

ch. 8

WALNUT PARK

COMMUNITY PEDESTRIAN PLAN



COMMUNITY PROFILE

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

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

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



Thank You

Pedestrian Plan Community Advisory Committee Members:

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

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

Demographics

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

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

¹ American Community Survey, 5-year 2010-2014

Table 8-1: Walnut Park Demographics

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

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

Land Use

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

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

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

¹ Shelter. Full House? How overcrowded housing affects families. 2005. http://england.shelter.org.uk/__data/assets/pdf_file/0004/39532/Full_house_overcrowding_effects.pdf

Figure 8-1: Walnut Park Land Use Map



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

LAND USE

DESTINATIONS

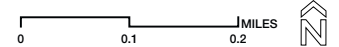
- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

LAND USES

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



Park Access

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

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

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

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

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

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

Health

Understanding health issues and behaviors in Walnut Park can help decision makers target appropriate pedestrian interventions.¹ For both Walnut Park and Los Angeles County, heart disease and cancer are the two leading causes of death. Both of these diseases are highly correlated with diet, physical activity, exposure to toxins (tobacco and pollution), and stress. Walnut Park also has a significantly higher mortality rate attributed to diabetes compared to the overall county.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

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

walk at least 150 minutes per week compared to those countywide.⁷

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

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

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

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

3 California Health Interview Survey, 2014

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

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

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

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

8 California Health Interview Survey, 2014

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

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

Table 8-2: Walnut Park Causes of Death

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

Table 8-3: Walnut Park Health Indicators

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

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

PREVIOUS PLANS AND PROJECTS

This Plan builds on numerous Walnut Park planning efforts.

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

Walnut Park Neighborhood Plan and Implementation Program (1987)

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

Walnut Park Community Standards District (2010)

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

Walnut Park Community Parks and Recreation Plan (2016)

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

COMMUNITY INVOLVEMENT

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

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

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

Community Advisory Committee

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

Community Collaboration

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

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

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

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

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

Community Events

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

Community events the project team attended included:

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

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

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

Community Data Collection

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

PEDESTRIAN COUNTS

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

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

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

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

WALK AUDITS

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

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



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

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

Community Workshop 1

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

ACTIVITY #1 GROUP DISCUSSION ON BARRIERS TO WALKING

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

Concerns and opportunities included:

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

ACTIVITY #2 FACILITY TYPES SELECTION WITH STICKER DOTS

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

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



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

ACTIVITY #3 PRIORITY LOCATIONS FOR PROJECTS

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

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

Community Workshop 2

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

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

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

- ▶ Traffic calming on major streets
- ▶ More pedestrian lighting

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

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



Demonstration Event

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

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

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

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

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

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

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

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



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

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

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

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

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

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

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

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

¹ American Community Survey (ACS), 2010-2014 Five-Year Estimates

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

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

Table 8-4: Walnut Park Pedestrian Counts Summary

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

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

MOTOR VEHICLE VOLUMES

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

MOTOR VEHICLE SPEEDS

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

¹ This information was collected via machine counts in February 2016.

Challenges to Walking

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

COLLISIONS

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

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

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

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

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



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

PEDESTRIAN-INVOLVED COLLISIONS

DESTINATIONS

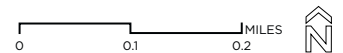
- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

COLLISIONS

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



NUISANCE ACTIVITIES

Nuisance activities are considered unwanted, undesirable, or illegal activities – these can impact the real and perceived safety, comfort, and attractiveness of the pedestrian environment. Using data provided by the County's mobile application, The Works¹, and community members at planning meetings, a number of nuisance activities were identified in Walnut Park (Figure 8-4), including:

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

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 Walnut Park community. Illegal dumping can be reported on the County's Clean LA website: <http://dpw.lacounty.gov/epd/illdump/>. Graffiti can be reported at <http://dpw.lacounty.gov/itd/dispatch/publicgraffiti/index.cfm?action=report>.

