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Appendix **A**

EXISTING PLANS AND
PROJECTS REVIEW

COUNTY PLANNING AND ZONING LAWS

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

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

impact existing or proposed bicycle facilities, or would keep with the design and improvement of adjoining highways or streets.

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

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

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

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

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

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

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

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

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

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

COUNTYWIDE PLANS

Local

PURPOSEFUL AGING LOS ANGELES (2018)

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

VISION ZERO INITIATIVE (2017)

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

COUNTYWIDE COMPREHENSIVE PARK AND RECREATION NEEDS ASSESSMENT (2016)

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

LOS ANGELES COUNTY GENERAL PLAN 2035 (2015)

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

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

EQUITABLE DEVELOPMENT WORK PROGRAM (2015)

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

COMMUNITY CLIMATE ACTION PLAN (CCAP) (2015)

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

BICYCLE MASTER PLAN (2012)

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

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

HEALTHY DESIGN ORDINANCE AND HEALTHY DESIGN WORKGROUP (2012)

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

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

COMMUNITY PLANS

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

Regional

SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2016)

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

METRO ACTIVE TRANSPORTATION STRATEGIC PLAN (2016)

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

METRO FIRST LAST MILE STRATEGIC PLAN (2014)

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

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

State

ASSEMBLY BILL 32 (2006)

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

ASSEMBLY BILL 321 (2007)

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

ASSEMBLY BILL 390 (2017)

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

CALIFORNIA BICYCLE AND PEDESTRIAN PLAN (2017)

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

CALIFORNIA TRANSPORTATION PLAN 2040 (2016)

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

SENATE BILL 375 (2008)

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

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

Plan	Agency	Date	Summary
Los Angeles County Bicycle Master Plan	Los Angeles County Public Works	2012	<p>Part of the Los Angeles County General Plan 2035, reports existing and proposed bicycle facilities in the County.</p> <hr/> <p>Lake Los Angeles</p> <ul style="list-style-type: none"> • Class II Bike Lane on 170th Street East from Avenue M to Avenue M-8 and from Avenue P to Palmdale Boulevard • Class III Bike Route on Avenue O from 90th Street East to 150th Street East • Class II Bike Lane on Avenue O from 150th Street East to 165th Street East and 170th Street East to 180th Street East • Class III Bike Route on Avenue P from 160th Street East to 170th Street East • Class III Bike Route on Mackenna's Gold Avenue / Rawhide Avenue from Avenue P to 170th Street East <hr/> <p>Walnut Park</p> <p>Class III Bikeways are proposed for Florence Avenue, Broadway and Seville Avenue. Class II facilities are proposed on:</p> <ul style="list-style-type: none"> • Florence Avenue from Central Avenue (western Walnut Park limit) to Mountain View Avenue • Broadway from East 121 Street (western Walnut Park limit) to East Alondra Boulevard • Seville Avenue from East Florence Avenue to Broadway <hr/> <p>West Whittier-Los Nietos</p> <ul style="list-style-type: none"> • Class III Bike Route along Rivera Road from Pioneer Boulevard to Norwalk Boulevard • Class III Bike Route along Saragosa Street/Pioneer Boulevard from Norwalk Boulevard to Los Nietos Road • Class III Bike Route along Norwalk Boulevard • Class III Bike Route along Broadway • Class III Bike Route along Mines Boulevard from San Gabriel River Bikeway to Washington Boulevard <hr/> <p>Westmont/West Athens</p> <ul style="list-style-type: none"> • Class II Bike Lane along Vermont Avenue from 87th Street to El Segundo Boulevard • Class II Bike Lane along Normandie Avenue between 98th Street and El Segundo Boulevard • Bicycle Boulevard along Budlong Avenue between Manchester Avenue and El Segundo Boulevard • Class II Bike Lane along Imperial Highway between Van Ness Avenue and Vermont Avenue • Class III Bike Route along Denker Avenue between Century Boulevard and Imperial Highway • Class II Bike Lane along Western Avenue between 108th Street and El Segundo Boulevard • Bicycle Boulevard along Lohengrin Avenue / 110th Street between Imperial Highway and Budlong Avenue • Class II Bike Lane along 120th Street between Western Avenue and Vermont Avenue
Los Angeles County Public Works Low Impact Development (LID) Standards Manual	Los Angeles County Public Works	2014	<p>Requires standalone street, road, highway, freeway project and street within larger projects construction of 10,000 square feet or more of impervious surface area to comply with the LID standards included in subsection 12.84.440.</p>

