

Ch. 7

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
 Rachel Barajas
 Esther Barajas
 Guillermo Garcia
 Caro Jauregui
 Edith Marcel
 Teresa Reyna
 Andy Reyna
 Alfonso Smith
 Maritza Sosa- Nieves
 Martha Bautista
 Margarita Macedonio
 Andy Reyna
 Bobbie Dear
 Stasie Dear
 Christine Amira
 Irma Perez

Special thanks to the residents of West Whittier-Los Nietos who took time to participate in outreach events, community data collection efforts, and share ideas on how to improve 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 for West Whittier-Los Nietos is \$62,486, significantly more than the County average of \$55,870. West Whittier-Los Nietos also has a significantly 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 the 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 7-1).¹

¹ American Community Survey, 5-year estimate 2010-2014

Table 7-1: 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 as designated as commercial.

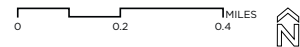
Figure 7-1 shows land uses in West Whittier-Los Nietos.

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 includes a proposal for a new commercial center at the intersection of Whittier Boulevard and Sorenson Avenue.

Figure 7-1: 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

INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET PATH (CLASS I)
- TRAFFIC SIGNAL
- WARNING BEACON

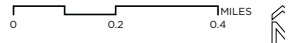
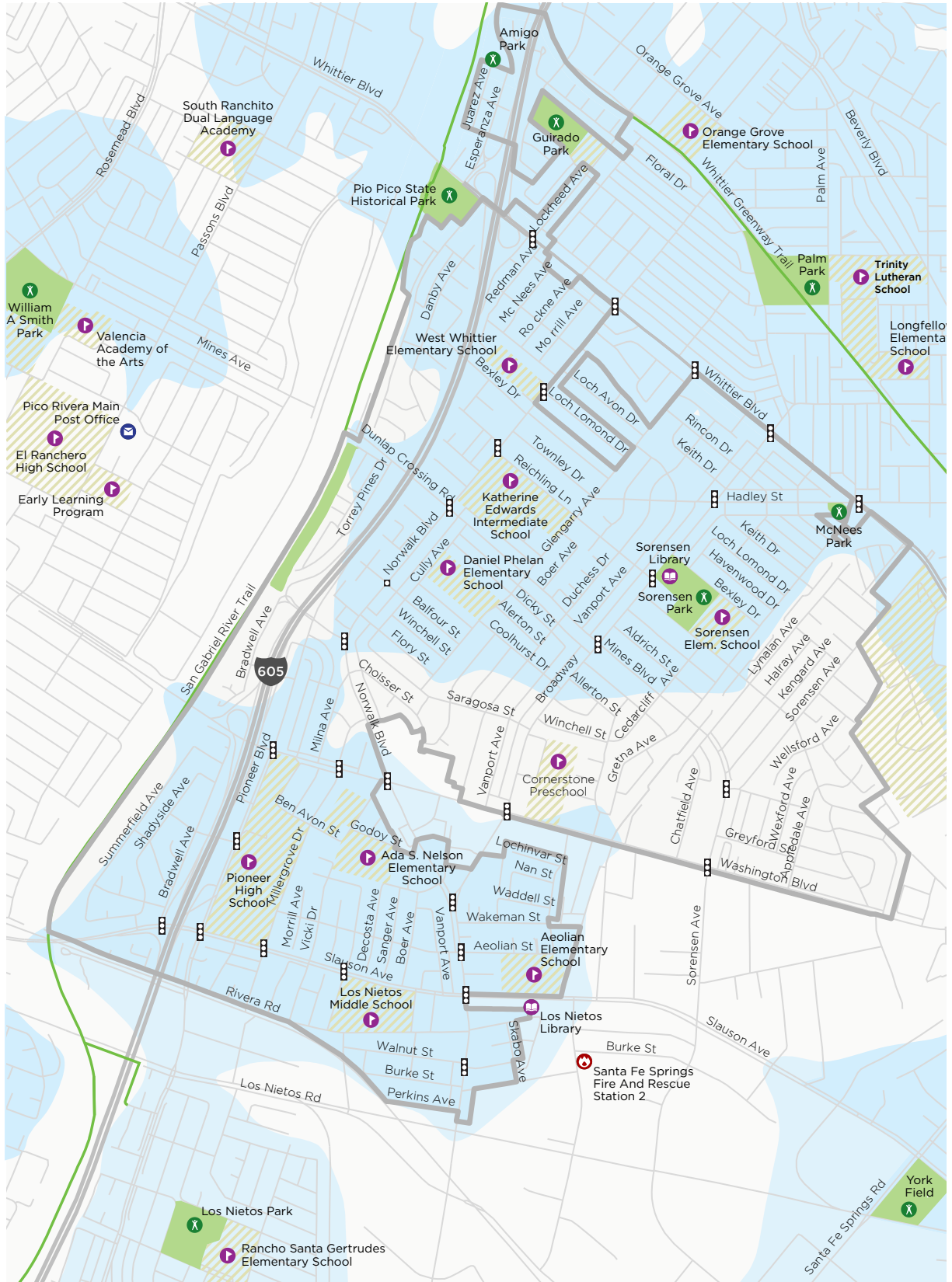
LAND USES

- | | | | |
|---------|-----------|--------|-----------|
| R-1 | R-4 | A-1-1 | C-3-BE |
| R-2 | R-A | C-1 | C-3-BE-DP |
| R-3 | M-1-BE-IP | C-2-BE | C-M |
| R-3-10U | MPD-IP | C-3 | CPD |

Park Access

West Whittier-Los Nietos has eight parks within its boundaries, including five schools that permit public use through joint-use agreements. The five schools include Amigo Park, Katherine Edwards Middle School, Los Nietos Middle School, West Whittier Elementary School, and Pioneer High School. However, only 37 percent of West Whittier-Los Nietos residents live within a half mile walk of a park and some community members 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.