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

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

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



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

NUISANCES

DESTINATIONS

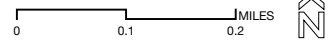
- SCHOOL
- PARK/RECREATION
- POST OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

NUISANCES

- DUMPING
- LIQUOR STORE



CRIME

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

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

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

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

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

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

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

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



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

CRIME

DESTINATIONS

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

CRIME

- HOMICIDE
- ALL OTHER VIOLENT CRIMES



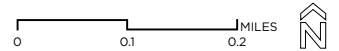
GANG ACTIVITY

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

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



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



GANG VIOLENCE

DESTINATIONS

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

GANG ACTIVITY

- GANG-RELATED CRIME

EXISTING PEDESTRIAN FACILITIES

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

Sidewalks

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



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

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

Crosswalks

Marked crosswalks exist at select locations in Walnut Park, typically at intersections along major and minor streets. Most marked crosswalks are transverse crosswalks, consisting of two parallel white lines marked on the pavement. There are also many locations in Walnut Park with crossing challenges (Figure 8-8) which means one or more of the following conditions exist: challenges with visibility of crosswalk striping, challenges with visibility of pedestrians in crosswalks, unmarked crosswalks, non-existent pedestrian-related signage, or curb ramps that are damaged or not up to current ADA standards.

A yellow ladder crosswalk near a school in Walnut Park

Opportunities for crosswalk enhancement are concentrated on major corridors such as Seville Avenue, Pacific Boulevard, and Florence Avenue. For example, along Seville Avenue there are uncontrolled crosswalks at Live Oak Street and Grand Avenue, meaning motorists do not have to stop for a stop sign or traffic signal. The striping at these two uncontrolled crosswalks is faded and motorists were frequently observed failing to yield to people walking in the crosswalk. Pedestrians were also observed crossing Seville Avenue and Florence Avenue at mid-block locations. Mid-block crosswalks are typically not implemented within residential areas since there are low motor vehicle speeds and volumes. Due to on-street parking and bus stops, people walking have visibility challenges at some crosswalks.

Motorists on some residential streets in Walnut Park were observed exceeding the posted speed limit, such as on Santa Ana Street, which has a posted speed limit of 30 mph. Speeding motorists can make walking or crossing the street uncomfortable for pedestrians.

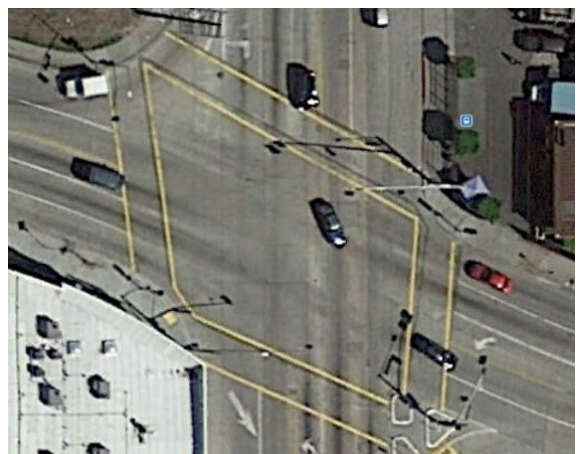
Large curb radii at Santa Fe Avenue and Broadway

Curb Ramps

Most curb ramps in Walnut Park are single shared curb ramps. Single shared curb ramps are aligned diagonally with the intersection and provide access where factors such as available right-of-way, turn radius, drainage, and sight distance preclude the use of paired curb ramps.

Curb Radii

Like most urban environments, curb radii of 15 feet are typical in Walnut Park. The picture below shows the intersection of Broadway and Santa Fe Avenue, which is the location of two schools. The curb radii for the northwest and southeast corners are much larger due to Broadway's curved road alignment. Larger curb radii assist cars making right turns by allowing cars to have faster turning speeds. These higher speeds increase the severity of impact if there were to be



a collision. Large curb radii also set back the curb ramp, thus requiring greater right-of-way and increasing a pedestrian's crossing distance.