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

Plan	Agency	Date	Summary
Los Angeles County General Plan 2035	Department of Regional Planning	2015	<p>Provides the policy framework for how and where the unincorporated County will grow through the year 2035, while recognizing and celebrating the County's wide diversity of cultures, abundant natural resources, and status as an international economic center. Comprising approximately 2,650 square miles, unincorporated Los Angeles County is home to over one million people. The General Plan accommodates new housing and jobs within the unincorporated areas in anticipation of population growth in the County. The General Plan also establishes a program to prepare community pedestrian plans, with guidelines and standards to promote walkability and connectivity throughout the unincorporated areas. The General Plan's Mobility Element includes specific recommendations for Complete Streets and safe and comfortable active transportation design, to be completed whenever appropriate and feasible. These include:</p> <ul style="list-style-type: none"> • Lane width reductions to 10 or 11 feet in low speed environments with a low volume of heavy vehicles (wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected) • Low-speed designs • Access management practices developed through a community-driven process • Back-in angle parking at locations that have available roadway width and bike lanes, where appropriate • Accommodate pedestrians and bicyclists, and reduce motor vehicle collisions by implementing the following intersection designs, whenever appropriate and feasible: <ul style="list-style-type: none"> o Smaller corner curb radii to reduce crossing distances and slow turning vehicles o Traffic calming measures, such as bulb-outs, sharrows, medians, roundabouts, and narrowing or reducing the number of lanes (road diets) on streets o Crossings at all legs of an intersection o Shorter crossing distances for pedestrians o Pedestrian push buttons when pedestrian signals are not automatically recalled o Walk interval on recall for short crossings o Left-turn phasing o Right turn on red prohibitions o Signs to remind drivers to yield to pedestrians o Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops

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

Plan	Agency	Date	Summary
Los Angeles Countywide Comprehensive Park and Recreation Needs Assessment	Department of Parks & Recreation	2016	<p>Quantifies the need for parks and recreation resources in Los Angeles County and estimates the potential cost of meeting that need.</p> <hr/> <p>Lake Los Angeles</p> <p>Assessed park needs in unincorporated communities of Lake Los Angeles, Pearblossom, Liano, and Valyeromo. Only two percent of these communities' population are within half-mile of a park, compared to countywide average of 49 percent. The community also prioritized a number of park facility improvements and additions including:</p> <ul style="list-style-type: none"> • Building a new regional park (\$14,850,925) • Add Skate Parks at Sorensen Park (\$775,000) • Add Fitness Zones at Sorensen Park (\$70,000) • Repair Infrastructure/General at Sorensen Park (\$10,832,400) • Add Trails at Sorensen Park (\$350,000) • Add Picnic Shelters at Stephen Sorensen Park (\$250,000) • Add Covered Pavilion at Sorensen Park (\$250,000) • Repair Infrastructure/General at Pearblossom Park (\$802,000) <hr/> <p>Walnut Park</p> <p>Assessed park needs in Walnut Park. Forty percent of the Walnut Park population lives within half-mile of a park. The community prioritized a variety of recreational facilities in Walnut Park, including a new half-mile walking path with lighting around the perimeter of Walnut Nature Park and School.</p> <hr/> <p>West Whittier-Los Nietos</p> <p>Thirty-seven percent of the West Whittier-Los Nietos population lives within half-mile of a park. The study estimates making repairs and adding amenities to Sorensen and Amigo Parks will cost \$11.8 million.</p> <hr/> <p>Westmont/West Athens</p> <p>Twenty-six percent of the Westmont/West Athens population lives within half- mile of a park. The study includes estimates for building two new community parks in Westmont/West Athens at a cost of \$11,281,309.</p>
Los Angeles County Board of Supervisors Vision Zero Motion	Board of Supervisors	2017	<p>Approved February 14, 2017, this motion directs the Departments of Public Health and Public Works, in collaboration with other stakeholder agencies and nonprofit organizations, to implement a Vision Zero Initiative for County unincorporated areas. Vision Zero is a program aimed at eliminating traffic deaths on public streets.</p>
Los Angeles County Traffic Signal Synchronization Program (TSSP)	Los Angeles County Public Works	TBD	<p>Helps improve mobility on congested local highways and streets by making low-cost operation improvements. A typical project involves upgrading all traffic signals, installing vehicle detectors in pavement, coordinating the signal timing between intersections, and automatically adjusting traffic signals. This program presents an opportunity to create longer pedestrian crossing times during peak and off-peak traffic times. In West Whittier-Los Nietos, the county plans to upgrade Washington Boulevard and Slauson Avenue/Mulberry Drive.</p>