Figure 7-2: West Whittier-Los Nietos Park Access



PARK ACCESS

DESTINATIONS

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

INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET PATH (CLASS I)
- TRAFFIC SIGNAL
- WARNING BEACON

PARK ACCESS

- HALFMILE BUFFER
- 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 state-wide indicators, which considers pollution burden, participation in the National School

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 Dept. 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 2010-2014

Lunch Program, and health determinants like population disabled and park access.¹ 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.

¹ These indicators include CalEnviroScreen 2.0, National School Lunch Program Free and Reduced Lunch Program participation, median household income, and the Health Disadvantage Index, produced by the Public Health Alliance of Southern California.

Table 7-2: West Whittier-Los Nietos Causes of Death

(Selected) Causes of Death Death rate (per 100,000 population)	Percent in Whittier-Los Nietos	Percent in Los Angeles County
Heart Disease	30.0	26.9
Cancer	23.8	24.2

Table 7-3: Whittier-Los Nietos Health Indicators

	Percent in Westmont/ West Athens	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 (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

PEDESTRIAN ENVIRONMENT

Levels of Walking & Driving

A major objective of any pedestrian investment is to increase the attractiveness and usefulness of walking. To understand current levels of walking in West Whittier-Los Nietos, this document looked at statistics relating to commuting, car ownership, and walk audit observations.

Approximately 1.5 percent of employed West Whittier-Los Nietos residents commute to work primarily by walking. This accounts for half the rate of those who walk to work in countywide. Currently, the number of West Whittier-Los Nietos residents who take public transit (two percent) is much lower than the County average at seven percent, although the community is served by three transit agencies (see Appendix C).

Pedestrian counts were conducted at 16 locations in West Whittier-Los Nietos for two two-week periods from September 29 to October 12, 2016 and October 15 to October 28, 2016, to help measure trends in facility use, put collision data in context, and to note pedestrian behaviors. Volumes were counted using an automatic machine. Data shows that peak pedestrian activity tends to occur in the afternoon hours

during weekdays. Locations in the northern parts of the community have greater pedestrian to vehicle ratios. The greatest 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 may be found in Table 7-4.

Household access to vehicles also influences residents' commuting reliance on transit or walking. Overall, West Whittier-Los Nietos has higher proportions of commuters who have access to a car than in the County. Almost half of households in the community have three or more vehicles, compared with the County's average of 38 percent.¹

TRAFFIC VOLUMES

Traffic volumes and speeds inform a level of comfort to residents' when deciding whether to walk, bicycle, or drive. Traffic conditions along five major streets were examined along Mines Avenue, Norwalk Boulevard, Pioneer Boulevard,

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

Table 7-4: West Whittier-Los Nietos Pedestrian Counts Summary

Location	Pedestrian Average Daily Traffic	Peak Day of Week
Pioneer Boulevard, north of Floral Drive (west)	46	Thursday
Pioneer Boulevard, north of Floral Drive (east)	133	Saturday
Whittier Boulevard, north of Norwalk Boulevard	378	Tuesday
Norwalk Boulevard, south of Bexley Drive	120	Thursday
Norwalk Boulevard, north of Bexley Drive	271	Tuesday
Broadway, north of Aldrich Street	129	Wednesday
Norwalk Boulevard, south of Rivera Road	114	Tuesday
Norwalk Boulevard, west of Walnut Street	74	Tuesday
Slauson Avenue, east of Millergrove Drive (north)	52	Friday
Slauson Avenue, east of Millergrove Drive (south)	80	Tuesday
Washington Boulevard, west of Vicki Drive	168	Saturday
Washington Boulevard, west of Sorenson Avenue	230	Thursday

Source: LA County, 10/2016 – 11/2016

Slauson Avenue and Washington Boulevard. Washington Boulevard and Slauson Avenue have the highest traffic volumes out of any roadway or street in West Whittier–Los Nietos.¹ There's heavy congestion in the community during morning and afternoon peak hours due to commute traffic traveling to and from the I-605 freeway. Heavy vehicular traffic presents a hostile environment for pedestrians in crosswalks, especially close to the freeway ramps.

Volumes of both motor vehicles and pedestrians are especially high around the nine schools in the community, which range from pre-schools to high schools. High traffic volumes, coupled with low motorist compliance at un-signalized pedestrian crossings, varying slopes and narrow sidewalks increase the risk of pedestrian related incidents. This is particularly visible during peak morning and afternoon commute hours.

TRAFFIC SPEEDS

Many of the streets observed in West Whittier-Los Nietos are more than three lanes wide, and

designed to accommodate faster moving vehicles. Combined, these conditions create hostile pedestrian environments that both increase the likelihood of collisions, as well as increase the severity of injuries in the event of a collision. Throughout West Whittier-Los Nietos, the posted vehicle speed is generally 25 to 35 mph, with speed limits increasing on major streets like Norwalk Boulevard and Slauson Avenue (45 mph), Washington Boulevard (40 mph) and Pioneer Boulevard (35 mph). Field observations 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. Curved roadways tend to reduce visibility, and can present an increased potential for pedestrian-vehicular collisions due to reduced sight distance.

Barriers to Walking

This section examines past pedestrian collisions to understand factors that lead to collisions.² These, in addition to reported nuisances and

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).

² California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2009-2013

Figure 7-3: Map of pedestrian-involved collisions in West Whittier-Los Nietos (2009-2013)



DATA SOURCE: STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (SWITRS) 2009-2013 DATA



PEDESTRIAN-INVOLVED COLLISIONS

DESTINATIONS

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

INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET PATH (CLASS I)
- TRAFFIC SIGNAL
- WARNING BEACON
- HIGH TRAVEL SPEED CORRIDOR

COLLISIONS

- LOCATION WITH FATALITY
- 1
- 2
- 3-4
- 5-7
- 8-10

crimes, can act as potential barriers to walking in West Whittier-Los Nietos.

