$260,000	\$400,000	
<b>E 139th Street</b>					<b>Average Corridor Score: 55.0</b>	
County	E 139th Street (Main Street to McKinley Avenue)	All way	Study for speed humps	\$20,000	\$40,000	55.0
<b>Alameda Street</b>					<b>Average Corridor Score: 54.0</b>	
County	Alameda Street & El Segundo Boulevard	All legs	Restripe as yellow continental crosswalk	\$18,000	\$30,000	62.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County/ City of Lynwood	N Alameda Street & E 111th Street	West leg	Stripe continental crosswalk	\$3,000	\$5,000	50.0
		Northwest and southwest corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
County	N Alameda Street & Santa Ana Boulevard N	All legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	50.0
		Slip lane island	Install new ADA compliant curb ramp	\$20,000	\$30,000	

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Aranbe Avenue</b>					<b>Average Corridor Score: 43.8</b>	
County	S Aranbe Avenue & E 130th Street	All corners	Install curb extension	\$260,000	\$400,000	45.0
		South and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	
County	S Aranbe Avenue & E Stockwell Street	Northeast and southeast corners	Install new ADA compliant ramp	\$20,000	\$30,000	42.5
		All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate	\$100,000	\$650,000	
County	S Aranbe Avenue & Wayside Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	43.8
		All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	
		All corners	Install new ADA compliant ramp	\$40,000	\$60,000	
<b>Athens Way</b>					<b>Average Corridor Score: 32.0</b>	
County	Athens Way (W 124th Street to W El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	32.0
<b>Avalon Boulevard</b>					<b>Average Corridor Score: 59.4</b>	
County	S Avalon Boulevard (E 120th Street to Rosecrans Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	70.0
County	S Avalon Boulevard & E 122nd Street	North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	67.0
			Install pedestrian refuge island	\$40,000	\$65,000	

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	S Avalon Boulevard & E 126th Street	South and west legs	Restripe as continental crosswalk	\$6,000	\$10,000	62.0
		Northwest, southwest, and southeast corners	Install curb extension	\$195,000	\$300,000	
County	S Avalon Boulevard & 129th Street	Northwest and southwest corners (on E 129th Street)	Install curb extension	\$130,000	\$200,000	60.3
		Northwest, southwest, and northeast corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
		North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	S Avalon Boulevard & 132nd Street	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	58.7
		All corners	Install curb extension	\$260,000	\$400,000	
County	S Avalon Boulevard & E 135th Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast corner	Install bus bulb	\$200,000	\$390,000	
		Northwest and northeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
		All legs	Install anti-sideshow infrastructure in the intersection such as bollards, small curbs, or other vertical elements	\$20,000	\$40,000	

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	S Avalon Boulevard & E 138th Street	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	53.7
			Install curb extensions	\$260,000	\$400,000	
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	S Avalon Boulevard (E 139th St to E Rosecrans Avenue)	Midblock	Stripe continental crosswalk	\$3,000	\$5,000	55.0
County/ Cit of Gardena	S Avalon Boulevard & E Alondra Boulevard	Northwest and southeast corners	Install bus bulb	\$400,000	\$780,000	53.7
		All legs	Restripe as continental crosswalk	\$12,000	\$20,000	
		Westbound, northeast corner	Install bus shelter	\$28,000	\$28,000	
County	S Avalon Boulevard & E Compton Boulevard	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	58.7
		All corners	Install curb extension	\$260,000	\$400,000	
			Restripe as continental crosswalk	\$12,000	\$20,000	
County	S Avalon Boulevard & E Redondo Beach Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	53.3
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast and southwest corners	Install curb extension	\$130,000	\$200,000	

