

ch. 10

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).¹

¹ 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
Education		
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
Poverty		
Persons in Poverty	10.9	18.7
Age		
Under 18 Years	26.4	23.2
18-64 Years	62.0	64.9
65 and Older	12.1	11.9
Race/Ethnicity		
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
Immigration and Linguistic Isolation		
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

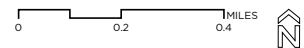
Land use and design policies impact residents' health and physical activity levels. A majority of the land use (84.5 percent) in West Whittier-Los Nietos is designated as residential, with only 10 percent designated as commercial. Figure 10-1 shows land uses in West Whittier-Los Nietos.

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.

Figure 10-1: West Whittier-Los Nietos Land Use Map



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

- | | | | |
|--------------------|--------------|-------------------|----------------------|
| RESIDENTIAL | MIXED | COMMERCIAL | |
| 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.¹

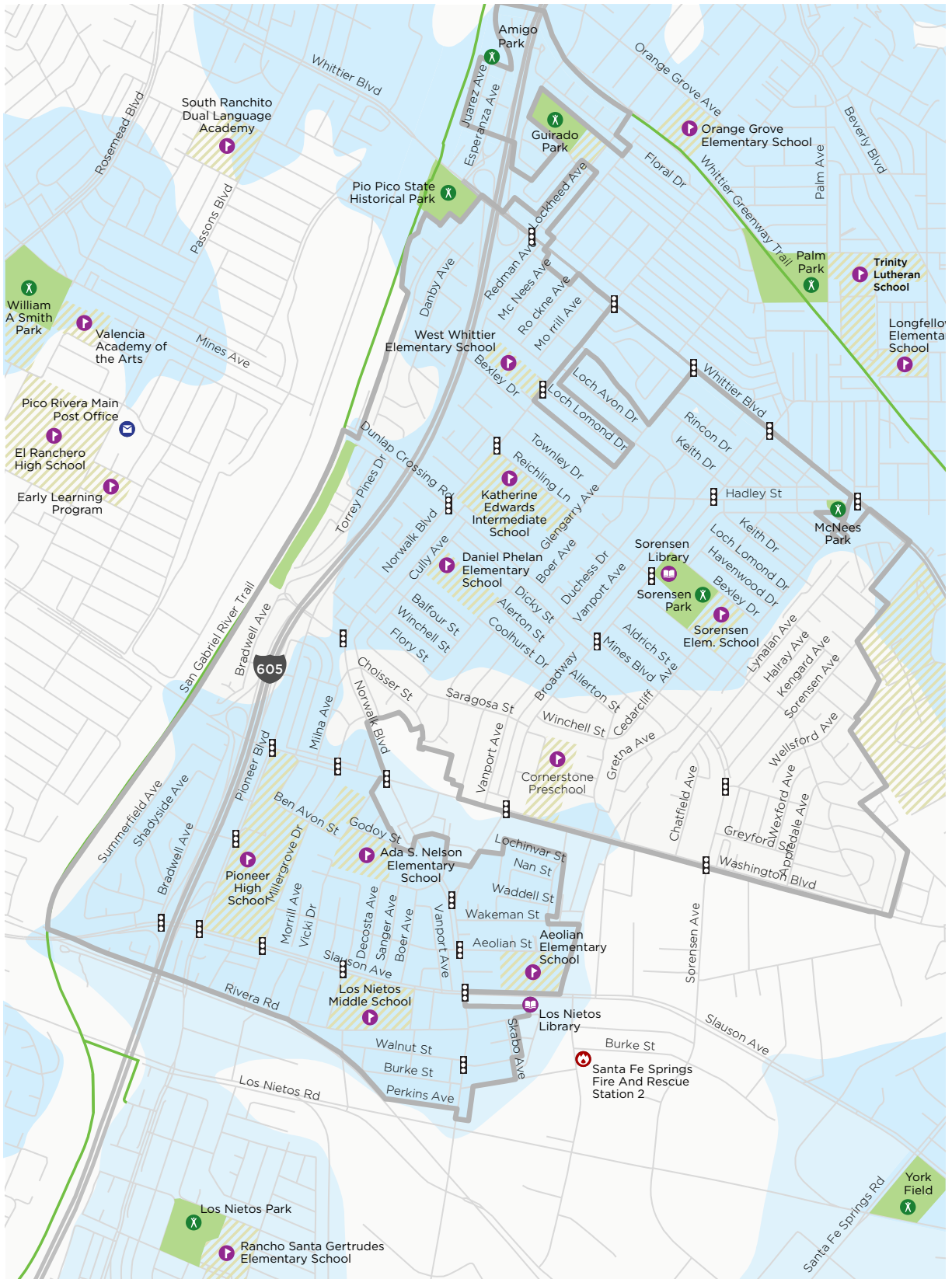
West Whittier-Los Nietos has eight parks within its boundaries, including five schools that permit public use through joint-use agreements. The public parks are Sorensen Park, McNees Park, and Amigo Park. The schools with joint-use agreements include Katherine Edwards Middle School, Los Nietos Middle 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).² 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.