Traffic Signals

Major intersections in Walnut Park are controlled by traffic signals at select locations. Signals that are entirely within the County's control have countdown pedestrian signals, while others are shared with neighboring cities. Providing countdown pedestrian signals at all signalized intersections that serve Walnut Park, in coordination with neighboring cities, could enhance safety for people walking throughout the community.

Lighting

Lighting at crosswalks and intersections throughout Walnut Park meets state requirements, but

Walking in Walnut Park can be uncomfortable due to a lack of trees or other shade structures



A pedestrian push button in Walnut Park



many community members have expressed dissatisfaction with the lighting along sidewalks. Much of the lighting is designed to light the street and not the sidewalk, leading to dissatisfaction with the level of personal safety and discouraging pedestrian activity.

Tree Canopy

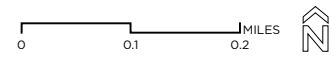
Tree canopy can make walking feel safer and more pleasant, and can address heat islands, beautify the community, and improve overall quality of life. Walnut Park is ranked in the lowest fifth percentile (worst) for tree canopy coverage.¹ The western portion of Walnut Park has the least tree canopy coverage relative to population, with 69.6 percent in the southwestern portion and 65.2 percent of the population in the northwestern and central portions lacking canopy coverage.

¹ Public Health Alliance, Healthy Places Index, 2016. More information can be found in the Walnut Park Community Parks and Recreation Plan Urban Forestry Inventory (2016).

Figure 8-7: Map of walk audit observations related to sidewalks and paths in Walnut Park



WALK AUDIT OBSERVATIONS IN WALNUT PARK SIDEWALKS AND PATHS



DESTINATIONS

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

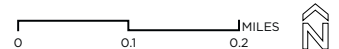
SIDEWALK OBSERVATIONS

- NARROW SIDEWALK
- LIMITED LIGHTING
- DISCONTINUOUS SIDEWALK
- SIDEWALK CLUTTER

Figure 8-8: Map of walk audit observations related to intersections in Walnut Park



WALK AUDIT OBSERVATIONS IN WALNUT PARK INTERSECTIONS



DESTINATIONS

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

INTERSECTION OBSERVATIONS

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

PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for Walnut Park's pedestrian network. In general, the proposed pedestrian facilities focus on enhancing safety, comfort, and accessibility for people walking or wheeling in Walnut Park. Proposed projects in Walnut Park (Figure 8-9) include:

- ▶ **Corridor Studies:** Potential roadway reconfigurations that would enhance walking conditions and potentially add more green space to the community, but require more extensive study to implement.
- ▶ **Crossing Projects:** Facilities that enhance crossing the street, including continental crosswalks, advance yield markings, pedestrian-activated warning systems, traffic signals with pedestrian signal heads, and ADA compliant curb ramps. Any recommendation to stripe a crosswalk (at controlled or uncontrolled locations) should be consistent with the County's Crosswalk Guidelines.
- ▶ **Sidewalk/Path Projects:** Facilities that enhance walking down the street, including adding new or widened sidewalks, and evaluating removal or relocation of driveways.

- ▶ **Pedestrian Lighting:** Human-scaled lights that provide lighting for people walking in Walnut Park, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 for more information about requesting pedestrian-scale lighting in Walnut Park.

Most proposed facilities are concentrated along Walnut Park's major north-west streets: Santa Fe Avenue, Pacific Boulevard, and Seville Avenue. These corridors have a history of pedestrian involved collisions and high motor vehicle volumes and speeds, and were identified as priorities by community members.