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	S Avalon Boulevard & S San Pedro Street	Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	65.0
<b>Broadway</b>						<b>Average Corridor Score: 52.5</b>
County	S Broadway (E 120th Street to El Segundo Boulevard)	Both sides of street	Study for road reconfiguration	\$200,000	\$300,000	55.0
County	S Broadway (E 121st Street to E 126th Street)	Both sides of street	Plant street trees	\$55,000	\$75,000	57.0
County	S Broadway (W 122nd Street to W 121st Street)	Northbound, right lane	Restripe with lane directional arrows to reduce traffic to one lane	\$10,560	\$10,560	50.0
County	S Broadway & 124th Street	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	52.5
			Install curb extension	\$12,000	\$20,000	
		All legs	Restripe as continental crosswalk	\$260,000	\$400,000	
			Northbound, northeast corner	Install bus shelter	\$28,000	
County	S Broadway & 126th Street	South leg	Stripe continental crosswalk	\$3,000	\$5,000	48.3
			Install pedestrian-activated warning system	\$130,000	\$200,000	
		Southwest and southeast corners	Install curb extensions	\$4,000	\$4,000	
		North-south direction	Install advance yield marking	\$125,000	\$400,000	
County	S Broadway & Compton Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	55.0



**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	S Broadway & Redondo Beach Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	50.0
		All corners	Install curb extension	\$260,000	\$400,000	
<b>Central Avenue</b>					<b>Average Corridor Score: 70.1</b>	
County	Central Avenue & E 121st Street	North leg	Stripe continental crosswalk	\$3,000	\$5,000	68.3
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	S Central Avenue (W 131st Street to El Segundo Boulevard)	West side of street	Install pedestrian-scale lighting	Varies	Varies	72.0
<b>Compton Avenue</b>					<b>Average Corridor Score: 58.8</b>	
County	Compton Avenue & E 117th Street	South leg	Install pedestrian-activated warning system	\$125,000	\$400,000	55.0
County	Compton Avenue & E 118th Street	All legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	67.0
County	Compton Avenue (Imperial Highway to E 117th Street)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	67.0

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County/ City of Los Angeles/ Caltrans	Compton Avenue (Imperial Highway to El Segundo Blvd)	Both sides of street	Study for roadway reconfiguration	\$200,000	\$300,000	70.0
County	Compton Avenue & 123rd Street	South leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	50.0
County	Compton Avenue & 124th Street	Northwest corner	Install bus bulb	\$200,000	\$390,000	42.0
County	Compton Avenue & 126th St	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	37.0
County/ City of Los Angeles	Compton Avenue & Imperial Highway	East, west, south legs	Install protected left turn signal	\$375,000	\$500,000	82.0
		Southwest, southeast corners	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
<b>Compton Boulevard</b>					<b>Average Corridor Score: 51.0</b>	
County	E Compton Boulevard & S Stanford Avenue	West leg	Install curb extension	\$65,000	\$100,000	52.0
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		Eastbound, westbound	Install advance yield pavement markings	\$4,000	\$4,000	
City of Compton	E Compton Boulevard & E Redondo Beach Boulevard	All legs	Study for removal of left turn lane and left slip lane closure	\$50,000	\$100,000	50.0

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>El Segundo Boulevard</b>					<b>Average Corridor Score: 68.8</b>	
County	El Segundo Boulevard & Athens Way	North and south legs	Stripe continental crosswalk	\$6,000	\$10,000	52.0
County	El Segundo Boulevard & S Avalon Boulevard	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	80.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	El Segundo Boulevard (Belhaven Avenue to McKinley Avenue)	All ways	Install physical median in center lane	Varies	Varies	75.0
County	El Segundo Boulevard & S Broadway	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	60.0
		All corners	Install curb extension	\$260,000	\$400,000	
County/ City of Los Angeles	El Segundo Boulevard & S Central Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	87.0
County	El Segundo Boulevard & Keene Avenue	West and south legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	65.3
		East-west direction	Install advance yield marking	\$4,000	\$4,000	
		West leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
County	El Segundo Boulevard (Main Street to Central Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	75.0