¹ Department of Parks and Recreation. West Whittier-Los Nietos Park Needs Assessment. 2016.

² 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.¹ 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.² The top three leading causes of premature death for the eastern region of the county are coronary heart disease, motor vehicle crashes, and homicide.³ Life expectancy in the area is broadly consistent with county averages.⁴

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.⁵ West Whittier-Los Nietos is bisected by the I-605 Freeway, and freeway proximity has been shown to directly

cause asthma in children.⁶ 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).⁷ Over eight percent adults in West Whittier-Los Nietos have a disability, compared with the county average of six percent.⁸

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.⁹ 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
Obesity		
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
Respiratory Illness		
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
Physical Activity		
Regular physical activity (ages 5-17)	14.6	18.9
Walked at least 150 minutes per week (age 18+)	34.0	34.1
Disability		
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).¹

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.

¹ 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.¹ 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.

¹ 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.

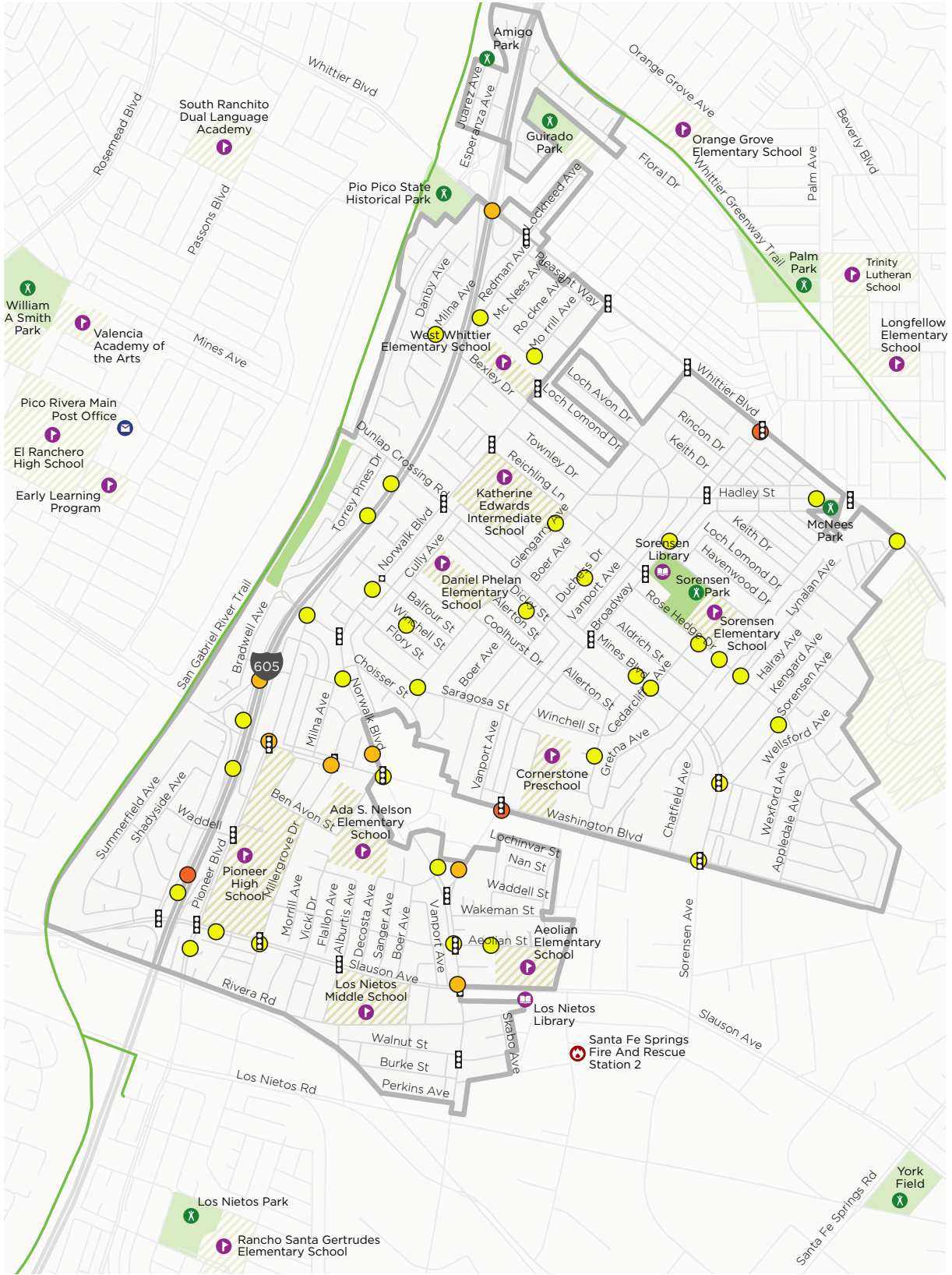
COLLISIONS

Between 2009 and 2016, there were a total of 59 pedestrian-involved collisions in West Whittier-Los Nietos.¹ 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.

¹ 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

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

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 Works¹, and community members at planning meetings, multiple nuisances were identified in West Whittier-Los Nietos (Figure 10-4), including:

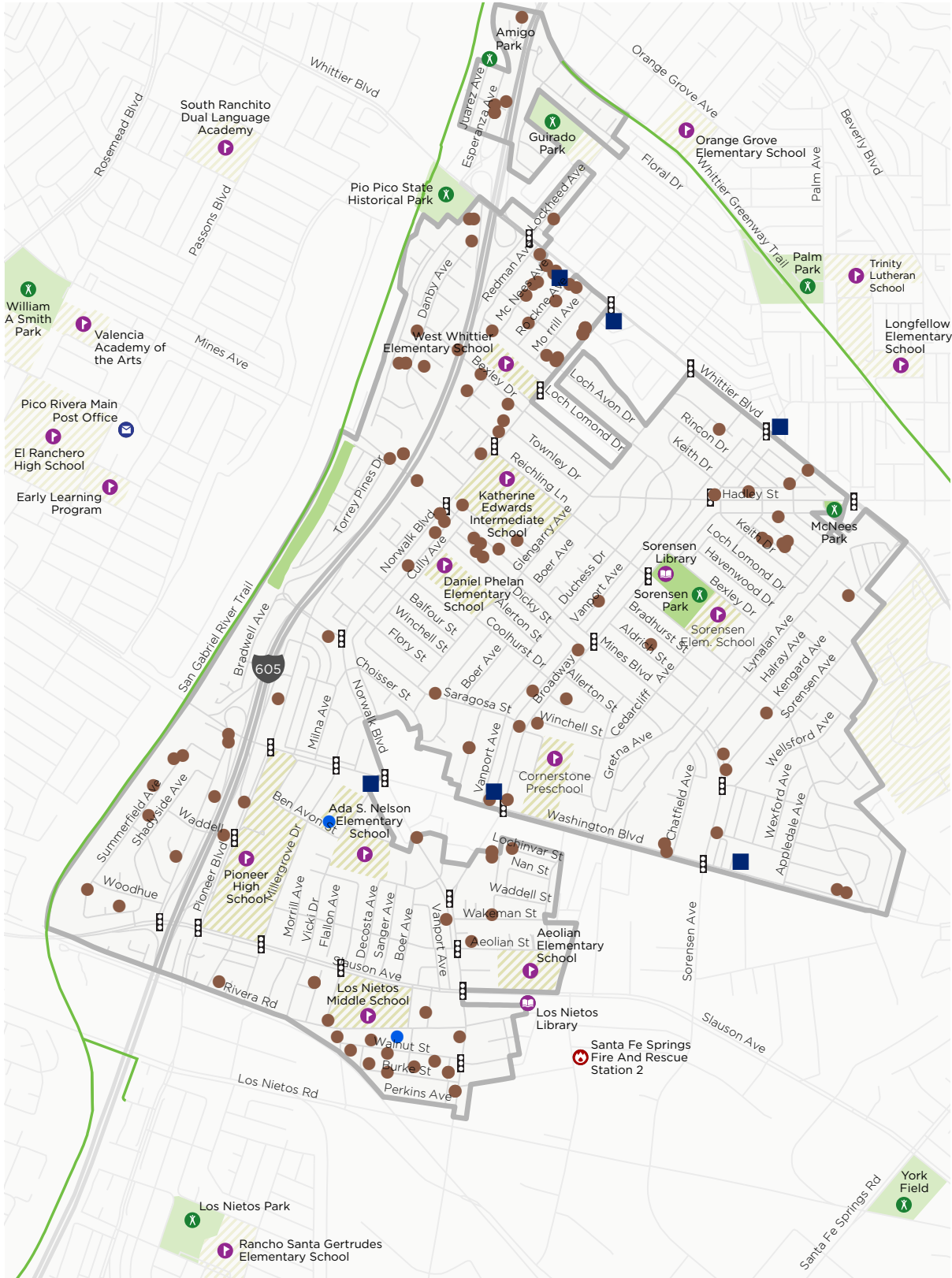
- ▶ **Alcohol retail outlets.** Six alcohol retail outlets exist in West Whittier-Los Nietos and an additional one is located just outside the community's border. A majority of community residents live within one-quarter mile of an alcohol retail outlet. Living within close proximity to a liquor store is associated with negative health outcomes, increased crime and nuisance activities.²
- ▶ **Graffiti and illegal dumping.** These nuisance crimes create a negative visual impact that affects the perception of safety and can discourage walking.³ 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,¹ grand theft auto, and theft from vehicles, accounted for nearly 60 percent of the crimes reported.