Pacific Boulevard, between Florence Avenue and Cudahy Street, will be evaluated for a roadway reconfiguration. A study will be conducted by Public Works when funding and resources become available to determine what is appropriate, but reconfiguring the road could make room for elements identified in Walnut Park's Community Parks and Recreation Plan (2016), including widened sidewalks, more street trees, a shared-use path/greenway, and/or bicycle lane. People walking on Pacific Boulevard would also

benefit from enhanced crossing opportunities. At California Street, for example, a continental crosswalk and advance yield markings were recently installed, but installing a pedestrian-activated warning system could further enhance the safety of this crossing. Curb extensions are proposed at multiple intersections along Pacific Boulevard to shorten crossing distances and help calm traffic. Relocating obstructions on the sidewalks, such as newspaper racks or utility poles, may help reinforce a more accessible and comfortable pedestrian environment on Pacific Boulevard. Additionally, the community has expressed desire for pedestrian-oriented lighting and shade trees to make walking on Pacific Boulevard safer and more comfortable. For projects proposed on Pacific Boulevard, the County would need to coordinate with the cities of Huntington Park and South Gate to ensure consistency in planning efforts.

Like Pacific Boulevard, Santa Fe Avenue is a potential location for roadway reconfiguration between Florence Avenue and Broadway. A study will be conducted by Public Works, but reconfiguring the road could help slow traffic, create room for widened sidewalks, and other amenities, while maintaining parking. Crossing enhancements, including continental crosswalks and advance yield markings, are identified for multiple intersections on Santa Fe Avenue where crossing may be challenging. At certain locations,

such as at Leota/Olive Street and Broadway, curb ramps are nonexistent; new curb ramps that meet current American with Disability Act standards could be installed to increase accessibility for all users.

Curb extensions and new traffic signals with pedestrian signal heads could create better visibility of people crossing the street and thus provide safer pedestrian conditions at multiple locations along Santa Fe Avenue. Additional safety and comfort could be provided by paving a new sidewalk on the west side of Santa Fe Avenue at the Southern Pacific Rail Corridor. Walnut Park residents have also indicated a need for pedestrian-scale lighting and shade trees along Santa Fe Avenue.

Continental crosswalks and advance yield markings could enhance crossing conditions along Seville Avenue. As on Santa Fe Avenue and Pacific Boulevard, curb extensions could shorten crossing distances and slow traffic on this mostly residential street. The addition of a median refuge island at Seville Avenue and Hill Street could enhance crossing conditions near Walnut Park Elementary School. Additionally, Seville Avenue could be a more comfortable place to walk if street trees are planted to provide shade and beauty.

Further, community members expressed desire for pedestrian-scale lighting along Broadway and a mid-block crossing on Broadway between Santa Fe Avenue and Pacific Boulevard. A new crosswalk and pedestrian-activated warning system could provide an additional safe crossing option for students at nearby schools.

Between Pacific Boulevard and Seville Avenue, the sidewalks along the south side of Florence Avenue could be widened and cleared of obstructions to match the sidewalks west of Pacific Boulevard. A curb extension at the existing crosswalk at Rita Avenue would shorten the crossing distance across Florence Avenue. For projects proposed on Florence Avenue, the County would need to coordinate with the City of Huntington Park to ensure consistency in planning efforts.

These proposed projects are listed in Table 8-5 and mapped in Figure 8-9. The project list includes estimated costs and prioritization scores for each project. Public Works often applies for grant funding at the corridor level, rather than individual intersections, so the average prioritization score for each corridor is included in the list as well. Chapter 6 provides an overview on how the County will implement these projects, Appendix D contains detailed information on potential funding sources and project prioritization scoring, and Appendix E provides additional information on cost estimates.