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	El Segundo Boulevard & S Main Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	65.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	
County	El Segundo Boulevard & N McKinley Avenue	East and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	65.0
County	El Segundo Boulevard & San Pedro Street	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	72.5
			Restripe as continental crosswalk	\$12,000	\$20,000	
		Southwest and southeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	El Segundo Boulevard & Towne Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	57.0
County	El Segundo Boulevard & Wadsworth Avenue	All legs	Install pedestrian-activated warning system	\$125,000	\$400,000	65.3
		West, east, and north legs	Stripe continental crosswalk	\$6,000	\$10,000	
		West and east legs	Install pedestrian refuge island	\$80,000	\$130,000	

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	El Segundo Boulevard & Willowbrook Avenue	All legs	Restripe as continental crosswalk	\$18,000	\$30,000	75.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
<b>Figueroa Street</b>					<b>Average Corridor Score: 70.0</b>	
County/ City of Los Angeles	S Figueroa Street & Compton Boulevard	Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	70.0
<b>Imperial Highway</b>					<b>Average Corridor Score: 67.0</b>	
County/ City of Los Angeles	Imperial Highway & S Mona Boulevard	Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	67.0
<b>Jarvis Avenue</b>					<b>Average Corridor Score: 50.0</b>	
County	Jarvis Avenue & E 130th Street	North and east legs Northwest, northeast, and southeast corners	Stripe continental crosswalk	\$6,000	\$10,000	50.0
			Install new ADA compliant curb ramp	\$30,000	\$45,000	
<b>Laconia Boulevard</b>					<b>Average Corridor Score: 37.0</b>	
County	Laconia Boulevard (Flower Street to Athens Way)	All ways	Install physical median in center lane. Further studies required.	Varies	Varies	37.0
<b>Main Street</b>					<b>Average Corridor Score: 53.5</b>	
County	S Main Street (E 121st Street to El Segundo Boulevard)	Both sides of street	Plant street trees	\$55,000	\$75,000	60.0
			Study for road reconfiguration	\$200,000	\$300,000	

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	S Main Street & 135th Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
		All corners	Install curb extension	\$260,000	\$400,000	
County	S Main Street & 139th Street	Southeast corner	Install curb extension	\$65,000	\$100,000	45.0
		East leg	Restripe as continental crosswalk	\$3,000	\$5,000	
County	S Main Street & Compton Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	55.0
County	S Main Street & Redondo Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	52.0
		All corners	Install curb extension	\$260,000	\$400,000	
County	S Main Street & E 157th Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	52.0
<b>Mona Boulevard</b>					<b>Average Corridor Score: 50.7</b>	
County	S Mona Boulevard (Imperial Highway to El Segundo Boulevard)	Both sides of street	Study for road reconfiguration	\$200,000	\$300,000	60.0
County	S Mona Boulevard between E 120th Street and E 124th Street	Midblock	Stripe yellow continental crosswalk	\$3,000	\$5,000	52.5
			Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Both sides of midblock crossing	Install curb extension	\$130,000	\$200,000	

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	S Mona Boulevard (E 120th Street to E 125th Street)	Both sides of the street	Install pedestrian-scale lighting	Varies	Varies	42.0
County/ City of Compton	S Mona Boulevard & E 124th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	47.0
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
County	S Mona Boulevard & E 126th Street	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	52.0
County	S Mona Boulevard & E 133rd Street	All	Reconfigure intersection	\$250,000	\$750,000	52.0
		North leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	
		South and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	
County	S Mona Boulevard & E Hatchway Street	West leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	50.0
		Northwest and southwest corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
County	S Mona Boulevard (160 feet north of 126th Street to E 126th Street)	West side of street	Install sidewalks	\$7,200	\$10,400	47.0
County	S Mona Boulevard (E Piru Street to E 133rd Street)	West side of street	Install sidewalks	\$9,000	\$13,000	52.0