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.

Violent crimes, which include homicide, rape, aggravated assault, and robbery, accounted for over 40 percent of crimes committed in West Whittier-Los Nietos.²³ The community's violent crime rate is likely a factor in deterring people from walking in the community.⁴ 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).

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 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.

4 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

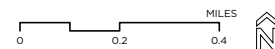
- SCHOOL
- LIBRARY
- POST OFFICE
- PARK/RECREATION
- EMERGENCY SERVICES

EXISTING INFRASTRUCTURE

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

CRIME

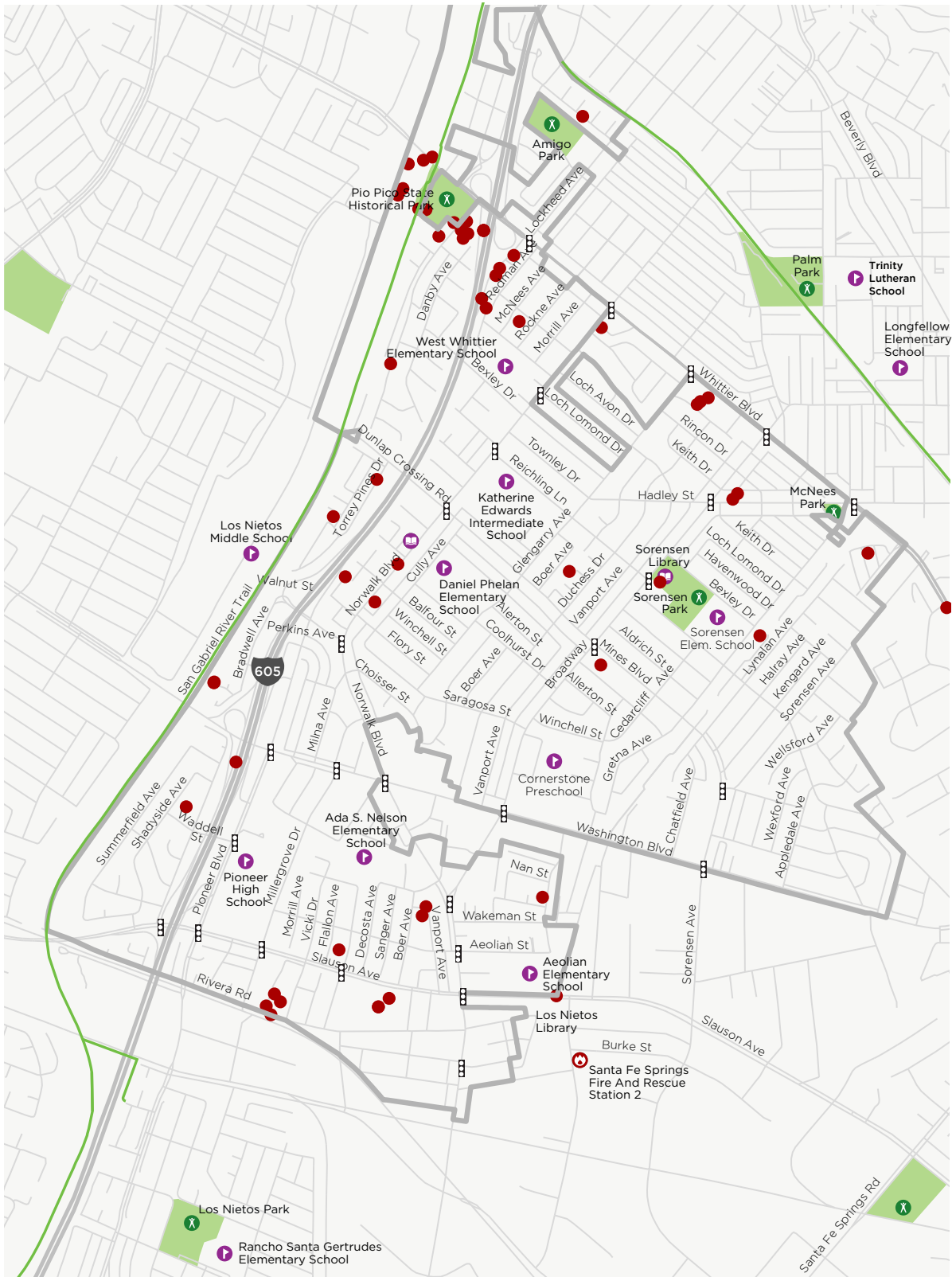
- HOMICIDE
- ALL OTHER VIOLENT CRIME



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

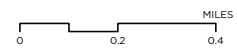
- SCHOOL
- LIBRARY
- POST OFFICE
- PARK/RECREATION
- FIRE STATION

INFRASTRUCTURE

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

GANG ACTIVITY

- GANG-RELATED CRIMES



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

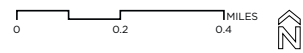
Tree canopies make walking feel safer and more pleasant, and can address heat islands, beautify the community, and increase overall quality of life. West Whittier-Los Nietos is ranked in the lowest 10th percentile (worst) for tree canopy coverage.¹ Opportunities to increase tree canopy coverage, as well 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.

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

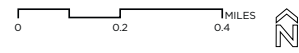
SIDEWALK OBSERVATIONS

- 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 ¹	Prioritization Score
Aeolian Street				Average Corridor Score: 63.9	
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 (Miller Grove Drive to Norwalk Boulevard)	Both sides of street	Install sidewalks	\$475,200	65.0
Bexley Drive				Average Corridor Score: 56.9	
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 ¹	Prioritization Score
Broadway				Average Corridor Score: 72.1	
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 ²	\$10,000	80.0
County	Broadway, between Washington Boulevard and Norwalk Boulevard	West side of street, mid-block	Evaluate driveway relocation or removal ²	\$10,000	90.0
		East side of street, mid-block	Evaluate driveway relocation or removal ²	\$10,000	
County	Broadway (Washington Boulevard to Norwalk Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	80.0
Cully Avenue				Average Corridor Score: 51.7	
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	
Dunlap Crossing Road				Average Corridor Score: 50.0	
County	Dunlap Crossing Road (San Gabriel River Trail to Norwalk Boulevard)	Both sides of street	Install sidewalks	\$25,000	50.0
Glengarry Avenue				Average Corridor Score: 51.3	
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 ¹	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
Gretna Avenue				Average Corridor Score: 59.5	
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
