

Appendix D

IMPLEMENTATION



This appendix provides an overview of potential funding sources to the County for implementing pedestrian infrastructure improvements and programs. It also provides detailed prioritization scores for each project proposed in the Community Pedestrian Plan chapters.

FUNDING SOURCES

At the time this Plan was developed, there were numerous potential local, regional, and state funding sources available to the County to help implement the recommended projects and programs. Many of these sources may not continue to be available and new funding opportunities may arise. The County will update this appendix periodically when adding new Community Pedestrian Plans to this Plan.

Local and Regional Sources

PROPOSITION A

The Proposition A sales tax, approved by voters in 1980, is a one-half of 1% tax on most retail sales in the County. As a condition of voter approval, twenty-five percent (25%) of the Proposition A tax revenues are earmarked to be used by the County and cities in developing and/or improving local public transit, paratransit and related transportation infrastructure. Los Angeles County receives almost \$19 million in local returns from Proposition A each year. Local return funds are administered by the County with Metro oversight.

Eligible Projects/Programs: Streets / roads, operations and maintenance, construction, transit-related pedestrian improvements, Transportation Demand Management (TDM), ADA-compliant street improvements in relation to public transit facilities (i.e., curb cuts, boarding/alighting concrete pads)

PROPOSITION C

Proposition C is a voter enacted (1990) one-half cent sales tax for public transit purposes and is administered by Metro. These funds can be leveraged by bonding for capital projects. Twenty percent of the revenue generated is allocated for the Local Return Fund, which is distributed to cities and the County on a per capita basis exclusively for public transit purposes. These funds are intended to exclusively benefit public transit. Los Angeles County receives almost \$16 million in local returns each year. Local return funds are administered by the County with Metro oversight.

Eligible Projects/Programs: Congestion management programs, Transportation Demand Management (TDM), ADA-compliant street improvements in relation to public transit facilities (i.e., curb cuts, boarding/alighting concrete pads), Pavement Management System Projects.

MEASURE M

Measure M sets aside 16 percent of Los Angeles County's sales tax local return to pay for major public transit projects, such as extending light rail to LAX. Additionally, revenue funds street and sidewalk repairs throughout the county, new bike paths, and earthquake retrofits for bridges. Los Angeles County is estimated to receive an average of \$14 million in Measure M local returns each year. Local return funds are administered by the County with Metro oversight.

Eligible Projects/Programs: Streets / roads, operations and maintenance, construction, transit-related pedestrian improvements

MEASURE R

Approved by voters in 2008, Measure R is a 30-year countywide one-half cent sales tax that generates annual revenue for a variety of transportation purposes. Local Returns can be used by the County to fund projects at the County's discretion. The remainder of Measure R funding is allocated to regional transit and highway infrastructure construction projects overseen by Metro. Los Angeles County receives almost \$13 million in local returns each year. Local return funds are administered by the County with Metro oversight.

Eligible Projects/Programs: Pedestrian infrastructure, streetscape enhancements, signal upgrades

MEASURE A

Approved by voters in November 2016, Los Angeles County's Measure A, the Safe, Clean Neighborhood Parks and Beaches Measure, is an annual parcel tax of 1.5 cents per square foot of development that is included on the annual property tax bill of a property. Measure A was developed to meet the needs identified in the Countywide Comprehensive Parks and Recreation Needs Assessment completed in May 2016 and is expected to generate \$94 million annually. The Needs Assessment provides detailed information from all 88 cities and unincorporated areas within Los Angeles County about the quality of local parks, access to parks and recreation facilities and overall park needs. It includes project lists developed and prioritized by members of each community.

The County is estimated to receive about \$4 million each year in local return funding for park related projects for the unincorporated areas. This funding is allocated by Study Areas, of which 47 are unincorporated areas. The funding generated in a Study Area is intended to be spent in that area. However, exceptions are possible if it can be demonstrated that the funding of a park project in an adjacent or nearby Study Area will benefit the Study Area where the funds are originally generated. Measure A local return funds for the unincorporated Study Areas are administered by the Department of Parks and Recreation with oversight from the Regional Park and Open

Space District (RPOSD). The balance of Measure A dollars will be available to the County through competitive grant programs run by the RPOSD.

Eligible Projects/Programs: Trails, pedestrian improvements (i.e. – new or repaired sidewalks, new roadway crossings, pedestrian scale lighting) along roadways that connect to parks, the planting and maintenance of street trees, as well as programs that promote health such as walking clubs or programs that facilitate safe places to play such as Safe Passages to Parks programs.

QUIMBY IN-LIEU FEES

The purpose of the 1975 Quimby Act is to ensure that communities have adequate parks and recreational amenities, including trails and walking paths, and require developers to help mitigate the impacts of property improvements within jurisdictions adopting the Quimby Act. It allows the County to acquire and/or develop adequate public park space to meet the additional demand generated by the new subdivision. The number of acres of park space obligation is based upon the residential density as measured by the average household size. The base fee is calculated using the acres of park space obligation, minus the amount of park space, if any, provided by the subdivider, multiplied by the representative land value for the appropriate

PPA. The representative land values are adjusted annually by the Los Angeles County Department of Parks and Recreation, in consultation with the Auditor-Controller, based on the percentage movement in the Consumer Price Index (CPI) as published by the U.S. Bureau of Labor Statistics. The County only allows in-lieu fees to be used in the Park Planning Area (PPA) where the fees are collected.

Eligible Projects/Programs: To develop new or rehabilitate existing neighborhood or community park or recreational facilities, including trails and walking paths, in the PPA where the in-lieu fees are collected.

DEVELOPMENT AGREEMENT FEES

Development Agreements are negotiated agreements between a jurisdiction and a private entity seeking vested development approvals. Payments or the construction of facilities are often negotiated and may include pedestrian improvements. In the past, sidewalk widening, transit station upgrades, wayfinding, lighting and crossing enhancements have been negotiated.

Eligible Projects/Programs: Los Angeles County has flexibility regarding pedestrian improvements in the project area often informed by adopted plans and policies.

SPECIAL TAXING AUTHORITIES

Seventeen counties have approved local ballot measures that permit the collecting of additional local sales taxes for transportation purposes. Los Angeles County could develop a Transportation Demand Management (TDM) tax or special assessment to fund improvements and programs for non-motorized transportation, through a citizen vote

Eligible Projects/Programs: If new ballot measures are approved, the County would have flexibility in choosing which projects and/or programs to fund.

MELLO-ROOS COMMUNITY FACILITIES ACT

The Mello-Roos Community Facilities Act allows for special assessment or benefit districts to be created and special taxes assigned to fund infrastructure and other improvements in an area. These improvements can include pedestrian facilities, and other infrastructure such as that required for utilities. These special taxes must be approved by two-thirds of the voters in a proposed district, unless the local agency is a school or community college district. The City of Davis, California has used the funds to create a pedestrian and bicycle overpass.

Eligible Projects/Programs: Intersection spot improvements, sidewalk projects.

AB2766 AIR QUALITY MANAGEMENT DISTRICT (AQMD)

Since 1991, the AB2766 Subvention Program has provided a funding source for cities and counties to meet requirements of Federal and State Clean Air Acts and for implementation of motor vehicle measures in the AQMD Air Quality Management Plan (AQMP). AQMD administers funds which may be used for pedestrian projects, such as bus shelters, information access equipment, traffic calming, commute trip reduction and incentive programs, multi-use paths, and education programs. Only the unincorporated communities located within the Los Angeles basin are part of the South Coast Air Quality Management District (unincorporated communities in Antelope Valley are not).

Eligible Projects/Programs: The program has funded a number of employer-based trip reduction programs (TDM programs) in the past. While there is no pedestrian specific project category, these projects may fall under TDM or Miscellaneous Projects.

METRO EXPRESSLANES NET TOLL REVENUE RE-INVESTMENT GRANT PROGRAM

State law requires the net toll revenues generated from the Metro ExpressLanes be reinvested in the corridor from which they were derived, pursuant to an approved expenditure plan. Gross toll revenues from the ExpressLanes program are first used to cover the direct expenses related to the maintenance, administration and operation, including marketing, toll collection, and enforcement activities related to the ExpressLanes. Any remaining revenue produced is used in the corridor for which it was generated through the Net Toll Revenue Reinvestment Grant Program. A portion of the grants allocated through this program can be used for active transportation projects like pedestrian paths, Metro line connection improvements, and corridor revitalizations. Recent rounds of the grant program allocated over \$10 million to active transportation.

Eligible Projects/Programs: Transit, system connectivity/active transportation, roadway improvements

METRO CALL-FOR-PROJECTS

Metro periodically accepts Call-for-Projects applications in eight modal categories to promote pedestrian projects that promote walking as a viable form of transportation. Eligible projects

may include: sidewalk construction, extensions and widening; curb ramps (as part of sidewalk reconstruction); enhanced pedestrian crossing features; landscaping; signage; lighting; and street furniture. Improvements must be for the use of the general public, located within a public right-of-way in a public easement, or some other guarantee of public use. Design and right-of-way acquisition are eligible expenses as long as they are directly related to and part of the project's construction.