**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County/ City of Compton	S Mona Boulevard & E Piru Street	Northwest corner	Install curb extension	\$65,000	\$100,000	52.0
		Northeast and southwest corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
<b>E Redondo Beach Boulevard</b>					<b>Average Corridor Score: 56.3</b>	
County	E Redondo Beach Boulevard & McKinley Avenue	Northwest and southwest corners	Install curb extension	\$125,000	\$400,000	56.3
		West leg	Install pedestrian- activated warning system	\$130,000	\$200,000	
			Relocate crosswalk to west leg	\$5,000	\$7,000	
			Install pedestrian refuge island	\$40,000	\$65,000	
<b>Rosecrans Avenue</b>					<b>Average Corridor Score: 60.6</b>	
County	Rosecrans Avenue & S Avalon Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	62.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	
		Southbound, northwest corner	Install bus shelter	\$28,000	\$28,000	
County	Rosecrans Avenue & S Broadway	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
County	Rosecrans Avenue & S Main Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
		Westbound, northeast corner	Install bus shelter	\$28,000	\$28,000	

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Rosecrans Avenue & S Stanford Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	62.0
County	Rosecrans Avenue & San Pedro Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	65.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
<b>San Pedro Street</b>					<b>Average Corridor Score: 49.0</b>	
County	San Pedro Street (E 120th Street to Rosecrans Boulevard)	Both sides of the street	Study for road reconfiguration	\$200,000	\$300,000	70.0
County	San Pedro Street & E 121st Street	South and east legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	42.5
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	San Pedro Street & E 122nd Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	43.7
		All corners	Install curb extension	\$260,000	\$400,000	
		Northbound, southeast corner	Install bus shelter	\$28,000	\$28,000	

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	San Pedro Street & E 124th Street	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0
County	San Pedro Street & E 126th Street	North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	45.0
		North and west legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	
County	San Pedro Street & E 130th Street	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	40.0
County	San Pedro Street & E 132nd Street	All corners	Install curb extension	\$260,000	\$400,000	52.0
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	San Pedro Street & E 135th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	52.0
County	San Pedro Street & E Allenhurst Street	North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	45.0
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
County	San Pedro Street & Compton Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	43.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$130,000	\$200,000	

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	San Pedro Street & Redondo Beach Boulevard	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	
		All corners	Install curb extension	\$260,000	\$400,000	
County	San Pedro Street (Rosecrans Avenue to Avalon Boulevard)	Both sides of the street	Install green street	Varies	Varies	65.0
<b>Santa Ana Boulevard N</b>					<b>Average Corridor Score: 50.0</b>	
County/ City of Los Angeles	Santa Ana Boulevard N & Watts Avenue	North leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	50.0
<b>Stanford Avenue</b>					<b>Average Corridor Score: 52.9</b>	
County	S Stanford Avenue between E Lennon Street and S Clymar Avenue	North-south direction	Install advance yield marking	\$4,000	\$4,000	46.7
		Both sides of midblock crossing	Install curb extension	\$130,000	\$200,000	
		Midblock	Install raised crosswalk	\$25,000	\$50,000	
County	S Stanford Avenue & E Lennon Street	North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	52.0
			Install raised crosswalk	\$25,000	\$50,000	
County	Stanford Avenue (Rosecrans Avenue to Compton Boulevard)	Both sides of street	Study for speed humps	\$20,000	\$40,000	60.0

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Success Avenue</b>					<b>Average Corridor Score: 63.3</b>	
County	Success Avenue (E 120th Street to Imperial Highway)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	74.5
			Study for speed humps	\$20,000	\$40,000	
County	Success Avenue & E 118th Street	All legs	Stripe as continental crosswalk	\$12,000	\$20,000	52.0
		All corners	Install curb extension	\$260,000	\$400,000	
<b>Towne Avenue</b>					<b>Average Corridor Score: 41.1</b>	
County	Towne Avenue (El Segundo Boulevard to E 135th Street)	Both sides of street	Study for speed humps	\$20,000	\$40,000	57.0
County	Towne Avenue & E 129th Street	All legs	Stripe continental crosswalk	\$12,000	\$20,000	37.5
		All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	
County	Towne Avenue & E 131st Street	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0
County	Towne Avenue & E 132nd Street	All legs	Stripe yellow continental crosswalk	\$12,000	\$20,000	40.0
			Install traffic circle	\$100,000	\$650,000	