Hadley Street				Average Corridor Score: 53.3	
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 ¹	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
Loch Avon Drive				Average Corridor Score: 61.4	
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
Millergrove Drive				Average Corridor Score: 65.0	
County	Millergrove Drive / Benavon Street	All corners	Install curb extension	\$160,000	60.0
		West and south legs	Restripe as yellow continental crosswalk	\$5,000	
County	Millergrove Drive (Benavon Street to Rivera Road)	Both sides of street	Fill in gaps in sidewalk network	\$105,600	70.0
County	Millergrove Drive / Wheelock Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	65.0
Mines Boulevard				Average Corridor Score: 60.0	
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 / Gretna 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 ¹	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
Norwalk Boulevard				Average Corridor Score: 69.6	
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 ¹	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	
Pioneer Boulevard				Average Corridor Score: 69.3	
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 ¹	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	
Reichling Lane				Average Corridor Score: 60.0	
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
Rivera Road				Average Corridor Score: 50.0	
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
Saragosa Street				Average Corridor Score: 48.3	
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 ¹	Prioritization Score
Slauson Avenue				Average Corridor Score: 70.0	
Caltrans	Slauson Avenue / 605 ramp (west of Pioneer Boulevard)	North leg	Restripe as continental crosswalk Install pedestrian-activated warning system	\$2,500 \$80,000	85.0
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 / Alburdis 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
Sorensen Avenue				Average Corridor Score: 54.0	
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 ¹	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
Vicki Drive				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
Waddell Street				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
Walnut Street				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
Washington Boulevard				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 ¹	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 ²	\$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	
Westman Avenue				Average Corridor Score: 57.0	
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 ¹	Prioritization Score
Whittier Boulevard				Average Corridor Score: 69.4	
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 ³					\$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
Project Total					\$28,103,600

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

²Driveway 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.

³Cost 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
- 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.