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

Plan	Agency	Date	Summary
Los Angeles County Code of Ordinances, California 22.44.360, Part 9, Rural Outdoor Lighting District	Department of Regional Planning	2012	Sets provisions for a rural outdoor lighting district, which dictates, among other standards, street light standards. Street lights are prohibited except where necessary at urban cross sections with sidewalks, curbs, and gutters, or at intersections and driveways on County roads, where Public Works finds that street lights will alleviate traffic hazards, improve traffic flow, and/or promote safety and security of pedestrians and vehicles based on Public Works' highway safety lighting standards.
Lake Los Angeles Community Standards District	Department of Regional Planning	2014	A Community Standards District (CSD) is a set of local zoning regulations to address a community's specific needs. The Lake Los Angeles Rural Town Council proposed the establishment of a CSD for the Lake Los Angeles Community and submitted a draft document as a proposal. At time of the Lake Los Angeles Community Pedestrian Plan's release, a CSD for Lake Los Angeles had not been finalized or adopted, although the project to establish a CSD was underway.
Antelope Valley Area Plan	Department of Regional Planning	2015	<p>A component of the Los Angeles County General Plan, refines the countywide goals and policies in the General Plan by addressing specific issues relevant to the Antelope Valley, such as community maintenance and appearance, and provides more specific guidance on elements already found in the General Plan.</p> <p>The Land Use Element includes vision and policy language for preserving rural town character and open space while still planning for land use patterns that reduce greenhouse gas emissions. These land use patterns include developing the rural town center to reduce vehicle miles traveled and ensuring a balance of residential and employment opportunities. The rural town center will "provide pleasant pedestrian environments and will be accessible by a range of transportation options to reduce Antelope Valley Area Plan vehicle trips, as directed in the policies of the Mobility Element." The rural town center is in Lake Los Angeles along Avenue O between 167th Street East and 172nd Street East, and along 170th Street East between Avenue O and Glenfall Avenue.</p> <p>The Mobility Element includes policies to promote walking including:</p> <ul style="list-style-type: none"> • Link destinations with walkways and bikeways • Develop a multi-modal trail system • Improve existing and create new pedestrian paths • Pedestrian-scale design in Rural Town Center • Implement traffic-calming in high traffic areas such as school zones
High Desert Corridor Project	Los Angeles County Metropolitan Transportation Authority	2016	The High Desert Corridor (HDC) project will provide a new multi-modal link between SR-14 in Los Angeles County and SR-18 in San Bernardino County. The California Department of Transportation and Metro recently approved the Final Environmental Impact Report / Environmental Impact Statement for the HDC. The approved preferred alternative route runs along Palmdale Boulevard, the southern border of Lake Los Angeles between 150th and 160th Street.

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

Plan	Agency	Date	Summary
Walnut Park Neighborhood Plan and Implementation Program	Department of Regional Planning	1987	A component of the Los Angeles County General Plan, refines the countywide goals and policies in the General Plan by addressing specific issues relevant to the Walnut Park community. The plan's Implementation Program suggests enhancing the pedestrian experience with street furniture, trees, and other amenities along Pacific Boulevard, Florence Avenue and Santa Fe Avenue.
Walnut Park Community Standards District	Department of Regional Planning	1987	A set of requirements intended to help implement the residential, commercial and public improvement policies in the Walnut Park Neighborhood Plan and Implementation Program. The District includes sign, parking, and building and site design standards.
Walnut Park Community Parks and Recreation Plan	Department of Parks & Recreation	2015	<p>Provides a vision and road-map for a greener Walnut Park, including a more extensive network of publicly-accessible green spaces and recreational facilities. Because there is limited available land for new park development in Walnut Park, the plan describes opportunities to enhance the area's streets and develop new trails for recreation. The plan suggests adding:</p> <p>Green Streets, which along with increased plantings along a street, includes the addition of street trees and storm water treatment basins, as well as traffic calming elements such as bulb outs, improved crosswalks, and lane width reductions. Pacific Boulevard and Santa Fe Avenue are good corridors for Green Street improvements, as they can increase access to existing public amenities, such as Walnut Nature Park and the YWCA (Pacific Boulevard), and create a potential green filter between the community's residential and industrial areas (Santa Fe Avenue). Additionally, if park nodes are developed along these corridors, Green Streets could improve access for people walking and bicycling. These types of improvements require partnership with Public Works, but could significantly enhance the overall urban greening of Walnut Park.</p> <p>Community Trails. Walnut Park residents want more places to walk safely in their community. The Green Vision Map includes a sidewalk trail along Pacific Boulevard, a trail around Walnut Elementary School, and a trail through the linear green space along the rail corridor. The trail along Pacific Boulevard could include widened sidewalks, where possible, or sidewalk markings, surface treatments, and directional signage. This trail could create a walking network between green spaces along this corridor, community amenities, and commercial spaces.</p>