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
<b>Wadsworth Avenue</b>					<b>Average Corridor Score: 62.0</b>	
County	Wadsworth Avenue (El Segundo Boulevard to 750' north of E 126th Street)	All ways	Study for speed humps	\$20,000	\$40,000	62.0
<b>Willowbrook Avenue</b>					<b>Average Corridor Score: 57.9</b>	
County	S Willowbrook Avenue & E 130th Street	All legs	Restripe as yellow continental crosswalk	\$18,000	\$30,000	55.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	S Willowbrook Avenue & E Stockwell Street	All legs	Restripe as continental crosswalk	\$18,000	\$30,000	59.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northwest corner	Install curb extension	\$65,000	\$100,000	
County	Willowbrook Avenue & E 124th Street	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	60.0
			Restripe as yellow continental crosswalk	\$18,000	\$30,000	
<b>Wilmington Avenue</b>					<b>Average Corridor Score: 71.4</b>	
County/ City of Compton	Wilmington Avenue (E 119th Street to El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	75.0

**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, 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 <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Wilmington Avenue & E 118th Street	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	75.0
		Southeast corner	Install bus bulb	\$200,000	\$390,000	
County	Wilmington Avenue & Hahn Plaza Ent / 118th Street	Northbound, southeast corner	Install bus shelter	\$28,000	\$28,000	60.0
County	Wilmington Avenue & E 122nd Street	Northbound, southeast corner	Install bus shelter	\$28,000	\$28,000	66.3
		South leg	Restripe as continental crosswalk	\$3,000	\$5,000	
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		All ways	Install advance yield pavement markings	\$6,000	\$6,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	Wilmington Avenue & E 123rd Street	North leg	Restripe as continental crosswalk	\$3,000	\$5,000	71.3
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		All ways	Install advance yield pavement markings	\$6,000	\$6,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	



**Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued**  
 Further studies will be required to determine if the project is feasible prior to implementation

