

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")

ch. 6

IMPLEMENTATION

SIDEWALKS/ PATHS/ BANQUETAS



SIDEWALK/ BANQUETA



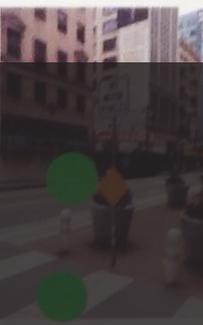
CORNERS/ ESQUINAS



WALK RAMP/ RAMPA



CURB EXTENSION/ EXTENSION DE

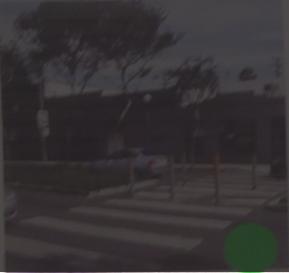


CURB RADIUS REDUCTION/ RAMPA REDUCTORA DE RÁDIO DE GIRO

CROSSINGS/ CRUCES



CONTINENTAL CROSSWALK/ CRUCE NO SEMAFORIZADO



MEDIAN REFUGE/ REFUGIO PEATONAL

SIGNALS/ SEÑALES



PEDESTRIAN COUNTDOWN SIGNALS/ SEMAFORO DE CONTEO

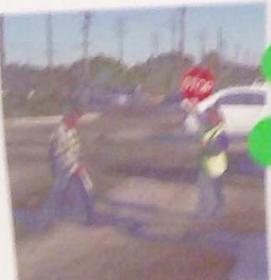


LEADING PEDESTRIAN INTERVAL/ ADELANTO PEATONAL



RECTANGULAR RAPID FLASHING BEACON (RRFB)/ SEÑAL DE DESTELLOS RÁPIDOS

AMENITIES/ MOBILIARIO URBANO



CROSSING GUARD/ GUARDIA 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 Arts Commission, and the Community Development Commission. They are also the responsibility of regional agencies like Metro, and the California

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

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

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

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

FUNDING RESOURCES

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

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

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

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

Local funding will never be enough to meet the

needs and wishes of the unincorporated communities. Therefore, the County regularly uses local funding as leverage to secure additional regional, state, and federal funding. Competitive grant opportunities often require local governments, such as the County, to show that a portion of a project’s costs will be covered by local funding. This typically increases the competitiveness of the County’s grant applications.

County Pedestrian Programs

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

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

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

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

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

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

Maintenance Costs

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

Table 6-1: Average maintenance activity costs

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

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

Table 6-2: Average maintenance program budget

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

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

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

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

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

PRIORITIZATION FRAMEWORK

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

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

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

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

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

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

Table 6-3: Infrastructure Prioritization Framework

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

Infrastructure Prioritization Framework, continued

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

MONITORING AND EVALUATION

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

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

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

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

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

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

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

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

Los Angeles County, 84 percent of bus riders and 58 percent of train riders walk to transit¹, so accounting for everyone who walks to work includes looking at commuters who take public transit to work.

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

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

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

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

Table 6-4: Pedestrian Performance Metrics

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

Table 6-5: Pedestrian Performance Metrics for Future Tracking

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

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