COLLISIONS

Between 2009 and 2013, there were a total of 31 pedestrian-involved collisions in the West Whittier-Los Nietos area. This is five percent of the total traffic collisions in the community. The highest concentration of these pedestrian-involved collisions (seven total) occurred on Washington Boulevard, a major corridor (Figure 7-3). Almost half of pedestrian-involved collisions occurred during daylight (9am-5pm). Almost 30 percent of these collisions involved persons between 18 and 24 years old. A majority (61 percent) of pedestrian-involved collisions involved a severe or visible injury (though there were no fatalities). Finally, three of the 31 pedestrian-involved collisions were classified as ‘Hit and Run.’

NUISANCE ACTIVITIES

Nuisance activities can be identified as 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 Works, Department of Public Works’ service request mobile application, and members of the public at community meetings, a number of nuisances were identified in West Whittier-Los Nietos¹ (see Figure 7-4), including:

- ▶ **Alcohol retail outlets.** Five alcohol retail outlets exist in West Whittier-Los Nietos, and 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 dumping.** These nuisance crimes can create a negative visual impact that affects the perception of safety and can discourage walking.³ Graffiti has been

1 Note: Graffiti and illegal dumping are documented through community requests through the County’s online and mobile 311 service (see Figure 4). Mapping these requests provides general guidance on the location and prevalence of these issues; however, lower rates of English proficiency, and low civic participation due to distrust of government may result in lower service requests from the West Whittier-Los Nietos community.

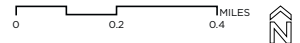
2 The risk of assaultive violence and alcohol availability in Los Angeles County. (March, 1995). American Journal of Public Health. Retrieved on August 25, 2016 from <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1614881/>

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 obesity⁶ Physical activity mediates the relationship between perceived crime safety and obesity. (2014, June). National Center for Biotechnology Information. Retrieved on August 25, 2016 from <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4134936/>

Figure 7-4: Map showing nuisance activities in West Whittier-Los Nietos



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



PUBLIC NUISANCES

DESTINATIONS

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

INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET PATH (CLASS I)
- TRAFFIC SIGNAL
- WARNING BEACON
- HIGH TRAVEL SPEED CORRIDOR

NUISANCES

- DUMPING
- LIQUOR STORE
- GRAFFITI

reported in the southern portion of West Whittier-Los Nietos, while reported illegal dumping occurs throughout the community. 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.

CRIME

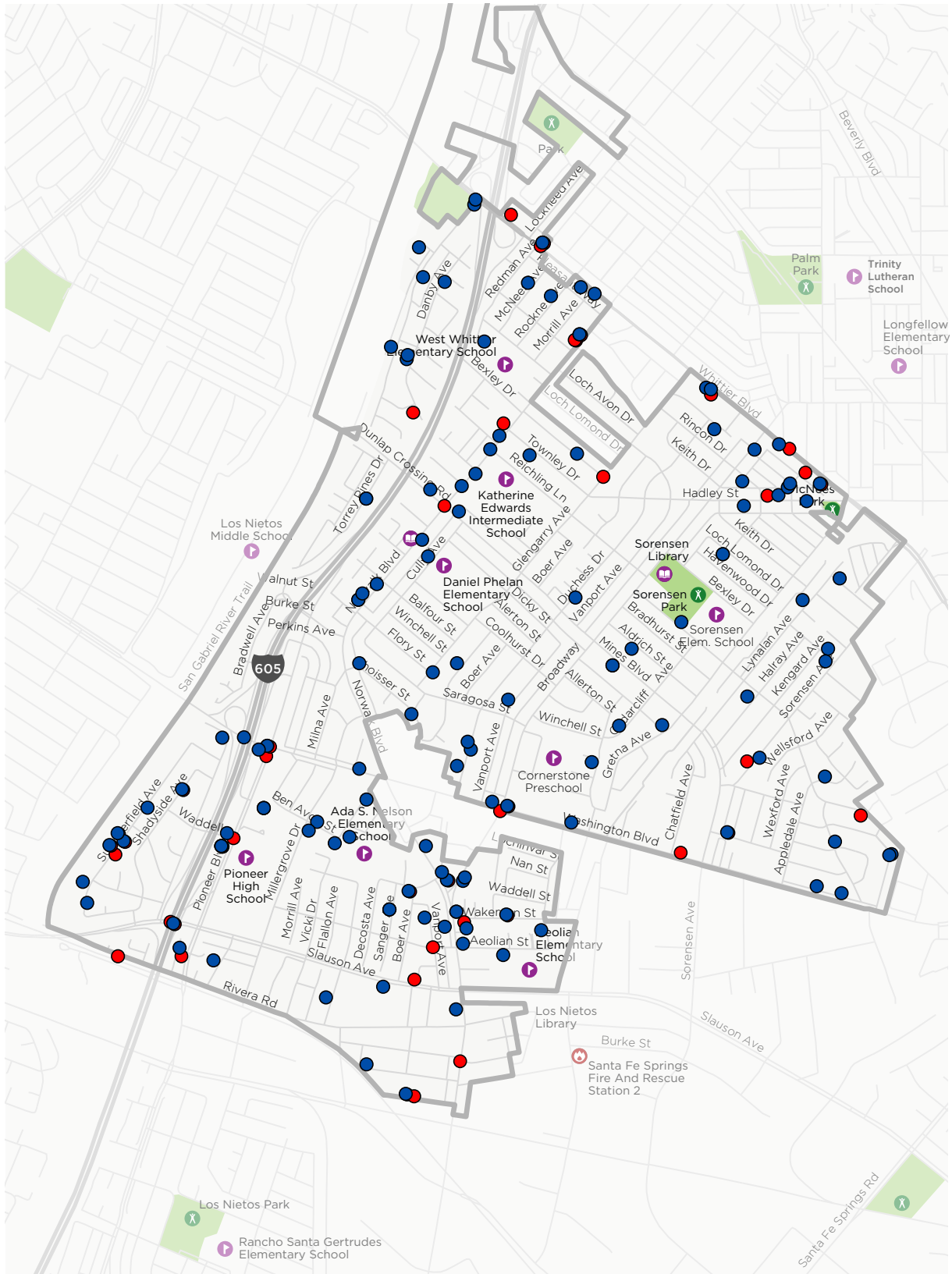
Crime and safety are connected with health in several ways. The fear of crime can limit access to public spaces, reducing participation in healthy activities, and in turn limit walking and utilization of public parks. It is imperative to address and reduce crime in order to promote greater health benefits. Crime, and violent crime in particular, is an issue throughout West Whittier-Los Nietos (Table 7-5). Both types of crimes are evenly dispersed throughout the community; although many are clustered along primary corridors, especially Norwalk Boulevard and Whittier Boulevard, as well as near many parks and schools (Figure 7-5).