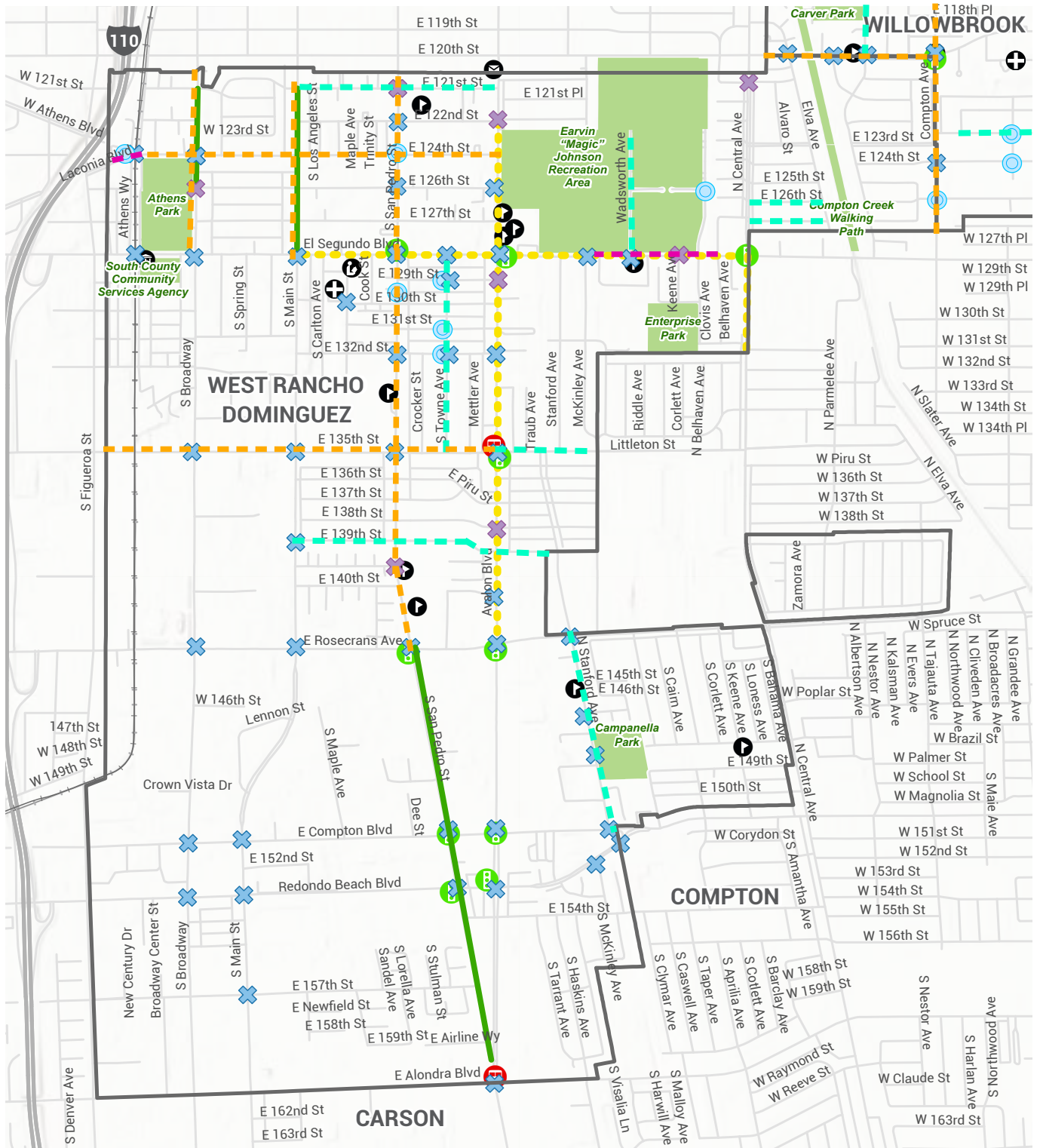
Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low <sup>1</sup>	Estimated Capital Cost - High <sup>1</sup>	Prioritization Score
County	Wilmington Avenue & E 124th Street	All legs	Modify signal timing to include a Leading Pedestrian Interval	\$4,000	\$30,000	72.5
			Restripe as yellow continental crosswalk	\$18,000	\$30,000	
		Northeast and southwest corners	Install bus bulb	\$400,000	\$780,000	
		Southbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
		Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	
County/City of Compton	Wilmington Avenue & El Segundo Boulevard	All corners	Install curb extension	\$260,000	\$400,000	68.3
		All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northwest corner	Reduce curb radius and rebuild corner to eliminate drop lane	\$15,000	\$50,000	
Total Capital Costs <sup>2</sup>				\$16,314,460	\$34,195,660	
Contingency (20% of total capital cost)				\$3,262,892	\$6,839,132	
Total P.E. (30% of total capital cost)				\$4,894,338	\$10,258,698	
Total Construction Engineering (50% of total capital cost)				\$8,157,230	\$17,097,830	
<b>Community Total</b>				<b>\$32,628,920</b>	<b>\$68,391,320</b>	

<sup>1</sup>All costs are based on 2023 estimates. Appropriate inflation and escalation increases may be applicable at the time of implementation.

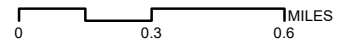
<sup>2</sup>Cost does not include treatments for which estimated unit prices are listed as "Varies," such as pedestrian-scale lighting and studies for roadway reconfiguration. Costs for these treatments can vary widely depending on the design. Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation, and maintenance costs.

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Figure 14-10: Proposed pedestrian projects in West Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans



**DESTINATIONS**

- Post Office
- Library
- Healthcare
- Schools
- Civic and Cultural
- Parks

**PROPOSED PEDESTRIAN PROJECTS**

- Pedestrian-Scale Lighting
- New or Enhanced Sidewalk
- Study for Potential Road Reconfiguration
- Study for Physical Median Installation
- Study for Traffic Calming
- Enhanced Transit Stop
- Signal Update
- Traffic Calming
- New or Enhanced Crossing
- New or Enhanced Crossing

- Road Network
- Rail

Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation, and maintenance costs.