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

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

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

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

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

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

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

Plan	Agency	Date	Summary
Pedestrian Master Plan	Los Angeles County Public Works	2009	Identifies and plans for future sidewalk facilities in the West, South, and East Whittier Areas. Focuses on identifying and prioritizing projects near public elementary schools. Proposes a series of sidewalk construction projects, with priority rating on streets/sidewalks and suggested SRTS maps. The six West Whittier elementary schools considered in the report are Aeolian Elementary, Nelson Elementary, Phelan Elementary, Sorenson Elementary, Washington Elementary, and West Whittier Elementary.
Safe Routes to School Information and Maps	Los Angeles County Public Works	2009	Provides suggested route to school maps for Nelson Elementary, Phelan Elementary, Aeolian Elementary, Sorenson Elementary, Washington Elementary and West Whittier Elementary.
San Gabriel River Master Plan	Los Angeles County Public Works	2006	Presents a shared vision for the river and a plan for how to achieve this vision. One of the primary objectives included in the plan is to enhance the pedestrian and bicycle trail, including pedestrian bridges, along the San Gabriel River corridor. Rails-to-trails projects will provide West Whittier-Los Nietos with improved access to the river.
Lincoln Specific Plan	City of Whittier	2014	<p>Presents a development plan for a 76-acre site in the City of Whittier, adjacent to West-Whittier-Los Nietos, at Whittier Boulevard and Sorensen Avenue. Proposes a mix of residential, commercial, and open space. Objectives in the plan related to walking include creating public space amenities within the commercial area, creating connectivity between land uses, and providing for recreational amenities within walking distance of residential neighborhoods. Specific proposals include creating:</p> <p>The Freedom Trail, an enhanced multi-purpose trail that connects parks, land uses and the adjacent hospital. The walking/biking/running trail will run adjacent to one side of each of the two streets connecting the residential development to Whittier Boulevard and Sorensen Avenue. It will also connect to Independence Green and, through a passageway at the community perimeter wall on Lincoln's southerly edge, to Presbyterian Inter-community Hospital. The concept for the freedom Trail may also include exercise stations, rest areas and play areas along its route and/or as part of Independence Green.</p> <p>Pedestrian and bicycle access points from Whittier Boulevard to a commercial area ("The Market") at Whittier Boulevard and Sorenson Avenue. The Plan proposes pedestrian connections to The Market along Sorenson Avenue and a new intersection and traffic signal at the intersection of Keith Drive and Sorenson Avenue.</p> <p>Independence Green, a 2.6 acre active park connected to Keith Drive in West Whittier-Los Nietos by the Freedom Trail.</p>