Table 7-5: Crime Statistics for West Whittier-Los Nietos, CDP January 2016-July 2016

Type of Crime	Number	Percentages
Violent Crimes	109	42
Property Crimes	151	58
Crimes Per 10,000 People	94.3	

Source: LA Times Mapping LA, August 2016

Figure 7-5: Map showing violent and non-violent crime in West Whittier-Los Nietos (January - June 2016)



DATA SOURCE: LA TIMES MAPPING LA, AUGUST 2016

CRIME

DESTINATIONS

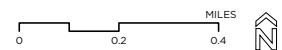
- School
- Library
- Post Office
- Park/Recreation
- Fire Station

INFRASTRUCTURE

- Road Network

CRIME

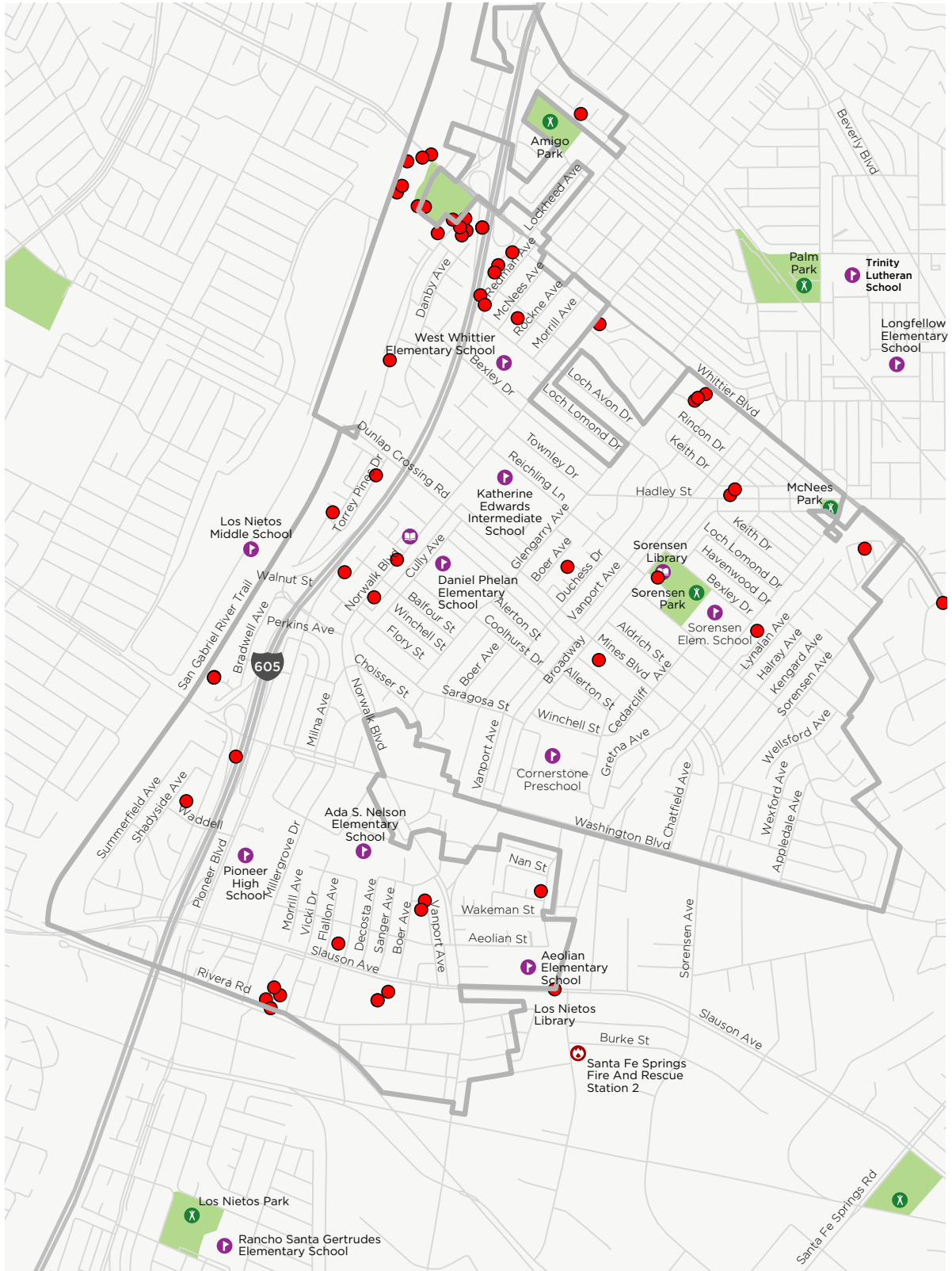
- Violent Crime
- Homicide



GANG ACTIVITY

Gangs and gang-related crimes are an issue in West Whittier-Los Nietos (Figure 7-6). Gang activity is dispersed throughout the community but it is clustered along Whittier Boulevard and Norwalk Boulevard and near McNees Park, Ada Nelson Elementary School, and Pioneer High School.

Figure 7-6: Map showing crime related to gang activity in West Whittier-Los Nietos (January – June 2016)



DATA SOURCE: LA TIMES MAPPING LA, AUGUST 2016

GANG-RELATED CRIMES

DESTINATIONS

- School
- Library
- Post Office
- Park/Recreation
- Fire Station

INFRASTRUCTURE

- Road Network

GANG ACTIVITY

- Gang-Related Crimes

EXISTING PEDESTRIAN FACILITIES

This section examines current pedestrian facilities and deficiencies in West Whittier-Los Nietos. A variety of deficiencies are recorded in Figure 7-7 and Figure 7-8, including existing areas of deficient sidewalks, crosswalks, curbs and corners, traffic signals, and lighting conditions.