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

Table 8-5: Proposed pedestrian projects and cost estimates in Walnut Park

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
Broadway				Average Corridor Score: 75.0	
County	Broadway, between Santa Fe Avenue and Pacific Boulevard	Mid-block	Stripe yellow continental crosswalk	\$2,500	65.0
			Install pedestrian-activated warning system	\$80,000	
County	Broadway (Santa Fe Avenue to Seville Avenue)	Both sides of street	Plant street trees	\$53,000	85.0
County	Broadway (Santa Fe Avenue to Seville Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	75.0
Florence Avenue				Average Corridor Score: 71.7	
County	Florence Avenue / Pacific Boulevard	Southwest corner	Evaluate driveway relocation or removal ²	\$10,000	80.0
		All legs	Install accessible pedestrian push button	\$12,000	
County	Florence Avenue / Rita Avenue	South side of street (mid-block)	Install curb extension	\$40,000	65.0
County	Florence Avenue (Pacific Boulevard to Seville Avenue)	South side of street	Widen sidewalks and relocate obstructions	\$56,250	70.0
Flower Street				Average Corridor Score: 60.0	
County	Flower Street (Seville Avenue to Mountain View Avenue)	-	Install speed humps	\$5,000	60.0
Mountain View Avenue				Average Corridor Score: 60.8	
County	Mountain View Avenue / Florence Avenue	West, south, and east legs	Restripe as continental crosswalk	\$2,500	60.0
County	Mountain View Avenue / Walnut Street	Northwest corner	Install new ADA compliant curb ramp where nonexistent	\$8,000	60.0
County	Mountain View Avenue / California Street	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	55.0
County	Mountain View Avenue / Olive Street	All corners	Install curb extension	\$120,000	55.0
		North and west legs	Stripe yellow continental crosswalk	\$5,000	
		-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	
County	Mountain View Avenue / Hill Street	West leg	Relocate stop bar behind pedestrian path	\$500	65.0
County	Mountain View Avenue / Broadway	North and west legs	Stripe yellow continental crosswalk	\$5,000	70.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
Pacific Boulevard				Average Corridor Score: 80.6	
County	Pacific Boulevard / California Street	North-south direction	Install pedestrian-activated warning system	\$80,000	85.0
		Northwest and northeast corners	Install curb extensions at crosswalk	\$80,000	
County	Pacific Boulevard / Live Oak Street	All corners	Install curb extension	\$160,000	70.0
		Northwest corner	Evaluate driveway relocation or removal ²	\$10,000	
County	Pacific Boulevard / Grand Avenue	Southeast corner	Install bus bulb: extend entire area of bus zone as curb extension to create additional space for pedestrian travel, work with Metro to install bus shelters	\$150,000	70.0
			Make driveway ADA-compliant ²	\$10,000	
		Northwest, southwest, and northeast corners	Install curb extension	\$120,000	
County	Pacific Boulevard / Olive Street	South leg	Stripe yellow continental crosswalk	\$2,500	70.0
			Install traffic signal with pedestrian signal head	\$300,000	
		North-south direction	Install advance yield marking	\$1,000	
		All corners	Install curb extension	\$160,000	
County	Pacific Boulevard / Broadway	All legs	Restripe to yellow continental crosswalk	\$10,000	85.0
			Install accessible pedestrian push button	\$12,000	
			Modify signal timing to increase crossing interval	Varies	
		All corners	Install curb extension	\$160,000	
County	Pacific Boulevard / Cudahy Street	North leg	Stripe continental crosswalk	\$2,500	75.0
			Install pedestrian-activated warning system	\$80,000	
		All corners	Install curb extension	\$160,000	
		North-south directions	Install advance yield marking	\$1,000	
County	Pacific Boulevard (Florence Avenue to Cudahy Street)	Both sides of street	Plant street trees	\$26,500	100.0
County	Pacific Boulevard (Florence Avenue to Cudahy Street)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	90.0