Eligible Projects/Programs: Transportation Demand Management (TDM); Bicycle Improvements; Pedestrian Improvements such as sidewalk construction, extensions and widening; curb ramps (as part of sidewalk reconstruction); enhanced pedestrian crossing features; landscaping; signage; lighting; and street furniture

METRO OPEN STREETS PROGRAM

Metro will allocate up to \$2 million annually, through a competitive application process, to fund local Open Streets events in Los Angeles County cities. The first cycle announced in 2014 funded 12 open streets events to occur in 2015 and 2016.

Eligible Projects/Programs: Regional car-free events that are regionally diverse, connected to transit stations, regional bikeways and major activity centers.

METRO TRANSIT-ORIENTED DEVELOPMENT PLANNING GRANTS

This is up to a \$5 million fund to spur the adoption of transit-supportive land use and other regulatory plans around station areas in order to increase access to and utilization of public transit. Eligibility is for Los Angeles County jurisdictions with land use authority within one-half mile of existing, planned, or proposed transit stations.

Eligible Projects/Programs: Transit oriented development plans, streetscape plans, associated project-specific Environmental Impact Reports (EIRs).

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS SUSTAINABILITY PLANNING GRANT PROGRAM

The Sustainability Planning Grants Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Typically, this funding is available after the Regional Transportation Plan/Sustainable Communities Strategy is adopted every four years.

Eligible Projects/Programs: Pedestrian and Safe Routes to School Plans, pop-up infrastructure demonstration projects and open street events, transit-oriented development plans and related types of transportation and land uses plans.

SPECIAL ROAD DISTRICT FUND

The Special Road District Fund is an ad-valorem property tax on Los Angeles County unincorporated area properties. Each Supervisor District received allocated money from this tax, for a total average annual revenue of \$6 million.

Eligible Projects/Programs: Roadway operations, maintenance, and construction

LIGHTING MAINTENANCE DISTRICTS

There are 20 Lighting Maintenance Districts in Los Angeles County with over 99,000 street-lights administered by Public Works. They include ad-valorem property taxes and assessment for operations and maintenance of street lighting for unincorporated areas and 19 cities in the County, which generates an average annual revenue of \$25 million.

Eligible Projects/Programs: Limited to street lighting, and include replacing old and outdated lighting systems, and upgrading existing lighting with LED lamps and other energy efficient systems.

LANDSCAPE MAINTENANCE DISTRICTS

Landscape Maintenance Districts (LMDs) are formed by a special benefit assessment for operations and maintenance of designated landscaping improvements in some County unincorporated areas. LMDs provide enhanced landscaping improvements, maintenance, and services beyond those generally provided by the

County. LMDs currently exist within Landscaping and Lighting Act (LLA) District Numbers 1, 2, and 4. The County generates an average annual revenue of \$22 million for landscaping improvements.

Eligible Projects/Programs: Uses are limited to landscaping, and include grading, clearing, removal of debris, and the installation of irrigation or electrical facilities, as well as the construction of facilities that are necessary or useful in providing these services.

State Sources

CALIFORNIA OFFICE OF TRAFFIC SAFETY (OTS) GRANT PROGRAM

The Office of Traffic Safety's mission is to obtain and effectively administer traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions. Each October through November, OTS mails Requests for Concept Papers to more than 3,000 eligible agencies outlining the opportunity to participate in the program and the requirements to compete for available funds. Pedestrian safety is one of eight earmarked priority areas for funding. Enforcement and education programs and the development and distribution of materials to improve safety are all eligible under this program. Successful applications are often submitted by local police departments.

Eligible Projects/Programs: Pedestrian safety, older driver programming, impaired or distracted driver programming, police traffic services, including DUI checkpoints.

TRANSPORTATION DEVELOPMENT ACT ARTICLE III (SB 821)

The Transportation Development Act (TDA) Article III (SB 821) uses monies collected from the state gasoline tax to provide grants through Regional Transportation Planning agencies to fund transportation improvements. The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for allocating this money on a per capita basis to cities within Los Angeles County with a focus on active transportation and public transit development. These cities have the option to either draw down the funds or to place them on reserve. Local allocations of TDA funds are administered by the City with State oversight. The County is eligible to receive an average of \$1.4 million from TDA Article III funding annually.

Eligible Projects/Programs: Supportive activities of pedestrian projects that are eligible including engineering expenses, right-of-way acquisition, construction and acquisition, construction and reconstruction, retrofitting existing pedestrian facilities, and installing pedestrian facilities such as benches, drinking fountains, rest rooms, and showers.

ACTIVE TRANSPORTATION PROGRAM

The California State Legislature has consolidated a number of state-funded programs centered on active transportation into a single program after the consolidation of federal funding sources in MAP-21 and again under the FAST Act. The resulting, Active Transportation Program (ATP) consolidated the federal programs, the Safe Routes to Schools Program, and the Recreational Trails Program. ATP's authorizing legislation (signed into law in 2013) includes placeholder language to allow ATP to receive funding from the newly established Cap-and-Trade Programs in the future.

The Statewide Competitive ATP has \$240 million available through the 2020/2021 fiscal cycles. California Transportation Commission scripts guidelines and allocates funds for the ATP, and Caltrans Division of Local Assistance administers the program.

Goals of the ATP are currently defined as the following:

- ▶ Increasing the proportion of trips accomplished by walking;
- ▶ Increasing safety and mobility for active transportation users;
- ▶ Advancing active transportation efforts of regional agencies to achieve the greenhouse gas reduction goals;
- ▶ Enhancing public health;
- ▶ Ensuring that disadvantaged communities fully share in the benefit of the program; and,
- ▶ Providing a broad spectrum of projects to benefit many types of active transportation users.

Eligible Projects/Programs: Safe Routes to School Plans, Active Transportation Plans, bicycle path and pedestrian route improvements, traffic calming improvements, trail enhancements

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STIP funds are available for new construction projects that add capacity to the transportation network. Funding is a mix of state, federal, and local taxes and fees; and consists of two components: Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). Pedestrian projects may be programmed under ITIP and RTIP.

Eligible Projects/Programs: Facilities for pedestrians and bicycles, safety and educational activities for pedestrians and bicyclists, and landscaping, and scenic beautification

STATE HIGHWAY ACCOUNT

Section 157.4 of the Streets and Highways Code requires Caltrans to set aside \$360,000 for the construction of non-motorized facilities that will be used in conjunction with the state highway system. Funding is divided into different project categories: Minor B projects (less than \$42,000) are funded by a lump sum allocation by the CTC and are used at the discretion of each Caltrans District office; Minor A projects (estimated to cost between \$42,000 and \$300,000) must be approved by the CTC; and Major projects (more than \$300,000) must be included in the State Transportation Improvement Program and approved by the CTC.

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

The SHOPP program includes projects designed to maintain the safety and operational integrity of the state highway system. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g. traffic signalization) and roadside rest areas. It does not include through lane addition projects meant to increase capacity. SHOPP projects are selected at the discretion of Caltrans.

Eligible Projects/Programs: Traffic calming improvements, pedestrian improvements such as curb ramps, sidewalks, lighting and drainage improvements, ADA facility upgrades, roadway improvements

STATE HIGHWAY USERS TAX

The State Highway Users tax is a per gallon gas tax that is apportioned by the State Controller and allocated directly to cities and counties and it is within their discretion to determine local priorities. This tax generates an average annual revenue of \$145 million for the County.

Eligible Projects/Programs: Construction, improvement, and maintenance of public streets and highways; research and planning for mass transit; construction and improvement of public mass transit guideways; pedestrian facilities

REGIONAL SURFACE TRANSPORTATION PROGRAM FEDERAL EXCHANGE AND STATE MATCH

This program allows the County to exchange its annual apportionment of federal Regional Surface Transportation Program (RSTP) funds for state funds. The exchange maximizes the ability of Public Works to use the funds for a variety of projects including pedestrian improvements. The funds are distributed on a fair share and competitive basis. The County is expected to receive an annual revenue of \$1 million from this program.

Federal Sources

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects. More specifically, states

and local governments can move forward with critical transportation projects with the confidence that they will have a federal partner over the long-term (at least five years).

FAST allows changes and reforms to many federal transportation programs, including streamlining the approval processes for new transportation projects and providing new safety tools.

Eligible Projects/Programs: Access enhancements to public transportation, bridges/overpass for pedestrians and bicyclists, pedestrian improvements such as crosswalks, curb cuts and ramps, streetscaping projects

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

The FAST Act expanded the existing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP). The Program places more of the decision-making power in the hands of state and local governments. The FAST Act simplifies the list of uses eligible for program funds and increases the number of ways that funds can be used for local roads and rural minor collectors. The Transportation Alternatives Program (TAP) is a set-aside program of this block grant. The new program requires 55 percent of program funds

be distributed within each state on the basis of population, compared to 50 percent under STP.