Figure 14-11: Proposed pedestrian projects in Willowbrook



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

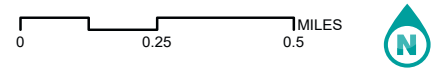
**DESTINATIONS**

- Schools
- Library
- Healthcare
- Parks

**PROPOSED PEDESTRIAN PROJECTS**

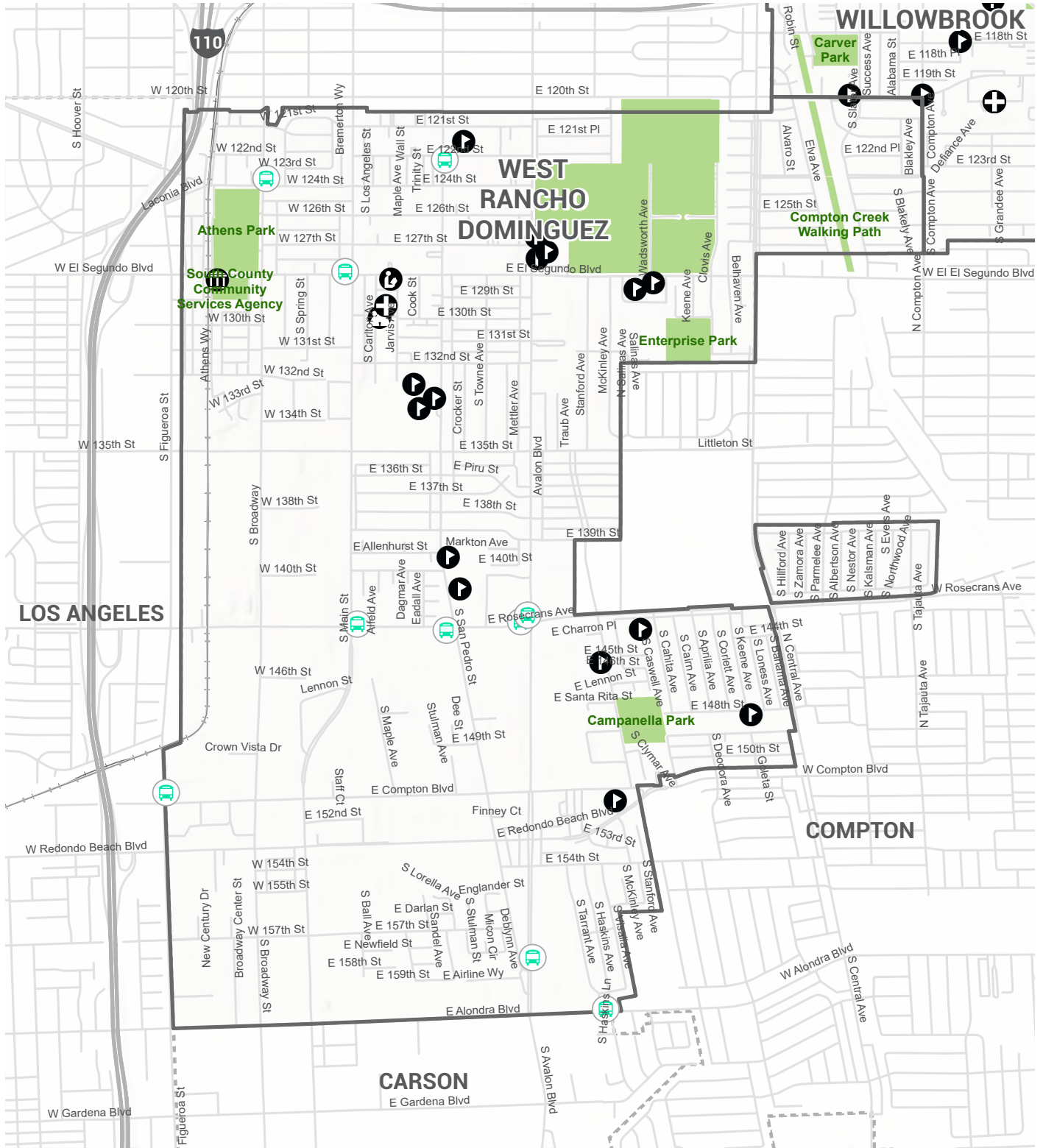
- Pedestrian-Scale Lighting
- New or Enhanced Sidewalk
- Study for Potential Road Reconfiguration
- Study for Physical Median Installation
- Study for Traffic Calming
- Enhanced Transit Stop
- Signal Update
- Traffic Calming
- New or Enhanced Crossing
- New or Enhanced Crossing with Beacon/Signal