Sidewalks

The residential streets within West Whittier-Los Nietos generally have four to five feet of sidewalk available for pedestrian use. The community has several areas with missing or inadequate sidewalks. There are missing sidewalks along Pioneer Boulevard, Sorensen Avenue, Mines Avenue and a small section of Whittier Boulevard. Additionally, most residential streets are missing sidewalks completely. This lack of formal pedestrian walkways creates pedestrian conflicts



Typical sidewalk in residential areas of West Whittier-Los Nietos

with motor vehicles, and is in compliance with the Americans with Disabilities Act (ADA). Additionally, it is common for drivers entering or exiting commercial driveways in this area to not yield to pedestrians walking along the sidewalks.

Sidewalk-related deficiencies are mapped in Figure 7-7 and include missing sidewalks, missing lighting, narrow sidewalks, poor pavement conditions, or roadway high travel 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

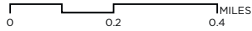


Heavy traffic, driveways and limited sidewalk width in West Whittier-Los Nietos

Figure 7-7: Map of sidewalk deficiencies in West Whittier-Los Nietos



SIDEWALK DEFICIENCIES NOTED DURING WALK AUDIT



DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION

- EMERGENCY SERVICES
- POST OFFICE

INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET PATH (CLASS I)
- TRAFFIC SIGNAL
- WARNING BEACON

SIDEWALK DEFICIENCIES

- MISSING SIDEWALK
- POOR LIGHTING

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 Dunlop Crossing Road, with nearby access points at Whittier Boulevard (within the City of Whittier) and via Pioneer Boulevard (within the City of Santa Fe Springs).

Crosswalks

Crosswalk deficiencies 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 multiple 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, where right turn lanes increase pedestrian crossing distance and time and enable relatively fast

turning speeds for motor vehicles. At intersections without traffic signals, the flow of cars fails to provide sufficient gaps in traffic for pedestrians to cross comfortably. Drivers feel pressured to maintain traffic flow, rather than yield to pedestrians at crossings.

At some locations, the presence of medians within the crosswalks presents additional challenges, particularly for disabled individuals. Raised medians reduce the amount of walkable area in a crosswalk, forcing pedestrians to walk over the raised median and creating a tripping hazard, or forces pedestrians to navigate around the median, placing them closer to moving traffic. Crosswalk deficiencies are shown in Figure 7-8 and include faded crosswalk striping, unmarked crosswalks, missing pedestrian-related signage, or non-ADA/damaged curb ramps.

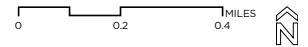
Curbs and Corners

Curb ramps at street corners in West Whittier-Los Nietos are primarily diagonal ramps. These are single curb ramps installed at the apex of a corner. This type of design forces pedestrians descending the ramp to travel into the intersection before turning to the left or right to cross the street and is unsafe.

Figure 7-8: Map of intersection deficiencies in West Whittier-Los Nietos



INTERSECTION DEFICIENCIES NOTED DURING WALK AUDIT



DESTINATIONS

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

INFRASTRUCTURE

- ROAD NETWORK
- EXISTING OFF-STREET PATH (CLASS I)
- TRAFFIC SIGNAL
- WARNING BEACON

INTERSECTION DEFICIENCIES

- FADED CROSSWALK STRIPING
- LINE-OF-SIGHT RESTRICTED
- MISSING CROSSWALK
- MISSING PED-RELATED SIGNATURE
- NON-ADA/DAMAGED CURB RAMPS

Turning Radius

Like most urban environments, a turning radius of 15 feet is typical on streets in West Whittier-Los Nietos. The large amount of skewed intersections presents additional challenges related to vehicle speeds and pedestrian safety.

Traffic Signals

Signalized intersections are the best way for pedestrians to cross major streets.¹ However, in West Whittier-Los Nietos, not all existing crossings are adequate. As shown in Figure 7-8 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 push button activation. Pedestrian signal timing on these signals varies throughout the community.

Lighting

Lighting at crosswalks and intersections is adequate throughout West Whittier-Los Nietos (as is required by State regulations), however many community members have expressed dissatisfaction with lighting along sidewalks. Poor lighting along sidewalks can increase fear about personal safety and discourages pedestrian activity.

Tree Canopy

According to the Public Health Alliance's Health Disadvantage Index, West Whittier-Los Nietos is ranked in the lowest 10th percentile (worst) for tree canopy coverage. 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 As defined by the Los Angeles County Highway Plan.

COMMUNITY INVOLVEMENT

Outreach efforts in West Whittier-Los Nietos focused on addressing community concerns and prioritizing select projects through County programs and Public Works projects. Community engagement in the community involved formation of a Community Advisory Committee, community workshop, walk audits, participation in planned community events, and a survey.

Additional details, such as summaries of outreach efforts before Step by Step, outreach materials, full survey results, and detailed walk audit summaries can be found in Appendix A.

Community Workshop and Walk Audits

A community workshop was held in West Whittier-Los Nietos on November 7, 2016 at Pioneer High School to introduce the project to community members. The workshop asked participants to identify issues impacting walkability, and provide input on appropriate pedestrian infrastructure to address these issues. The workshop included a bilingual presentation and three activities 1) facilitated group discussion, 2) prioritization voting on pedestrian facilities, and 3) prioritization voting on locations most important

to focus pedestrian improvements. Fourteen participants identified the following pedestrian issues in West Whittier-Los Nietos including: speeding, lack of pedestrian lighting, lack of sidewalks, jay-walking, truck traffic, and dangerous intersections.