Eligible Projects/Programs: Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, historic preservation and vegetation management, and environmental mitigation efforts

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The amount of CMAQ funds available to applicants depends on the state's population share, and on the degree of air pollution. Recent revisions were made to bring CMAQ more in line with the new MAP-21 legislation. Studies that are part of the project development pipeline (e.g., preliminary engineering) are eligible for funding. "An assessment of the project's expected emission reduction benefits should be completed prior to project selection."

Eligible Projects/Programs: Funds are available for transportation projects that are likely to contribute to reducing air pollution, and that are included in the regional MPO's current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO

BUS, AND BUS FACILITIES PROGRAM: STATE OF GOOD REPAIR

The Bus and Bus Facilities Program can be used for projects to provide access for pedestrians to public transportation facilities through improvements such as building shelters, and installing wheelchair lifts on buses.

Eligible Projects/Programs: Public transportation improvements such as bus shelters and wheelchair lifts

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

HSIP is a data-driven funding program- eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Both infrastructure and non-infrastructure projects are eligible for HSIP funds. Pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the respective states Strategic Highway Safety Plan. In California, HSIP is administered by Caltrans.

Eligible Projects/Programs: Safety improvement projects such as pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones

COMMUNITY DEVELOPMENT BLOCK GRANTS

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvement projects. Federal CDBG grantees may use funds for activities that include (but are not limited to):

- ▶ Acquiring property
- ▶ Building public facilities and improvements (such as streets, sidewalks, community and senior citizen centers and recreational facilities)
- ▶ Planning and administrative expenses (such as costs related to developing a consolidated plan and managing Community Development Block Grant funds);
- ▶ Provide public services for youths, seniors, or the disabled; and
- ▶ Initiatives such as neighborhood watch programs

Paths, trails, and greenway projects that enhance accessibility are the best fit for this funding source.

Eligible Projects/Programs: Community development projects as identified above

TRANSPORTATION INVESTMENTS GENERATING ECONOMIC RECOVERY (TIGER) PROGRAM

TIGER funds may be used for innovative, multi-modal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. These include pedestrian projects. The project minimum is \$10 million.

Eligible Projects/Programs: Streetscape improvement projects, improvements to public transit access, connectivity projects

U.S. ENVIRONMENTAL PROTECTION AGENCY - BROWNFIELDS PROGRAM

Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfields sites. Revolving Loan Fund (RLF) grants provide funding for a grant recipient to capitalize a revolving loan fund and to provide sub-grants to carry out cleanup activities at brownfield sites.

Eligible Projects/Programs: Assessments of and cleanup activities at brownfield sites

U.S. ENVIRONMENTAL PROTECTION
AGENCY - SMART GROWTH PROGRAM
EPA's Smart Growth Program helps communities improve their development practices and get the type of development they want. The Smart Growth Program works with local, state,

and national experts to discover and encourage development strategies that protect human health and the environment, create economic opportunities, and provide attractive and affordable neighborhoods for people of all income levels.

The program conducts research, produces reports and other publications and provides examples of outstanding smart growth communities and projects. It also works with tribes, states, regions, and communities through grants and technical assistance. These partnerships bring together diverse interests to encourage better growth and development. The program helps to support education and outreach by contributing to Smart Growth Online and the New Partners for Smart Growth conference.

Eligible Projects/Programs: Activities that improve the quality of development and protect human health and the environment

Other Sources

VOLUNTEER AND PUBLIC-PRIVATE PARTNERSHIPS

Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly shared-use paths. For example, a local college design class may use a shared-use route as a student project by working with a local landscape architectural or engineering firm. Work events could be formed to help clear the right-of-way for the route. A local

PRIORITIZATION SCORES

construction company may donate or discount services beyond what the volunteers perform.

A public-private partnership involves an agreement between a public agency and a private party, in which the private party delivers a public service or project to the public agency. Projects can be funded solely by the private party or through a collection of private monies and taxpayer dollars.

This section provides detailed prioritization scoring for the proposed project lists identified in each Community Pedestrian Plan chapter. Table D-1 shows the prioritization framework used, and tables D-2 to D-5 show the prioritization scoring breakdown for projects proposed in Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos.

Table D-1: Infrastructure Prioritization Framework

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

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

Table D-2: Proposed pedestrian improvements and cost estimates in Lake Los Angeles

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
165th Street East							
County	165th Street East (Avenue N to Avenue O)	East side of street	Install two-way shared-use path to connect to path along wash	\$900,000	5.0	5.0	0.0
			Install with physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies			
170th Street East							
County	170th Street East / Avenue M	Southbound on 170th East Street, south of Avenue M	Install speed feedback sign	\$10,000	5.0	5.0	0.0
County	170th Street East / Avenue M8	West leg	Restripe as continental crosswalk	\$2,500	5.0	5.0	0.0
		North leg	Stripe yellow continental crosswalk	\$2,500			
			Install pedestrian-activated warning system	\$80,000			
		East side of street at bus stop	Install sidewalk and curb ramp	\$10,000			
County	170th Street East / Avenue N	South and west legs	Stripe continental crosswalk	\$5,000	5.0	5.0	0.0
		South leg	Install pedestrian signal	\$150,000			
		North-south direction	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000			
County	170th Street East / Avenue N4	West leg	Restripe as continental crosswalk and align with shared-use path	\$2,500	5.0	5.0	0.0
		North leg	Install pedestrian-activated warning system	\$80,000			
County	170th Street East / Avenue N12	North and west legs	Stripe continental crosswalk	\$5,000	5.0	5.0	0.0
		North leg	Install pedestrian-activated warning system	\$80,000			
County	170th Street East / Avenue O	Northwest and northeast corners	Install new ADA-compliant curb ramp where nonexistent	\$16,000	5.0	5.0	0.0
		All	Install wayfinding signage	Varies			
County	170th Street East / Town Center Plaza	Vacant Lot	Turn vacant lot into pedestrian plaza	Varies	5.0	5.0	0.0
County	170th Street East / Park Valley Avenue	South and west legs	Stripe continental crosswalk	\$5,000	5.0	5.0	0.0
		South leg	Install pedestrian-activated warning system	\$80,000			
		Northwest, southwest, and southeast corners	Install curb treatment with ADA-compliant ramps	\$24,000			

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach	Implementation		Total Prioritization Score	
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost		Ease
Average Corridor Score: 45.0												
10.0	0.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	0.0	0.0	45.0
Average Corridor Score: 57.5												
5.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
5.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
5.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	40.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	40.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	40.0
10.0	10.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	15.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	75.0
10.0	15.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	80.0

Proposed pedestrian improvements and cost estimates in Lake Los Angeles, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	170th Street East / Lake Los Angeles Avenue	All legs	Stripe continental crosswalk	\$10,000	5.0	5.0	0.0
		All corners	Install curb treatment with ADA-compliant ramp	\$24,000			
		North leg	Install pedestrian-activated warning system	\$80,000			
		North-south direction	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000			
County	170th Street East (Avenue M to Avenue P)	West side of street	Convert existing bike easement to a Class I shared-use path and update markings / striping to include pedestrian access	Varies	5.0	5.0	0.0
County	170th Street East / Avenue P	All legs	Stripe continental crosswalk	\$10,000	5.0	5.0	0.0
		Northeast and southwest corners	Install curb treatment with ADA-compliant ramp	\$24,000			
		North leg	Install pedestrian-activated warning system	\$80,000			
		North-south direction	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000			
County	170th Street East (Avenue P to Palmdale Boulevard)		Extend shared-use path to Palmdale Boulevard	\$1,350,000	5.0	5.0	0.0
County	170th Street East / Palmdale Boulevard	Northbound on 170th Street East, north of Palmdale Boulevard	Install speed feedback sign	\$10,000	5.0	5.0	0.0
County	170th Street East (Avenue M to Palmdale Boulevard)	West side of street	Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	5.0	5.0	0.0
			Install pedestrian-scale lighting	Varies			
180th Street East							
County	180th Street East / Glenfall Avenue	West leg	Relocate stop bar behind pedestrian path	\$500	5.0	5.0	0.0
County	180th Street East / Lake Los Angeles Avenue	West leg	Relocate stop bar behind pedestrian path	\$500	5.0	5.0	0.0
County	180th Street East / Biglake Avenue	West leg	Relocate stop bar behind pedestrian path	\$500	5.0	5.0	0.0
County	180th Street East (Avenue M to Palmdale Boulevard)	West and east sides of street	Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	5.0	5.0	0.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	45.0
10.0	20.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	80.0
10.0	5.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	55.0
10.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	55.0
10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
10.0	20.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	80.0
Average Corridor Score: 45.0												
10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	45.0
10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	45.0
10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	40.0