Proposed pedestrian projects and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
Santa Fe Avenue					70.4
County	Santa Fe Avenue / Florence Avenue	Southwest corner	Evaluate driveway relocation or removal at gas station ²	\$10,000	75.0
		All legs	Modify signal timing to increase crossing interval	Varies	
			Install accessible pedestrian push button	\$12,000	
County	Santa Fe Avenue / California Street	South and east legs	Stripe continental crosswalk	\$5,000	70.0
		South leg	Install traffic signal with pedestrian signal head	\$300,000	
		Northeast and southeast corners	Install curb extension	\$80,000	
County	Santa Fe Avenue / Hope Street	East, west, and north legs	Restripe as yellow continental crosswalk	\$7,500	60.0
		All corners	Install curb extension	\$160,000	
		Northeast corner	Reduce driveway width at Diaz Market ²	\$10,000	
		All legs	Install accessible pedestrian push button	\$12,000	
County	Santa Fe Avenue / Leota/Olive Street	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	85.0
		South leg	Install traffic signal with pedestrian signal head	\$300,000	
		South leg	Install median refuge island in existing crosswalk	\$30,000	
		North-south direction	Install advance yield marking	\$1,000	
County	Santa Fe Avenue / Broadway	All legs	Restripe as yellow continental crosswalk	\$10,000	65.0
			Modify signal timing to increase crossing interval	Varies	
			Install accessible pedestrian push button	\$12,000	
		Southeast corner	Install ADA Detectable Warning surface at crossing island	\$500	
		Northeast and southwest corners	Install curb extension	\$80,000	
		Northwest and southeast corners	Reconfigure intersection so right turn channels are closed at northwest and southeast corners to reduce pedestrian crossing distances and reduce curb radii	\$200,000	

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
County	Santa Fe Avenue / Cudahy Street	South and east legs	Stripe yellow continental crosswalk	\$5,000	60.0
		South leg	Install traffic signal with pedestrian signal head	\$300,000	
County	Santa Fe Avenue / Palm Place	South and east legs	Stripe continental crosswalk	\$5,000	60.0
		Southeast corner and southwest leg	Install curb extension	\$80,000	
		South leg	Install traffic signal with pedestrian signal head	\$300,000	
County	Santa Fe Avenue / Sale Place	Southeast corner	Evaluate driveway relocation or removal ²	\$10,000	60.0
County	Santa Fe Avenue / Cass Place	Northwest and northeast corner	Install new ADA compliant curb ramp where nonexistent	\$16,000	65.0
		East leg	Relocate stop bar behind pedestrian path	\$500	
		North leg (both sides of street)	Install pedestrian-activated warning system at existing crosswalk	\$80,000	
		Northeast corner	Install curb extension	\$40,000	
County	Santa Fe Avenue / Poplar Place	South and east legs	Stripe continental crosswalks	\$5,000	70.0
		North-south direction	Install advance yield markings	\$1,000	
		South leg	Install traffic signal with pedestrian signal head	\$300,000	
County	Santa Fe Avenue / Independence Avenue	East leg	Stripe continental crosswalk across Independence Avenue and across Santa Fe's northbound right-turn slip lane	\$2,500	65.0
County	Santa Fe Avenue / Southern Pacific Railroad	West side of the street	Install sidewalk	\$10,000	65.0
County	Santa Fe Avenue (Florence Avenue to Southern Pacific Railroad)	Both sides of street	Plant street trees	\$53,000	100.0
County	Santa Fe Avenue (Florence Avenue to Southern Pacific Railroad)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	85.0

Proposed pedestrian projects and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
Seville Avenue				Average Corridor Score: 70.7	
County	Seville Avenue / Florence Avenue	All legs	Install accessible pedestrian push button	\$12,000	55.0
County	Seville Avenue / Live Oak Street	North-south direction	Install advance yield marking	\$1,000	60.0
		Northwest and northeast corners	Install curb extension	\$80,000	
County	Seville Avenue / Grand Avenue	North-south direction	Install advance yield marking	\$1,000	65.0
		Northwest and northeast corners	Install curb extension	\$80,000	
County	Seville Avenue / Olive Street	All legs	Restripe as yellow continental crosswalk	\$10,000	80.0
County	Seville Avenue / Hill Street	Median	Install median refuge island	\$30,000	75.0
		Southeast corner	Install curb extension	\$40,000	
		East leg	Relocate stop bar before pedestrian path	\$500	
County	Seville Avenue / Broadway	All legs	Restripe as yellow continental crosswalk	\$10,000	70.0
		Southeast corner	Install curb extension	\$40,000	
		All legs	Install accessible pedestrian push button	\$12,000	
County	Seville Avenue (Florence Avenue to Cudahy Street)	East side of street	Plant street trees	\$27,100	90.0
Total Capital Cost ³				\$5,309,850	
Contingency (20% of total capital cost)				\$1,061,970	
Total P.E. (30% of total capital cost)				\$1,592,955	
Total Construction Engineering (50% of total capital cost)				\$2,654,925	
Project Total				\$10,619,700	