Workshop participants prioritized the following pedestrian improvements:

- ▶ Sidewalks
- ▶ Pedestrian lighting

Workshop participants prioritized the following locations for pedestrian improvements in West Whittier-Los Nietos:

- ▶ Intersection of Norwalk Boulevard and Slauson Avenue
- ▶ Intersection of Norwalk Boulevard and Broadway

Additionally, two walk audits were held in West Whittier-Los Nietos in January 2017. Participants were asked to document broken or cracked sidewalks, missing curb, ramps, poles or utility

boxes blocking the sidewalk, and other issues that may discourage walking, such as graffiti or illegal dumping. Each participant completed a worksheet as they walked and were encouraged to take photos for visual reference.

For additional details regarding community involvement in West Whittier-Los Nietos, please see Appendix A.

Survey Results

A community survey was conducted in West Whittier-Los Nietos both on paper and online through SurveyMonkey. Most survey respondents were female (60 percent), and 60 percent were between the ages of 26 and 45. Forty-eight percent of respondents indicated that they usually drive alone to work/school, while 16 percent walk and 16 percent take public transportation. Respondents indicated that when they choose to walk, it is primarily for fitness and to avoid traffic, and they typically walk to a grocery/convenience store and/or the library.

The most commonly identified challenges faced while walking in West Whittier-Los Nietos were obstacles on sidewalks, lack of street lights, and a lack of marked crosswalks. Respondents indicated that they would feel safer walking with additional street lighting and slower vehicle speeds, and would walk more often with slower/safer drivers, more trees/shade along sidewalks, good lighting, intersection improvements, wider and new sidewalks, and planting areas between the sidewalk and the road.

RECOMMENDED PEDESTRIAN FACILITIES

This section discusses project recommendations for West Whittier-Los Nietos' pedestrian network. In general, the recommended pedestrian facilities focus on improving safety, comfort, and accessibility for people walking or wheeling in West Whittier-Los Nietos. Recommendations in West Whittier-Los Nietos (Figure 7-9) are categorized as follows:

- ▶ **Future Corridor Study:** Improvements that need further study and are recommended along the length of the street, which may include pedestrian-scale lighting, shade trees, roadway reconfiguration or road diet, landscaping, and other facilities
- ▶ **Crossing Improvements:** Facilities that make crossing the street at intersections and mid-block easier, including continental crosswalks, advance yield lines, Rectangular Rapid Flashing Beacons (RRFB), and pedestrian refuge islands
- ▶ **Sidewalk/Path Improvements:** Facilities that make walking down the street safer and more comfortable, including new or widened sidewalks and removing or reducing driveways

- ▶ **Increased Accessibility:** Installing ADA compliant curb ramps where currently missing to allow better access for pedestrians of all ages and abilities
- ▶ **Curb Extensions:** Facilities installed at corners of intersections at mid-block that can have multiple functions, including shortening crossing distances, creating better visibility for and of pedestrians, and calming traffic

A majority of the recommended facilities lay along Whittier Boulevard, Washington Boulevard, Norwalk Boulevard, Slauson Avenue, and Broadway. Each of these corridors have a history of pedestrian-involved collisions and high traffic volumes and speeds, and were identified by community members as high priority.

On Whittier Boulevard, it is recommended that all crosswalks be restriped as continental crosswalks. Crosswalks at the intersections of Whittier Boulevard with Lockheed and Norwalk should be restriped to align with curb ramps to improve pedestrian access and safety. Other crossing

improvements along the corridor, such as installing advanced yield lines, will improve vehicle awareness of pedestrians and make it easier for those walking to cross.

Crosswalks along Washington Boulevard should also be striped or restriped as continental crosswalks, and at Norwalk Boulevard and Millergrove Drive, as continental school crosswalks. Crosswalks at Appledale Avenue, Crowndale, and Millergrove should be striped across the frontage road as well. Median ramps at Washington Boulevard and Norwalk Boulevard and Crowndale Avenue should be modified to make pedestrian crossings safer. Sidewalk improvements along Washington Boulevard include removing driveways at the northwest and southwest corners of Washington Boulevard and Broadway, and installing a sidewalk on the southeast corner of Washington Boulevard and Allport Avenue. Lastly, Washington Boulevard will be a safer, more comfortable place to walk if pedestrian-oriented lighting, street trees, and other streetscape elements are installed after further study.

To increase pedestrian safety on Norwalk Boulevard, continental or school continental crosswalks should be striped or restriped at intersections. Curb extensions where Norwalk Boulevard crosses Holbrook Street, Loch Lomond, and Balfour Avenue will shorten distances those walking must travel to cross, and advanced yield lines at the intersections of Norwalk Boulevard and Holbrook Street and Balfour Avenue will ensure vehicles are more aware that pedestrians might be crossing. Further street improvements, such as pedestrian-scale lighting, shade trees, and other streetscape elements should be added to improve pedestrian safety and comfort after further study.

Multiple pedestrian paths connecting Slauson to adjacent residential streets (Sanger Avenue, Decosta Avenue, Alburdis Avenue, and Morrill Avenue) have been fenced off. It is recommended that the fencing be removed to provide better access to nearby schools. The crosswalks at the intersection of Slauson Avenue and Alburdis Avenue should be restriped as continental school crosswalks so children can cross more safely, and ADA compliant curb ramps should be installed at Slauson Avenue and Millergrove

Drive. Pedestrian-scale lighting, shade trees, and other streetscape elements should be studied and added to Slauson Avenue. further study.

Continental crosswalks should be installed at Pioneer Boulevard and Waddell Street, Saragosa Street, and Slauson Avenue, to improve walking conditions for school children. Curb extensions should be installed at multiple intersections of Mines Boulevard, as should advance yield signs and curb extensions. Corridor-wide streetscape enhancements should be explored further along Mines Boulevard. Overall, as future roadway projects are completed throughout West Whittier-Los Nietos, the Department of Public Works should update existing curb ramps to meet ADA accessibility standards.

Additionally, installing sidewalks on residential streets in West Whittier-Los Nietos (with further study) would provide safer pedestrian networks off of major corridors. These sidewalks should be prioritized on streets near schools and other destinations, but the community has expressed a desire for more sidewalks on side streets through West Whittier-Los Nietos.