Proposed pedestrian improvements and cost estimates in Lake Los Angeles, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
Avenue N							
County	Avenue N / 165th Street East	East and south legs	Stripe continental crosswalk	\$5,000	5.0	5.0	0.0
		East leg	Install pedestrian-activated warning system	\$80,000			
County	Avenue N (155th Street East to 180th Street East)	North side of street	Install two-way shared-use path	\$2,250,000	5.0	5.0	0.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies			
Avenue N8							
County	Avenue N8 / 165th Street East	East and north legs	Stripe continental crosswalk	\$5,000	5.0	5.0	0.0
		North leg	Install pedestrian-activated warning system	\$80,000			
County	Avenue N8 / 170th Street East	All legs	Stripe continental crosswalk	\$10,000	5.0	5.0	0.0
		North leg	Install pedestrian-activated warning system	\$80,000			
		North-south direction	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000			
County	Avenue N8 (165th Street East to 180th Street East)	North side of the street	Install 2-way shared-use path	\$1,350,000	5.0	5.0	0.0
			Install buffering treatment, such as western-style fencing or landscaping, to prevent vehicle incursion	Varies			
			Install pedestrian-scale lighting	Varies			
County	Avenue N8 / 180th Street East	West leg	Stripe continental crosswalk	\$2,500	5.0	5.0	0.0
Avenue O							
County	Avenue O / 145th Street East	Eastbound on Avenue O, east of 145th Street East	Install speed feedback sign	\$10,000	5.0	5.0	0.0
			Install gateway signage indicating entrance to Lake Los Angeles community	\$25,000			
County	Avenue O / 162nd Street East	North and east legs	Stripe continental crosswalk	\$5,000	5.0	5.0	0.0
		East leg	Install pedestrian-activated warning system	\$80,000			
County	Avenue O (150th Street East to 165th Street East)	North side of street	Extend shared-use path	\$1,800,000	5.0	5.0	0.0
County	Avenue O / 165th Street East	North and west legs	Stripe continental crosswalk	\$5,000	5.0	5.0	0.0
		West leg	Install pedestrian-activated warning system	\$80,000			
County	Avenue O / 165th Street East	Bridge	Widen existing or construct new bridge over wash to accommodate extension of shared-use path west to 145th Street East	Varies	5.0	5.0	0.0
County	Avenue O / 172nd Street East	North and south legs	Stripe continental crosswalk	\$5,000	5.0	5.0	0.0

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
Average Corridor Score: 40.0												
10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	0.0	10.0	5.0	45.0
10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	35.0
Average Corridor Score: 43.8												
10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	0.0	10.0	5.0	55.0
10.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	40.0
10.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	40.0
10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	10.0	5.0	40.0
Average Corridor Score: 53.2												
10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	45.0
10.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	0.0	45.0
10.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	0.0	45.0
10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	55.0

Proposed pedestrian improvements and cost estimates in Lake Los Angeles, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Avenue O / 175th Street East	West leg	Stripe continental crosswalk	\$2,500	5.0	5.0	0.0
			Install pedestrian-activated warning system	\$80,000			
County	Avenue O (150th Street East to 180th Street East)	North side of street	Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	\$350,000	5.0	5.0	0.0
			Install pedestrian-scale lighting	Varies			
County	Avenue O (170th Street East to 180th Street East)	North side of street	Match striping on shared-use path to that west of 170th Street East	\$2,500	5.0	5.0	0.0
County	Avenue O / 180th Street East	North leg	Stripe yellow continental crosswalk	\$2,500	5.0	5.0	0.0
		South leg	Restripe yellow continental crosswalk	\$2,500			
		East leg	Install pedestrian signal	\$150,000			
		Westbound on Avenue O, west of 180th Street East	Install speed feedback sign	\$10,000			
		All corners	Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	\$75,000			
		East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000			
County	E Avenue O / 185th Street E	Westbound on Avenue O, west of 185th Street East	Install speed feedback sign	\$10,000	5.0	5.0	0.0
			Install gateway signage indicating entrance to Lake Los Angeles community	\$25,000			
Avenue P							
County	Avenue P (160th Street East to 170th Street East)	North side of street	Install two-way shared-use path	\$1,395,000	5.0	5.0	0.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies			
			Install pedestrian-scale lighting	Varies			
Avenue P8							
County	Avenue P8 (160th Street East to 170th Street East)	North side of street	Install two-way shared-use path	\$900,000	5.0	5.0	0.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies			
			Install pedestrian-scale lighting	Varies			
County	Avenue P8 / 163rd Street East	West and north legs	Stripe yellow continental crosswalk	\$5,000	5.0	5.0	0.0
		West leg	Install pedestrian-activated warning system	\$80,000			

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach	Implementation		Total Prioritization Score	
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost		Ease
10.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	50.0
10.0	15.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	65.0
10.0	10.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	45.0
10.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	45.0
											Average Corridor Score: 55.0	
10.0	10.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	0.0	0.0	55.0
											Average Corridor Score: 48.8	
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	40.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0

Proposed pedestrian improvements and cost estimates in Lake Los Angeles, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Avenue P8 / 165th Street East	West and south legs	Stripe yellow continental crosswalk	\$5,000	5.0	5.0	0.0
		West leg	Install pedestrian-activated warning system	\$80,000			
County	Avenue P8 / 170th Street East	West leg	Stripe continental crosswalk	\$2,500	5.0	5.0	0.0
E Avenue Q							
County	Avenue Q (150th Street East to 163rd Street East)	North side of street	Expand paved two-way shared-use path westward	\$1,170,000	5.0	5.0	0.0
County	Avenue Q / 163rd Street East	-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000	5.0	5.0	0.0
		East leg	Install pedestrian-activated warning system at existing crosswalk	\$80,000			
County	Avenue Q (165th Street East to 170th Street East)	North side of street	Expand paved two-way shared-use path eastward	\$450,000	5.0	5.0	0.0
County	Avenue Q (150th Street East to 170th Street East)	North side of street	Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	\$50,000	5.0	5.0	0.0
			Install pedestrian-scale lighting	Varies			
Lake Los Angeles Avenue							
County	Lake Los Angeles Avenue/180th Street East	West leg	Stripe continental crosswalk	\$2,500	5.0	5.0	0.0
			Relocate stop bar behind path	\$500			
County	Lake Los Angeles Avenue (170th Street East to 180th Street East)	South side of street	Install two-way shared-use path	\$810,000	5.0	5.0	0.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies			
Sorensen Park							
County	Avenue P / Sorensen Park entrances	Path, parking lot, and park entrances	Install signage to alert motorists of pedestrian crossing	\$5,000	5.0	5.0	0.0
County	New path (Lake Los Angeles Avenue to Avenue P)	All	Install two-way shared-use path ²	\$270,000	5.0	5.0	0.0
			Install pedestrian-scale lighting	Varies			
County	New path (Avenue O to Sorensen Park)	All	Install two-way shared-use path ²	\$900,000	5.0	5.0	0.0

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

²Feasibility, design, and final path alignments, locations, materials, and connections would be determined by the Los Angeles County Department of Parks and Recreation through additional public/stakeholder outreach and engineering analysis when funding is available.

Public Health	Safety		Roadway	Prioritization Demand				Community Outreach	Implementation		Total Prioritization Score	
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost		Ease
10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
Average Corridor Score: 42.5												
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	45.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	45.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	40.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	45.0
Average Corridor Score: 47.5												
10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	0.0	40.0
Average Corridor Score: 48.3												
10.0	5.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	0.0	0.0	45.0
10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	0.0	40.0

Table D-3: Proposed pedestrian improvements and cost estimates in Walnut Park

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
Broadway							
County	Broadway between Santa Fe Avenue and Pacific Boulevard	Mid-block	Stripe yellow continental crosswalk	\$2,500	5.0	5.0	5.0
			Install pedestrian-activated warning system	\$80,000			
County	Broadway (Santa Fe Avenue to Seville Avenue)	Both sides of street	Plant street trees	\$50,000	5.0	5.0	5.0
County	Broadway (Santa Fe Avenue to Seville Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	5.0	5.0	5.0
Florence Avenue							
County	Florence Avenue / Pacific Boulevard	Southwest corner	Evaluate driveway relocation or removal ²	\$10,000	5.0	5.0	5.0
		All legs	Install accessible pedestrian push buttons	\$12,000			
County	Florence Avenue / Rita Avenue	South side of street (mid-block)	Install curb extension	\$40,000	5.0	5.0	5.0
County	Florence Avenue (Pacific Boulevard to Seville Avenue)	South side of street	Widen sidewalks and relocate obstructions	\$56,250	5.0	5.0	5.0
Flower Street							
County	Flower Street (Seville Avenue to Mountain View Avenue)	-	Install speed bumps	\$5,000	5.0	5.0	5.0
Mountain View Avenue							
County / City of Huntington Park	Mountain View Avenue / Florence Avenue	West, south, and east legs	Restripe as continental crosswalks	\$2,500	5.0	5.0	5.0
County	Mountain View Avenue / Walnut Street	Northwest corner	Install new ADA compliant curb ramp where nonexistent	\$8,000	5.0	5.0	5.0
County	Mountain View Avenue / California Street	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	5.0	5.0	5.0
County	Mountain View Avenue / Olive Street	All corners	Install curb extension	\$160,000	5.0	5.0	5.0
		North and west legs	Stripe yellow continental crosswalks	\$5,000			
		-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000			
County	Mountain View Avenue / Hill Street	West leg	Relocate stop bar behind pedestrian path	\$500	5.0	5.0	5.0