- Road Network
- Rail
- Metro A & C Line Station

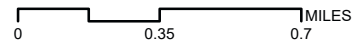


Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation, and maintenance costs.

Figure 14-12: Proposed bus shelters in West Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans



**DESTINATIONS**

- School
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural
- Park

**PROPOSED PEDESTRIAN PROJECTS**

- Install New Bus Shelter

- Road Network
- Rail



Figure 14-13: Proposed bus shelters in Willowbrook



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 0.25 0.5 MILES

- Road Network
- Rail
- Metro A Line Station
- Metro C 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 14-6 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Willowbrook/West Rancho Dominguez. Relevant actions from the County's Vision Zero Action Plan are listed in Table 14-7.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs are described in Chapter 5 of *Step by Step*; those suggested for Willowbrook/West Rancho Dominguez are listed in Table 14-8.



**Table 14-6: Countywide Suggested Actions for Willowbrook/West Rancho Dominguez**

Action	Lead Departments	Timeframe
Action SS-2.9: At intersections with a history of pedestrian-involved collisions resulting from right-turning vehicles, prohibit right-turns on red, where feasible and appropriate.	Public Works	Long-Term
Action EH-2.3: Continue to work with communities to develop pedestrian wayfinding signage that incorporate local identity to direct pedestrians to important neighborhood destinations, including commercial areas, schools, and parks.	Public Works	On-going
Action EH-2.6a: Develop bus stop design guidelines based on an increased sidewalk width to include elements that enhance the walking experience, such as signage, seating, and shelters; and ensure that transit signs, benches, and shelters do not impede the pedestrian walkway.	Public Works	Short-Term
Action EH-3.5: Identify opportunities to pilot pedestrian safety treatments using semi-permanent materials where feasible and appropriate.	Public Works	Medium-Term
Action C-2.3: Work with utility companies to underground or relocate utilities as locations are identified where sidewalks do not meet or maintain ADA required widths due to the location of utility boxes or poles.	Public Works	On-going

**Table 14-7: Vision Zero Actions Suggested for Willowbrook/West Rancho Dominguez**

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 14-8: Countywide Programs Suggested for Willowbrook/West Rancho Dominguez**

Program	Description
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors.
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2) encouraging active modes of getting to school through new infrastructure and programming; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing cut-through traffic on residential streets near schools due to school drop-off and pick-up.
Walking Clubs	Public Health leads walking clubs at a number of County parks that participate in the Parks After Dark (PAD) Program. The program gets residents engaged in physical activity while their children or grandchildren take advantage of park activities. Public Health also developed a Community Walking Club Toolkit, which is available for community members and organizations interested in organizing their own walking clubs. It provides nutrition and physical activity information to inform walking club participants. Walking clubs also build social cohesion as participants get to know their neighbors.
The Works	Public Works has an online and mobile application called The Works that serves as a one-stop solution for County residents to report and track services. If the service is not handled by Los Angeles County, The Works will provide residents with the appropriate contact information.

## CONCLUSION

The Willowbrook/West Rancho Dominguez 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 Willowbrook/West Rancho Dominguez 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 Willowbrook/West Rancho Dominguez 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 Willowbrook/West Rancho Dominguez residents overall.