These recommendations, as well as estimated project costs, are detailed in Table 7-6, and are mapped in Figure 7-9. For an overview on pedestrian facility types, see Chapter 3 and for recommended updates to pedestrian facility maintenance procedures, see Chapter 8.

Table 7-6: Recommended spot improvements and cost estimates in West Whittier-Los Nietos

Location	Corner/Leg	Project Description	Estimated Cost
Whittier Boulevard			
Whittier Boulevard/ I-605 Northbound Ramp	East/West Direction	Install advance yield lines	\$1,000
	North leg	Restripe as continental crosswalk	\$2,500
Whittier Boulevard / Glengarry Avenue	South leg	Restripe as continental crosswalk	\$2,500
Whittier Boulevard / Broadway	East leg	Restripe crosswalk to align with curb ramp on southeast corner	\$2,500
Whittier Boulevard / Hadley Street	All legs	Restripe as continental crosswalk	\$12,500
	South leg	Shorten median curb to end behind crosswalk	\$10,000
Whittier Boulevard / Lockhead Avenue	East leg	Restripe crosswalk to align with curb ramp on southeast corner	\$2,500
Whittier Boulevard / Norwalk Boulevard	East leg	Restripe as continental crosswalk to align with curb ramps	\$2,500
Whittier Boulevard / Western Avenue	South leg	Relocate stop bar before beginning curb return	\$500
Washington Boulevard			
Washington Boulevard / Pioneer Boulevard	All Legs	Restripe as continental school crosswalk	\$10,000
Washington Boulevard / Norwalk Boulevard	All legs	Restripe to continental crosswalk	\$10,000
Washington Boulevard / Broadway	West leg	Modify median curb to end behind crosswalk	\$10,000
	All Legs	Restripe to continental crosswalk	\$10,000
	Northwest and southwest corners	Remove one driveway	\$20,000

Location	Corner/Leg	Project Description	Estimated Cost
Washington Boulevard / Millergrove Drive	West leg	Restripe as continental school crosswalk	\$2,500
	West Leg (across frontage road)	Stripe continental school crosswalk path from frontage road sidewalk	\$2,500
Washington Boulevard / Allport Avenue	Southeast Corner	Install Sidewalk	\$5,000
Washington Boulevard / Sorensen Avenue	All Corners	Install curb extensions	\$120,000
	All legs	Restripe to continental crosswalk	\$10,000
Washington Boulevard / Appledale Avenue	Northeast Corner	Stripe continental crosswalk to mark path from frontage road sidewalk	\$2,500
Washington Boulevard / Crowndale Avenue	Northeast Corner	Stripe continental crosswalk to mark path from frontage road sidewalk	\$2,500
Washington Boulevard (Norwalk Boulevard to Pioneer Boulevard)	-	Corridor-wide streetscape enhancements that may include pedestrian-scale lighting, shade trees, roadway reconfiguration or road diet, landscaping, and other facilities	Ranges
Norwalk Boulevard			
Norwalk Boulevard / Holbrook Street	North-south Direction	Install advance yield lines	\$1,000
	North leg	Stripe continental crosswalk	\$2,500
	North leg	Install new ADA compliant curb ramp at new crosswalk	\$8,000
Norwalk Boulevard / Loch Lomond	North and east legs	Restripe as continental school crosswalk	\$5,000
	Northwest midblock, northeast and southeast corners	Install curb extensions at crosswalk	\$90,000

Table 7-6: Recommended spot improvements and cost estimates in West Whittier-Los Nietos, continued

Location	Corner/Leg	Project Description	Estimated Cost
Norwalk Boulevard / Reichling Lane	West, south, and east legs	Restripe as continental school crosswalk	\$7,500
	West midblock of south jog, southeast corner	Install curb extensions at crosswalk	\$60,000
Norwalk Boulevard / Mines Boulevard	All legs	Restripe to continental crosswalk	\$10,000
Norwalk Boulevard / Balfour Avenue	North-south Direction	Install advance yield lines	\$1,000
	Northeast and southeast corners	Install curb extensions at crosswalk	\$60,000
Norwalk Boulevard / Saragosa Street	West and south legs	Restripe to continental crosswalks	\$5,000
Norwalk Boulevard / Broadway	All Legs	Restripe as continental crosswalk	\$12,500
	East leg	Stripe continental crosswalk to cross frontage road	\$2,500
Norwalk Boulevard / Aeolian Street	Median	Install new ADA compliant curb ramp where nonexistent	\$8,000
	South and east legs	Restripe as continental school crosswalk	\$5,000
	North and west legs	Stripe continental school crosswalks	\$5,000
Norwalk Boulevard / Slauson Avenue	All legs	Restripe to continental crosswalk	
Norwalk Boulevard (Whittier Boulevard to Perkins Avenue)	-	Corridor-wide streetscape enhancements that may include pedestrian-scale lighting, shade trees, roadway reconfiguration or road diet, landscaping, and other facilities	Ranges
Broadway			

Location	Corner/Leg	Project Description	Estimated Cost
Broadway / Reichling Lane	West, south, and east legs	Restripe as continental school crosswalk	\$7,500
Broadway / Mines Boulevard	All Legs	Restripe as continental crosswalks	\$10,000
Broadway / Saragosa Street	North-south Direction	Install advance yield lines	\$1,000
	South Leg	Install curb extensions at crosswalk	\$60,000
Broadway / Keith Drive	West leg	Relocate stop bar before beginning curb return	\$500
Broadway / Washington Boulevard	Northwest corner	Remove one driveway	\$20,000
Broadway / Norwalk Boulevard	Northwest corner	Reduce driveway width	\$10,000
Broadway, between Washington Boulevard and Norwalk Boulevard	West side of street, mid-block	Remove driveway with bollards	\$20,000
Broadway, between Washington Boulevard and Norwalk Boulevard	East side of street, mid-block	Remove one driveway (at apartments south of Universal Ortho Lab)	\$20,000
Broadway, between Washington Boulevard and Norwalk Boulevard	East side of street, mid-block	Reduce driveway width (behind Yoshinoya)	\$10,000
Broadway (Whittier Boulevard to Norwalk Boulevard)	-	Corridor-wide streetscape enhancements that may include pedestrian-scale lighting, shade trees, roadway reconfiguration or road diet, landscaping, and other facilities	Ranges
Mines Boulevard			
Mines Boulevard / Glengarry Avenue	East/West Direction	Install advance yield lines	\$1,000
	Northwest and southwest corners	Install curb extensions at crosswalk	\$60,000