Prioritization												Total Prioritization Score
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
Average Corridor Score: 75.0												
10.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	0.0	10.0	5.0	65.0
10.0	20.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	0.0	10.0	5.0	85.0
10.0	20.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	5.0	75.0
Average Corridor Score: 71.7												
10.0	10.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
5.0	5.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0
5.0	10.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	0.0	70.0
Average Corridor Score: 60.0												
10.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
Average Corridor Score: 60.8												
5.0	10.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0
10.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	55.0
10.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	65.0

Proposed pedestrian improvements and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Mountain View Avenue / Broadway	North and west legs	Stripe yellow continental crosswalk	\$5,000	5.0	5.0	5.0
Pacific Boulevard							
County	Pacific Boulevard / California Street	North leg	Install pedestrian-activated warning system	\$80,000	5.0	5.0	5.0
		Northwest and northeast corners	Install curb extensions at crosswalk	\$80,000			
County	Pacific Boulevard / Live Oak Street	All corners	Install curb extension	\$160,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
			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	5.0	5.0	5.0
			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	5.0	5.0	5.0
			Install accessible pedestrian push button	\$12,000			
			Modify signal timing to increase crossing interval	\$3,500			
		All corners	Install curb extension	\$160,000			
County	Pacific Boulevard / Cudahy Street	North leg	Stripe continental crosswalk	\$2,500	5.0	5.0	5.0
			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	\$50,000	5.0	5.0	5.0

Prioritization												Total Prioritization Score
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	70.0
Average Corridor Score: 80.6												
10.0	20.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	85.0
10.0	10.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	70.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	70.0
10.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	15.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	85.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	80.0
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	100.0

Proposed pedestrian improvements and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Pacific Boulevard (Florence Avenue to Cudahy Street)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0
Santa Fe Avenue							
County	Santa Fe Avenue / Florence Avenue	Southwest corner	Evaluate driveway relocation or removal at gas station ²	\$10,000	5.0	5.0	5.0
		All legs	Modify signal timing to increase crossing interval	\$3,500			
			Install accessible pedestrian push button	\$12,000			
County	Santa Fe Avenue / California Street	South and east legs	Stripe continental crosswalk	\$5,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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			

Prioritization												Total Prioritization Score
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	90.0
Average Corridor Score: 70.4												
10.0	10.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	60.0
10.0	20.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	85.0

Proposed pedestrian improvements and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Santa Fe Avenue / Broadway	All legs	Restripe as yellow continental crosswalk	\$10,000	5.0	5.0	5.0
			Modify signal timing to increase crossing interval	\$3,500			
			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 corner curb radii	\$200,000			
County	Santa Fe Avenue / Cudahy Street	South and east legs	Stripe yellow continental crosswalk	\$5,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
		Southeast corner and southwest leg	Install curb extension	\$80,000			
		South leg	Install pedestrian signal	\$150,000			
County	Santa Fe Avenue / Sale Place	Southeast corner	Evaluate driveway relocation or removal ²	\$10,000	5.0	5.0	5.0
County	Santa Fe Avenue / Cass Place	Northwest and northeast corner	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
		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 crosswalk	\$5,000	5.0	5.0	5.0
		North-south direction	Install advance yield marking	\$1,000			
		South leg	Install traffic signal with pedestrian signal head	\$300,000			
County	Santa Fe Avenue / Independence Avenue	East leg	Stripe continental crosswalk	\$2,500	5.0	5.0	5.0
County	Santa Fe Avenue / Southern Pacific Railroad	West side of the street	Install sidewalk	\$10,000	5.0	5.0	5.0

Prioritization												Total Prioritization Score
Public Health	Safety		Roadway	Demand				Community Outreach	Implementation			
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	65.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	60.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	60.0
10.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	10.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	65.0
10.0	10.0	5.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	70.0
10.0	5.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0

Proposed pedestrian improvements and cost estimates in Walnut Park, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Santa Fe Avenue (Florence Avenue to Southern Pacific Railroad)	Both sides of street	Plant street trees	\$50,000	5.0	5.0	5.0
County	Santa Fe Avenue (Florence Avenue to Southern Pacific Railroad)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0
Seville Avenue							
County	Seville Avenue / Florence Avenue	All legs	Install accessible pedestrian push button	\$12,000	5.0	5.0	5.0
County	Seville Avenue / Live Oak Street	North-south direction	Install advance yield marking	\$1,000	5.0	5.0	5.0
		Northwest and northeast corners	Install curb extension	\$80,000			
County	Seville Avenue / Grand Avenue	North-south direction	Install advance yield marking	\$1,000	5.0	5.0	5.0
		Northwest and northeast corners	Install curb extension	\$80,000			
County	Seville Avenue / Olive Street	All legs	Restripe as yellow continental crosswalk	\$10,000	5.0	5.0	5.0
County	Seville Avenue / Hill Street	Median	Install median refuge island	\$30,000	5.0	5.0	5.0
		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	5.0	5.0	5.0
		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	\$25,000	5.0	5.0	5.0

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.

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	100.0
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	85.0
Average Corridor Score: 70.7												
5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
5.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	65.0
10.0	10.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	20.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	90.0

Table D-4: Proposed pedestrian improvements and cost estimates in Westmont/West Athens

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
98th Street							
County	98th Street (Halldale Avenue to Vermont Avenue)	Median	Install shared-use path / community path along the median	\$540,000	5.0	5.0	5.0
110th Street							
County	110th Street mid-block (between Denker Avenue and Normandie Avenue)	Mid-block	Install raised/enhanced crossing	\$10,000	5.0	5.0	5.0
Berendo Avenue							
County	Berendo Avenue / 120th Street	West leg	Install pedestrian-activated warning system	\$80,000	5.0	5.0	5.0
		Northwest and southwest corners	Install curb extension	\$80,000			
Budlong Avenue							
County	Budlong Avenue / 88th Street	All	Install traffic circle	\$300,000*	5.0	5.0	5.0
County	Budlong Avenue / 89th Street	All corners	Install curb extension	\$160,000*	5.0	5.0	5.0
County	Budlong Avenue / 92nd Street	Northeast and northwest corners	Install curb extension	\$80,000*	5.0	5.0	5.0
County	Budlong Avenue / 94th Street	North, east, and west legs	Stripe continental crosswalk	\$7,500*	5.0	5.0	5.0
		South leg	Restripe continental crosswalk	\$2,500*			
County	Budlong Avenue / 95th Street	North, east, and south legs	Restripe as yellow continental crosswalk	\$7,500*	5.0	5.0	5.0
		West leg	Stripe yellow continental crosswalk	\$2,500			
County	Budlong Avenue / 96th Street	North, east, and south legs	Restripe as yellow continental crosswalk	\$7,500*	5.0	5.0	5.0
		West leg	Stripe yellow continental crosswalk	\$2,500			
County	Budlong Avenue / 98th Street	East leg	Restripe as continental crosswalk	\$2,500	5.0	5.0	5.0
		North, south, and west legs	Stripe yellow continental crosswalk	\$7,500			
County	Budlong Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	\$10,000*	5.0	5.0	5.0
		Northeast corner	Remove right-turn slip lane	\$60,000*			
County	Budlong Avenue / 102nd Street	West leg	Relocate stop bar before beginning curb return	\$500*	5.0	5.0	5.0
		All corners	Install curb extension	\$160,000*			
County	Budlong Avenue / 104th Street	West and east legs	Relocate stop bar before beginning curb return	\$1,000	5.0	5.0	5.0

*Project is partially or fully funded and will be implemented by Public Works

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach	Implementation			
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
Average Corridor Score: 60.0												
10.0	15.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	60.0
Average Corridor Score: 65.0												
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
Average Corridor Score: 60.0												
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	60.0
Average Corridor Score: 65.0												
10.0	10.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	60.0
10.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	60.0
10.0	10.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	10.0	5.0	60.0
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	5.0	10.0	5.0	55.0
10.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	55.0
10.0	0.0	0.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	5.0	60.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Budlong Avenue / 106th Street	East and west legs	Restripe as yellow continental crosswalk	\$5,000*	5.0	5.0	5.0
County	Budlong Avenue / 107th Street	North, south, and east legs	Restripe as yellow continental crosswalk	\$7,500*	5.0	5.0	5.0
		West leg	Stripe yellow continental crosswalk	\$2,500			
County	Budlong Avenue / 109th Place	East and west legs	Restripe as yellow continental crosswalk	\$5,000*	5.0	5.0	5.0
County	Budlong Avenue / 109th Street	All legs	Restripe as yellow continental crosswalk	\$10,000*	5.0	5.0	5.0
County	Budlong Avenue / 110th Street	All	Install traffic circle	\$300,000*	5.0	5.0	5.0
County	Budlong Avenue / 112th Street	All corners	Install curb extension	\$160,000	5.0	5.0	5.0
County	Budlong Avenue / 119th Street	South leg	Restripe as continental crosswalk	\$2,500*	5.0	5.0	5.0
County	Budlong Avenue / 120th Street	North, east, and south legs	Restripe as yellow continental crosswalk	\$7,500*	5.0	5.0	5.0
County	Budlong Avenue / 122nd Street	All corners	Install curb extension	\$160,000*	5.0	5.0	5.0
County	Budlong Avenue / 124th Street	All	Install traffic circle	\$300,000*	5.0	5.0	5.0
County	Budlong Avenue / 127th Street	All	Install traffic circle	\$300,000*	5.0	5.0	5.0
		East and west legs	Relocate stop bar before beginning curb return	\$1,000*			
County	Budlong Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	\$10,000	5.0	5.0	5.0
			Modify signal timing to include a Leading Pedestrian Interval	\$3,500			
		All corners	Install curb extension	\$160,000			
County	Budlong Avenue (87th Street to El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	5.0	5.0	5.0
Century Boulevard							
County / City of Inglewood	Century Boulevard / Van Ness Avenue	All legs	Restripe as continental crosswalk	\$10,000	5.0	5.0	5.0
			Modify signal timing to include a Leading Pedestrian Interval	\$3,500			
County	Century Boulevard / Haas Avenue	Frontage road intersection (east of driveway)	Stripe continental crosswalk	\$2,500	5.0	5.0	5.0