ONGOING TRANSPORTATION PROJECTS

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

Table A-6: Ongoing transportation projects in Walnut Park

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

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

Project	Summary
Metro Green Line Vermont Intersection Improvements	<p>The Metro ExpressLanes program recently awarded the Los Angeles County and City of Los Angeles funding to make pedestrian and bicycle safety improvements for those walking and bicycling to and from the Vermont / Athens Metro Rail Station. Changes will be made along Vermont Avenue between 110th and 120th Streets in Westmont, West Athens, and the City of Los Angeles.</p> <p>The project will make a variety of pedestrian-oriented safety improvements:</p> <ul style="list-style-type: none"> • Vermont Ave/110th Street: Bulb-outs with ramps and truncated domes • Vermont Ave/112th Street: Sidewalk, curb ramps with truncated domes to median, and signal • Vermont Ave/Imperial Hwy: Automatic walk phase with pedestrian leading interval and pedestrian countdown signals, continental crosswalks and advanced stop bars on all legs, installation of a median refuge and widening of the existing median, modification of median noses to be ADA compliant with ramps and truncated domes and bulb-outs with ramps and truncated domes on the west side of street • Vermont Ave/I-105 eastbound and westbound ramps: Continental crosswalks and advanced stop bars • Vermont Avenue between 116th and 117th Street: Sidewalk widening on the eastside of street • Vermont Ave/120th Street: Automatic walk phase with pedestrian leading interval and pedestrian countdown signals, continental crosswalks and advanced stop bars, bulb-outs with ramps and truncated domes on west side of street <p>Additional improvements include upgrading all push buttons to Accessible Pedestrian Signals with audio and vibration and relocated bus layover at 119th Street to reduce encroachment on bike lane.</p>
Metro Green Line Vermont Station Wayfinding Signage	Design and installation of wayfinding signage within a 1.5-mile radius of the Metro Green Line Vermont/Athens station directing pedestrians, bicyclists, and other constituents to the station, Metro Park & Ride and other location points of interest.
Vermont Avenue Streetscape Improvements	Streetscape improvements along the west side of Vermont Avenue between 108th Street and 121st Street including installation of concrete pavers, decorative crosswalks, trees and planters.
Budlong Avenue Traffic Calming	<p>Public Works is planning to install a bicycle boulevard and traffic calming features along Budlong Avenue between Manchester Avenue and El Segundo Boulevard.</p> <p>Specifically, a bulb-out is proposed at 112th St/Budlong Ave; yellow crosswalks at 119th St/Budlong Ave; a crosswalk and advanced warning signs at 120th St/Budlong Ave; and a traffic circle at 122nd St/Budlong Ave, 124th St/Budlong Ave, and 127th St/Budlong Avenue.</p>
Westmont/West Athens Roadway Improvement Projects	<p>The County is working on a number of segments throughout Supervisor District 2, including:</p> <ul style="list-style-type: none"> • Restriping 120th Street between Western Avenue and Vermont Avenue for Bike Lanes. Resurfacing and repairing selected sidewalks along s. 700 feet of the roadway west of Vermont Avenue • Resurfacing on Century Blvd between Halldale Avenue and Vermont, and installation of a new median island on either side of Normandie Avenue.

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

Project	Summary
Westmont/West Athens Bikeway Improvement Projects	<p>As part of the Westmont Community Bikeway Access Improvements, the County is installing a Bicycle Boulevard on 110th Street between Denker Avenue and Budlong Avenue, and a Bike Route on Denker Avenue between Century Boulevard and Imperial Highway. The project vision emerged during two community meetings held in April 2013 during the Bicycle Boulevard Study.</p> <p>The Vermont Avenue Bike Lane project includes striping a Class II Bike Lane and installing bicycle racks on Vermont Avenue from Manchester Boulevard to El Segundo Boulevard. A portion of the median within 117th Street to 119th Street will be reduced in order to accommodate the bike lane.</p>
Westmont Design Concept - Westmont Bikeway Access Improvements	<p>Design concept for two bikeway segments: a Class III Bike Route along Denker Avenue between Century Boulevard and Imperial Highway, and a bicycle boulevard along 10th Street between Denker Avenue and Budlong Avenue.</p> <p>Proposes:</p> <ul style="list-style-type: none"> • Replacing an existing two-way stop at Budlong Avenue with a traffic circle • Removing and reconstructing the cross-gutter at Budlong Avenue • Constructing curb extensions and enhanced crosswalks on all approaches of the Denker Avenue intersection • Constructing bulb-outs on the west approach of the Normandie Avenue intersection • Installing bicycle detections on Denker Avenue from Century Blvd to Imperial Highway (1.0 mile) • Modifying striping to implement the Class III Bike Route and bicycle boulevard.
Los Angeles County Traffic Signal Synchronization Program (TSSP)	<p>The TSSP is intended to help improve mobility on congested local highways and streets by making low-cost operation improvements. In Westmont/West Athens, the County plans to upgrade Imperial Highway in 2017-2018 and El Segundo Blvd.</p>

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

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

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