Table 7-6: Recommended spot improvements and cost estimates in West Whittier-Los Nietos, continued

Location	Corner/Leg	Project Description	Estimated Cost
Mines Boulevard / Cedarcliff Avenue	All Corners	Install curb extensions	\$120,000
Mines Boulevard / Lambert Road / Sorensen Avenue	North and west legs	Restripe to continental crosswalks	\$5,000
Mines Boulevard (Norwalk Boulevard to Washington Boulevard)	-	Corridor-wide streetscape enhancements that may include pedestrian-scale lighting, shade trees, roadway reconfiguration or road diet, landscaping, and other facilities	Ranges
Pioneer Boulevard			
Pioneer Boulevard / Waddell Street	All Legs	Restripe as continental school crosswalk	\$5,000
Pioneer Boulevard / Saragosa Street	East and north legs	Restripe as continental crosswalk	\$5,000
Pioneer Boulevard / Slauson Avenue	All Legs	Restripe as continental school crosswalk	\$10,000
Slauson Avenue			
Slauson Avenue / Sanger Avenue	North side of street	Remove fencing blocking pedestrian path	\$500
Slauson Avenue / Decosta Avenue	North side of street	Remove fencing blocking pedestrian path	\$500
Slauson Avenue / Alburdis Avenue	North side of street	Remove fencing blocking pedestrian path	\$500
	West, south, and east legs	Restripe as continental school crosswalk	\$7,500
Slauson Avenue / Morrill Avenue	North side of street	Remove fencing blocking pedestrian path	\$500
Slauson Avenue / Miller Grove Drive	All Corners	Install ADA compliant curb ramps	\$120,000
Slauson Avenue (Pioneer Boulevard to Dice Road)	-	Corridor-wide streetscape enhancements that may include pedestrian-scale lighting, shade trees, roadway reconfiguration or road diet, landscaping, and other facilities	Ranges

Figure 7-9: Recommended Pedestrian Facilities in West Whittier-Los Nieto



RECOMMENDED PEDESTRIAN FACILITIES

DESTINATIONS

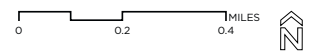
- SCHOOL
- LIBRARY
- PARK/RECREATION
- PARK
- EMERGENCY SERVICES
- POST OFFICE

INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

RECOMMENDATIONS

- CROSSING IMPROVEMENTS
- INCREASED ACCESSIBILITY
- SIDEWALK/PATH IMPROVEMENTS
- CURB EXTENSIONS
- FUTURE CORRIDOR STUDY



RECOMMENDED ACTIONS AND PROGRAMS

While location-specific facility recommendations help to improve the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the recommended infrastructure projects and help standardize procedures across all agencies. Recommended countywide actions are listed in Chapter 2, while Table 7-7 below lists actions that will be particularly important for long-term improvements in the pedestrian environment in West Whitter-Los Nietos.

Additionally, programs help support pedestrian infrastructure improvements through education, encouragement, enforcement, and evaluation. All recommended countywide programs can be found in Chapter 9, while programs that are most important for Westmont/West Athens are listed in Table 7-8.

Table 7-7: Actions for West Whitter-Los Nietos

Action	Lead Departments	Timeframe
C-1.1: Protect, maintain, and expand residential connections including easements and historically used pedestrian short cuts that reduce walking distances and encourage walking where feasible	Department of Regional Planning Code Enforcement and Department of Public Works Road Maintenance Division	Ongoing starting in 2018
C-1.2: Require the installation of sidewalks on both sides of each street during new construction and when doing roadway reconstruction or other projects that may retrofit an existing roadway that lacks sidewalks, unless physical constraints prohibit such installation.	Department of Regional Planning and Department of Public Works Land Development Division	Ongoing starting in 2018
C-1.4: Prioritize sidewalk construction and maintenance in residential and commercial areas to ensure access to public transportation facilities, schools and parks.	Department of Public Works Program Development and Road Maintenance Divisions	Ongoing starting in 2018
C-2.4: Prioritize requests related to illegal dumping when report indicates the material is impeding safe pedestrian travel.	Department of Public Works Waste Management Division	Ongoing starting in 2018
SC-1.1: Install pedestrian-scale lighting in prioritized areas such as commercial areas, parks and near public buildings, schools and hospitals; providing people walking with a sense of place and sense of safety related to both crime and traffic.	Department of Public Works Traffic & Lighting Division	Ongoing starting in 2018
SC-1.2: Work with local businesses to maintain active building frontages (include outdoor restaurant seating) to promote sidewalk vitality and “eyes on the street.”	Department of Public Works Program Development Division, Department of Regional Planning Code Enforcement, Community Development Commission and Department of Business and Consumer Affairs	Ongoing starting in 2018
SC-1.3: Strategically utilize traffic calming mechanisms like diverters to reduce cruising and prostitution activities.	Department of Public Works Road Design Division	Ongoing starting in 2018

Table 7-8: Programs for West Whitter-Los Nietos

Program	Description	Benefits
Provide Safe Community Spaces	Create safe passages and gathering areas to encourage more pedestrian activity. This is particularly useful in areas with high rates of crime, violence, and nuisance activities.	Reduced conflict, increased safety, encouragement
Include Pedestrian Curriculum at Schools	Encourage children to walk to school safely, and more often. Promote road user safety, enhance children’s health, improve quality of life, and creates a new transportation option for families. Three schools in Walnut Park have implemented Safe Routes to School programs in the past, which the County should continue to promote and support.	Shared information, increased awareness and visibility, increased participation, reduced conflicts