*Project is partially or fully funded and will be implemented by Public Works

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	10.0	5.0	70.0
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	10.0	5.0	70.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	0.0	5.0	55.0
10.0	10.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	60.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	55.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	55.0
10.0	10.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	10.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	75.0
10.0	20.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	85.0
Average Corridor Score: 76.0												
10.0	15.0	5.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	5.0	85.0
10.0	15.0	5.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	5.0	85.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Century Boulevard / Wilton Place	South leg, west leg of frontage road	Stripe continental crosswalk	\$5,000	5.0	5.0	5.0
		Southwest frontage road median	Extend median to reduce corner curb radii	\$30,000			
County	Century Boulevard / Gramercy Place	East leg	Restripe as continental crosswalk	\$2,500	5.0	5.0	5.0
		Southeast corner, northeast mid-block	Install curb extension	\$80,000			
County	Century Boulevard / Denker Avenue	All corners	Install curb extension	\$160,000	5.0	5.0	5.0
		All legs	Restripe as continental crosswalk	\$10,000			
Chester Washington Fitness Path							
County	Chester Washington Golf Course (Van Ness Avenue, El Segundo Boulevard, Western Avenue, Southern Pacific Rail Corridor)	Around golf course	Install a fitness path around the golf course, using pedestrian-friendly surface material like rubber or decomposed granite	Varies	5.0	5.0	5.0
Denker Avenue							
County	Denker Avenue / 103rd Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000	5.0	5.0	5.0
County	Denker Avenue / 105th Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000	5.0	5.0	5.0
County	Denker Avenue / 108th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	5.0	5.0	5.0
County	Denker Avenue / 109th Place	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000	5.0	5.0	5.0
County	Denker Avenue / 110th Street	All corners	Install curb extension	\$160,000	5.0	5.0	5.0
		All legs	Stripe yellow continental crosswalk	\$10,000			
County	Denker Avenue / 111th Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000	5.0	5.0	5.0
County	Denker Avenue (Century Boulevard to Imperial Highway)	Both sides of street	Install pedestrian-scale lighting	Varies	5.0	5.0	5.0
Imperial Highway							
County / City of Hawthorne	Imperial Highway / Van Ness Avenue	North, south, and east legs	Restripe as continental crosswalk	\$7,500	5.0	5.0	5.0
		Northeast and southeast corners	Install curb extension	\$80,000			
County	Imperial Highway / Haas Avenue	Frontage road intersection (west mid-block)	Install new ADA compliant curb ramp where nonexistent	\$8,000	5.0	5.0	5.0

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach	Implementation			
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	5.0	70.0
10.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	70.0
Average Corridor Score: 75.0												
10.0	20.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	75.0
Average Corridor Score: 60.0												
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	55.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
10.0	15.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	70.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	55.0
10.0	20.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	75.0
Average Corridor Score: 73.8												
10.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	0.0	5.0	10.0	5.0	60.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Imperial Highway / Denker Avenue	All legs	Restripe as yellow continental crosswalk	\$10,000	5.0	5.0	5.0
County	Imperial Highway / Raymond Avenue	East leg	Stripe new continental crosswalk	\$2,500	5.0	5.0	5.0
			Install traffic signal with pedestrian signal head	\$300,000			
County	Imperial Highway / Budlong Avenue	East jog	Install traffic signal with pedestrian signal head	\$300,000	5.0	5.0	5.0
		All legs	Stripe continental crosswalk	\$12,500			
			Install accessible pedestrian push button	\$12,000			
		East and west legs	Install advance stop marking	\$2,000			
		East jog - all corners	Install curb extension	\$160,000			
County	Imperial Highway / Berendo Avenue	West leg of east jog	Stripe new continental crosswalk	\$2,500	5.0	5.0	5.0
			Install traffic signal with pedestrian signal head	\$300,000			
County	Imperial Highway (Vermont Avenue to Western Avenue)	Both sides of street	Plant street trees	\$50,000	5.0	5.0	5.0
County	Imperial Highway (Vermont Avenue to Western Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0
Normandie Avenue							
County	Normandie Avenue / 87th Street	Northwest and southwest corners	Install ADA compliant curb ramp	\$16,000	5.0	5.0	5.0
County	Normandie Avenue / 90th Place	Southeast corner	Install pocket park, per Parks Plan	Varies	5.0	5.0	5.0
County	Normandie Avenue / 94th Street	Southwest corner	Realign curb ramp to align with existing crosswalk	\$8,000	5.0	5.0	5.0
		Southwest and northeast corners	Install curb extension	\$80,000			
County	Normandie Avenue / 95th Street	Northwest mid-block	Install new ADA compliant curb ramp where nonexistent	\$8,000	5.0	5.0	5.0
		All corners	Install curb extension	\$160,000			
County	Normandie Avenue / 97th Street	North-south direction	Install advance yield marking	\$1,000*	5.0	5.0	5.0
		North leg	Restripe as continental crosswalk	\$2,500*			
			Install traffic signal with pedestrian signal head	\$300,000			
		Northwest and northeast corners	Install curb extension	\$80,000			
County	Normandie Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	\$10,000	5.0	0.0	5.0
			Modify signal timing to include a Leading Pedestrian Interval	\$3,500			

*Project is partially or fully funded and will be implemented by Public Works

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach	Implementation			
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	10.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	5.0	0.0	5.0	65.0
10.0	10.0	5.0	5.0	5.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	70.0
10.0	20.0	5.0	5.0	5.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	75.0
10.0	20.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	10.0	5.0	95.0
10.0	20.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	80.0
Average Corridor Score: 75.3												
10.0	5.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	10.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	65.0
10.0	10.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	70.0
10.0	20.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	75.0
10.0	20.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Normandie Avenue / 102nd Street	North-south direction	Install advance yield marking	\$1,000*	5.0	5.0	5.0
		South leg	Restripe as continental crosswalk	\$2,500*			
		South leg	Install traffic signal with pedestrian signal head	\$300,000			
		Southwest and southeast corners	Install curb extension	\$80,000			
County	Normandie Avenue / 105th Street	South leg of north jog	Install new continental crosswalk	\$2,500	5.0	5.0	5.0
			Install pedestrian-activated warning system	\$80,000			
County	Normandie Avenue / 107th Street	North-south direction	Install advance yield marking	\$1,000*	5.0	5.0	5.0
		North leg of south jog	Restripe as continental crosswalk	\$2,500*			
			Install traffic signal with pedestrian signal head	\$300,000			
		East leg	Relocate stop bar before beginning curb return	\$500			
		Northeast corner and southwest mid-block	Install curb extension	\$80,000			
County	Normandie Avenue / 108th Street	South and west legs	Restripe as yellow continental crosswalk	\$5,000	5.0	5.0	5.0
County	Normandie Avenue / 110th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	5.0	5.0	5.0
County	Normandie Avenue / 112th Street	North and west legs	Stripe new continental crosswalk	\$5,000	5.0	5.0	5.0
		North leg	Install traffic signal with pedestrian signal head	\$300,000			
		Northwest and southwest corners	Install curb extension	\$80,000			
County	Normandie Avenue / Imperial Highway	All legs	Modify signal timing to include a Leading Pedestrian Interval	\$3,500	5.0	5.0	5.0
County	Normandie Avenue / 121st Street	East leg	Relocate stop bar before beginning curb return	\$500	5.0	5.0	5.0
County	Normandie Avenue / 122nd Street	North-south direction	Install advance yield marking	\$1,000*	5.0	5.0	5.0
		South leg	Restripe as yellow continental crosswalk	\$2,500*			
		South leg	Install traffic signal with pedestrian signal head	\$300,000			
		Southwest and southeast corners	Install curb extension	\$80,000			