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

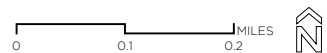
²Driveway related projects are contingent upon the County developing a process to consolidate, reduce widths of, or close excessive driveways, where feasible and appropriate, in accordance with Los Angeles County Code Title 16, and considering prior planning approval. See Chapter 4, Driveways section 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 8-9: Map of proposed pedestrian projects in Walnut Park



PROPOSED PEDESTRIAN PROJECTS



DESTINATIONS

- SCHOOL
- PARK/RECREATION
- POST OFFICE
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL
- BEACON

PROPOSED PROJECTS

- NEW OR ENHANCED CROSSING
- NEW OR ENHANCED CROSSING WITH BEACON/SIGNAL
- SIGNAL UPDATE
- NEW TRAFFIC SIGNAL
- ENHANCED TRANSIT STOP
- TRAFFIC CALMING
- NEW OR ENHANCED SIDEWALKS
- PEDESTRIAN-SCALE LIGHTING
- STREET TREES
- TRAFFIC CALMING
- STUDY FOR POTENTIAL ROAD RECONFIGURATION

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

PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2, while Table 8-6 below lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Walnut Park.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs can be found in Chapter 5, while programs that are most important for Walnut Park are listed in Table 8-7.

Table 8-6: Actions for Walnut Park

Action	Lead Departments	Timeframe
C-2.3: Work with utility companies to underground or relocate utilities as locations are identified where sidewalks do not meet or maintain ADA required widths due to the location of utility boxes or poles.	Public Works	On-going
C-2.4: Prioritize requests related to illegal dumping when a report indicates the material is impeding safe pedestrian travel.	Public Works, Sheriff, Agricultural Commissioner/Weights & Measures	On-going
SC-1.1: Continue to explore ways to purchase, operate, and maintain pedestrian-scale lighting.	Public Works	On-going
SC-1.2: Support LED light installation on new and existing streetlight poles and, to reduce sidewalk clutter, consider combined street-scale and pedestrian-scale lighting on individual light poles, where feasible and appropriate.	Public Works	On-going
SC-1.3: Work with local businesses to maintain active building frontages (including outdoor restaurant seating) to promote sidewalk vitality and “eyes on the street.” Update the related zoning code, Community Standards Districts, and/or Community Plans as necessary.	Member Departments of the Healthy Design Workgroup	On-going
SC-1.4: Identify areas where illicit activities, such as cruising and prostitution, occur and work with Public Works to strategically deploy traffic calming measures with the goal of reducing these activities, where feasible and appropriate.	Sheriff	On-going

Table 8-7: Programs for Walnut Park

Program	Description
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2) encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up. Los Angeles County’s existing SRTS program is multifaceted and involves multiple County agencies to implement infrastructure projects around schools, in conjunction with school-based education and encouragement programs.
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors. More information can be found in Chapter 5, Program 2: Safe Passages.
Open Streets and Demonstration Projects	Open streets events temporarily close streets to vehicular traffic, allowing people to use the streets for people-powered activities like walking, jogging, bicycling, skating, dancing, and other social and physical activities. These events are great for bringing the community together and promoting transportation options, placemaking/ placekeeping, and public health. Open streets events are also excellent at building community; they bring together neighborhoods, businesses, and visitors alike.