*Project is partially or fully funded and will be implemented by Public Works

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach	Implementation			
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	10.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	65.0
10.0	20.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	95.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	70.0
10.0	15.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	85.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	20.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	10.0	5.0	80.0
10.0	15.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	65.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Normandie Avenue / 124th Street	North-south direction	Install advance yield marking	\$1,000*	5.0	5.0	5.0
		North leg	Restripe as yellow continental crosswalk	\$2,500*			
		North leg	Install traffic signal with pedestrian signal head	\$300,000			
		Northwest and northeast corners	Install curb extension	\$80,000			
County / City of Gardena	Normandie Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	\$10,000	5.0	0.0	5.0
			Modify signal timing to include a Leading Pedestrian Interval	\$3,500			
County	Normandie Avenue (87th Street to El Segundo Avenue)	Both sides of street	Plant street trees	\$50,000	5.0	5.0	5.0
County	Normandie Avenue (87th Street to El Segundo Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0
Southern Pacific Rail Corridor							
County	Southern Pacific Rail Corridor (Van Ness Avenue to Vermont Avenue)	South side of rail	Install shared-use path / community path	\$1,350,000	5.0	5.0	5.0
Van Ness Avenue							
County / City of Inglewood	Van Ness Avenue / 108th Street	East leg	Restripe as continental crosswalk	\$2,500	5.0	5.0	5.0
County / City of Inglewood	Van Ness Avenue / Cullivan Street	Northeast and northwest corners	Install curb extension	\$80,000	5.0	5.0	5.0
		East and west legs	Restripe as continental crosswalk	\$5,000			
Vermont Avenue							
County	Vermont Avenue / 89th Street	Southwest and northwest corners	Install curb extension	\$120,000	5.0	5.0	5.0
County	Vermont Avenue / 90th Street	All legs	Install traffic signal with pedestrian signal head	\$300,000	5.0	5.0	5.0
County	Vermont Avenue / 92nd Street	Northeast corner, north and south mid-block	Install curb extension	\$120,000	5.0	5.0	5.0
County	Vermont Avenue / 94th Street	All legs	Install traffic signal with pedestrian signal head	\$300,000	5.0	5.0	5.0
County	Vermont Avenue / Colden Avenue	Northeast and southeast corners, north and south mid-block	Install curb extension	\$160,000	5.0	5.0	5.0

¹Project is partially or fully funded and will be implemented by Public Works

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Vermont Avenue / 98th Street	All legs	Install traffic signal with pedestrian signal head	\$300,000	5.0	5.0	5.0
		West and east legs	Restripe as continental crosswalk	\$5,000			
		All corners	Install curb extension	\$160,000			
County	Vermont Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	\$10,000	5.0	5.0	5.0
			Modify signal timing to include a Leading Pedestrian Interval	\$3,500			
		All corners	Install curb extension	\$160,000			
County	Vermont Avenue / 103rd Street	Northwest corner and northeast mid-block	Install curb extension	\$80,000	5.0	5.0	5.0
		All legs	Install traffic signal with pedestrian signal head	\$300,000			
		West leg	Relocate stop bar before beginning curb return	\$500			
County	Vermont Avenue / 105th Street	Southwest corner and southeast mid-block	Install curb extension	\$80,000	5.0	5.0	5.0
County	Vermont Avenue / 108th Street	All legs	Restripe as continental crosswalk	\$10,000	5.0	5.0	5.0
County	Vermont Avenue / 110th Street	Southwest corner and southeast mid-block	Install curb extension	\$80,000	5.0	5.0	5.0
		All legs	Install traffic signal with pedestrian signal head	\$300,000			
County	Vermont Avenue / 112th Street	All legs	Install traffic signal with pedestrian signal head	\$300,000	5.0	5.0	5.0
		Northeast mid-block, both sides of median	Install new ADA compliant curb ramps where nonexistent	\$24,000			
		Northwest corner and northeast mid-block	Install curb extension	\$80,000			
		Median	Install paved path across median at existing crosswalk	\$22,500			
County	Vermont Avenue / Imperial Highway	Southwest Corner	Evaluate driveway relocation or removal ²	\$10,000	5.0	5.0	5.0
		All legs	Restripe as continental crosswalk	\$10,000			
		Northeast corner	Reconfigure corner (at Southwest Boulevard) to minimize pedestrian crossing distances and improve line of sight	\$200,000			
		All legs	Install accessible pedestrian push button	\$15,000			
			Modify signal timing to include a Leading Pedestrian Interval	\$3,500			

*Project is partially or fully funded and will be implemented by Public Works

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach	Implementation			
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	15.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	15.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	80.0
10.0	15.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	75.0
10.0	15.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	15.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	20.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	80.0

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization			
					Equity			
					Median Income	CalEnviro-Screen 3.0	Acres of parkland	
County / City of Los Angeles	Vermont Avenue / I-105 eastbound and westbound ramps	West, north, and east legs	Restripe as continental crosswalk	\$7,500	5.0	5.0	5.0	
			Modify signal timing to include a Leading Pedestrian Interval	\$3,500				
County	Vermont/Athens Metro Green Line Station	Mid-block (Vermont Avenue)	Stripe continental crosswalk	\$2,500	5.0	5.0	5.0	
County / City of Los Angeles	Vermont Avenue / 116th Place	West and east leg	Restripe as continental crosswalk	\$5,000*	5.0	5.0	5.0	
County/ City of Los Angeles	Vermont Avenue / 120th Street	All corners	Install curb extension	\$160,000	5.0	5.0	5.0	
			All legs	Restripe as yellow continental crosswalk				\$10,000
			Install accessible pedestrian push button	\$15,000				
			Modify signal timing to include a Leading Pedestrian Interval	\$3,500				
County	Vermont Avenue / 124th Street	North leg	Install advance yield marking	\$2,000*	5.0	5.0	5.0	
		Northwest and northeast corners	Install curb extension	\$80,000				
County	Vermont Avenue / 125th Street	Southwest mid-block and southeast corner	Install curb extension	\$80,000	5.0	5.0	5.0	
County / City of Los Angeles / City of Gardena	Vermont Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	\$10,000	5.0	5.0	5.0	
		All corners	Install curb extension	\$160,000				
		Modify signal timing to include a Leading Pedestrian Interval	\$3,500					
County	Vermont Avenue (87th Street to El Segundo Boulevard)	-	Study for roadway reconfiguration per future Bus Rapid Transit plans	Cost will vary for study, design, and implementation	5.0	5.0	5.0	
Western Avenue								
County / City of Los Angeles	Western Avenue / 104th Street	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramps where currently nonexistent	\$24,000	5.0	5.0	5.0	
		All legs	Restripe as continental crosswalk	\$10,000				
County	Western Avenue / 106th Street	West leg	Stripe yellow continental crosswalk	\$2,500	5.0	5.0	5.0	
		East leg	Restripe yellow continental crosswalk	\$2,500				
		North leg	Install pedestrian signal	\$150,000				
		All corners	Install curb extension	\$160,000				
County	Western Avenue / 107th Street	East leg	Stripe yellow continental crosswalk	\$2,500	5.0	5.0	5.0	
County	Western Avenue / 108th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	5.0	5.0	5.0	
		All corners	Install curb extension	\$160,000				

*Project is partially or fully funded and will be implemented by Public Works

Proposed pedestrian improvements and cost estimates in Westmont/West Athens, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Western Avenue / 110th Street	East and west legs	Stripe continental crosswalk	\$5,000	5.0	5.0	5.0
		South leg	Install pedestrian-activated warning system	\$80,000			
		Southwest and southeast corners	Install curb extension	\$80,000			
County	Western Avenue / 111th Street	All legs	Restripe as continental crosswalk	\$10,000	5.0	5.0	5.0
		All corners	Install curb extension	\$160,000			
County / City of Los Angeles	Western Avenue / Imperial Highway	All legs	Install high-visibility crossing and modify signal timing to include a Leading Pedestrian Interval or semi-exclusive/exclusive pedestrian movements as appropriate	\$50,000	5.0	5.0	5.0
		All corners	Install curb extension	\$160,000			
		Northeast corner	Evaluate driveway relocation or removal ²	\$10,000			
County	Western Avenue / LA Southwest College (south of Imperial Highway)	North, west, and east legs	Stripe as yellow continental crosswalk	\$7,500	5.0	5.0	5.0
County	Western Avenue / 120th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	5.0	5.0	5.0
		All corners	Install curb extension	\$160,000			
County / City of Los Angeles / City of Gardena	Western Avenue / El Segundo Boulevard	North leg	Modify median to end before or at crosswalk line	\$10,000	5.0	5.0	5.0
		All legs	Restripe as continental crosswalk	\$10,000			
			Modify signal timing to include a Leading Pedestrian Interval	\$3,500			
		All corners	Install curb extension	\$160,000			
County	Western Avenue (104th Street to El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	5.0	5.0	5.0
County	Western Avenue (104th Street to El Segundo Boulevard)	Both sides of street	Plant street trees	\$100,000	5.0	5.0	5.0
			Restripe outside lanes to include 8-foot parking lane, 5-foot bicycle lane, and 10-foot vehicle travel lanes to slow vehicle traffic	\$200,000			

*Project is partially or fully funded and will be implemented by Public Works

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.

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach	Implementation			
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	15.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	85.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	65.0
10.0	20.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	80.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	15.0	0.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	75.0
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	90.0
10.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	90.0

Table D-5: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
Aeolian Street							
County	Aeolian Street / Vicki Drive	Northwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Aeolian Street / Morrill Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	5.0	5.0	5.0
County	Aeolian Street / Fallon Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	5.0	5.0	5.0
County	Aeolian Street / Alburdis Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	5.0	5.0	5.0
County	Aeolian Street / Decosta Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	5.0	5.0	5.0
County	Aeolian Street / Sanger Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	5.0	5.0	5.0
County	Aeolian Street / Boer Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	5.0	5.0	5.0
County	Aeolian Street / Vanport Avenue	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$24,000	5.0	5.0	5.0
County	Aeolian Street (Millergrrove Drive to Norwalk Boulevard)	Both sides of street	Install sidewalks	\$475,200	5.0	5.0	5.0
Bexley Drive							
County	Bexley Drive / Danby Avenue	Northeast and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Bexley Drive / Milna Avenue	Northwest and Northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Bexley Drive / Rockne Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Bexley Drive / Glengarry Avenue	Northwest and southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Bexley Drive (Danby Avenue to Glengarry Avenue)	Both sides of street	Install sidewalks	\$580,800	5.0	5.0	5.0
County	Bexley Drive / Thornlake Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Bexley Drive / Gretna Avenue	Northwest and southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Bexley Drive (Broadway to Gretna Avenue)	Both sides of street	Install sidewalks	\$264,000	5.0	5.0	5.0
Broadway							
County	Broadway / Keith Drive	West leg	Relocate stop bar before beginning curb return	\$500	5.0	5.0	5.0
County	Broadway / Reichling Lane	West, south, and east legs	Restripe as yellow continental crosswalk	\$7,500	5.0	5.0	5.0

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
Average Corridor Score: 63.9												
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	15.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	65.0
Average Corridor Score: 56.9												
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	55.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	50.0
Average Corridor Score: 72.1												
5.0	0.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	0.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	65.0

Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Broadway / Mines Boulevard	All Legs	Restripe as continental crosswalk	\$10,000	5.0	5.0	5.0
County	Broadway / Saragosa Street	North and south legs	Install advance yield marking	\$2,000	5.0	5.0	5.0
		South Leg	Install curb extensions at crosswalk	\$80,000			
County	Broadway / Washington Boulevard	Northwest corner	Evaluate driveway relocation or removal ²	\$20,000	5.0	5.0	5.0
County	Broadway, between Washington Boulevard and Norwalk Boulevard	West side of street, mid-block	Evaluate driveway relocation or removal ²	\$10,000	5.0	5.0	5.0
		East side of street, mid-block	Evaluate driveway relocation or removal ²	\$10,000			
County	Broadway (Washington Boulevard to Norwalk Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	5.0	5.0	5.0
Cully Avenue							
County	Cully Avenue / Mines Boulevard	Southwest and southeast corners	Reduce corner curb radii	\$100,000	5.0	5.0	5.0
County	Cully Avenue / Phelan Language Academy	Mid-block crossing	Realign crosswalk to align with existing curb ramps	\$2,500	5.0	5.0	5.0
County	Cully Avenue / Balfour Street	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000	5.0	5.0	5.0
		North leg	Stripe yellow continental crosswalk	\$2,500			
		East leg	Restripe as yellow continental crosswalk	\$2,500			
Dunlap Crossing Road							
County	Dunlap Crossing Road (San Gabriel River Trail to Norwalk Boulevard)	Both sides of street	Install sidewalks	\$316,800	5.0	5.0	5.0
Glengarry Avenue							
County	Glengarry Avenue (Rincon Drive to Loch Lomond Drive)	Both sides of street	Install sidewalks	\$158,400	5.0	5.0	5.0
County	Glengarry Avenue / Loch Lomond Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Glengarry Avenue / Aldrich Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Glengarry Avenue (Reichling Lane to Mines Boulevard)	Both sides of street	Install sidewalks	\$211,200	5.0	5.0	5.0
Gretna Avenue							
County	Gretna Avenue / Loch Lomond Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	10.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
5.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	10.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	20.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	90.0
10.0	20.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	80.0
Average Corridor Score: 51.7												
5.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	50.0
5.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
Average Corridor Score: 50.0												
10.0	5.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	50.0
Average Corridor Score: 51.3												
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	45.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	50.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	50.0
Average Corridor Score: 59.5												
5.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	60.0

Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Gretna Avenue / Havenwood Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Gretna Avenue / Bexley Drive	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Gretna Avenue / Rose Hedge Drive	Southeast and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Gretna Avenue / Bradhurst Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Gretna Avenue / Aldrich Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Gretna Avenue / Dicky Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Gretna Avenue / Clive Avenue (north)	Northeast and Southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Gretna Avenue / Clive Avenue (south)	Northeast and Southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Gretna Avenue / Westman Avenue	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate	\$300,000	5.0	5.0	5.0
			Stripe continental crosswalk	\$7,500			
County	Gretna Avenue (Keith Drive to Washington Boulevard)	Both sides of street	Install sidewalks	\$893,000	5.0	5.0	5.0
Hadley Street							
County	Hadley Street / Glengarry Avenue	Northeast corner	Install new ADA compliant curb ramp where nonexistent	\$8,000	5.0	5.0	5.0
County	Hadley Street / Boer Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	5.0	5.0	5.0
County	Hadley Street / Duchess Drive	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	5.0	5.0	5.0
County	Hadley Street / Loch Avon Drive	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Hadley Street / Alley west of Broadway	Northwest and Northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Hadley Street (Glengarry Avenue to Broadway)	Both sides of street	Install sidewalks	\$316,800	5.0	5.0	5.0
Loch Avon Drive							
County	Loch Avon Drive (Redman Avenue to Norwalk Boulevard)	Both sides of street	Install sidewalks	\$211,200	5.0	5.0	5.0
County	Loch Avon Drive / McNeese Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach	Implementation			
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	10.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	65.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	55.0
5.0	15.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	65.0
Average Corridor Score: 53.3												
5.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	55.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	0.0	5.0	50.0
Average Corridor Score: 61.4												
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	65.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Loch Avon Drive / Rockne Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Loch Avon Drive / Morrill Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Loch Avon Drive / Glencannon Drive	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Loch Avon Drive (Norwalk Boulevard to Glengarry Avenue)	Both sides of street	Install sidewalks	\$264,000	5.0	5.0	5.0
County	Loch Avon Drive / Glengarry Avenue	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
Millergrove Drive							
County	Millergrove Drive / Benavon Street	All corners	Install curb extension	\$160,000	5.0	5.0	5.0
		West and south legs	Restripe as yellow continental crosswalk	\$5,000			
County	Millergrove Drive (Benavon Street to Rivera Road)	Both sides of street	Fill in gaps in sidewalk network	\$105,600	5.0	5.0	5.0
County	Millergrove Drive / Wheelock Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
Mines Boulevard							
County	Mines Boulevard / Glengarry Avenue	North and south legs	Stripe yellow continental crosswalk	\$5,000*	5.0	5.0	5.0
		All legs	Install traffic signal with pedestrian signal heads	\$300,000*			
County	Mines Boulevard / Cedarcliff Avenue	All Corners	Install curb extension	\$160,000	5.0	5.0	5.0
		All legs	Stripe continental crosswalk	\$10,000			
County	Mines Boulevard / Gretna Avenue	All corners	Install curb extension	\$160,000*	5.0	5.0	5.0
		-	Install mini roundabout	\$300,000*			
County	Mines Boulevard / Lambert Road / Sorensen Avenue	North and west legs	Restripe to continental crosswalk	\$5,000	5.0	5.0	5.0
		Northeast corner and northwest mid-block	Install curb extensions with plastic delineators	\$80,000*			
County	Mines Boulevard (Norwalk Boulevard to Washington Boulevard)	-	Study for cycle track	Cost will vary for study, design, and implementation	5.0	5.0	5.0
Norwalk Boulevard							
County	Norwalk Boulevard / Holbrook Street	North-south direction	Install advance yield marking	\$1,000	5.0	5.0	5.0
		North leg	Stripe continental crosswalk	\$2,500			
			Install new ADA compliant curb ramp at new crosswalk	\$8,000			

*Project is partially or fully funded and will be implemented by Public Works

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	10.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	50.0
5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	55.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	50.0
Average Corridor Score: 65.0												
10.0	10.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	60.0
10.0	15.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	70.0
10.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
Average Corridor Score: 60.0												
5.0	5.0	0.0	5.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
5.0	10.0	0.0	5.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	65.0
5.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	50.0
5.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
5.0	20.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	75.0
Average Corridor Score: 69.6												
10.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Norwalk Boulevard / Loch Lomond	North and east legs	Restripe as yellow continental crosswalk	\$5,000	5.0	5.0	5.0
		Northwest mid-block, northeast and southeast corners	Install curb extensions at crosswalk	\$120,000			
County	Norwalk Boulevard / Bexley Drive	North-south direction	Install advance yield marking	\$1,000	5.0	5.0	5.0
		All legs	Stripe continental crosswalk	\$10,000			
		North and south legs	Install pedestrian-activated warning system	\$160,000			
		All corners	Install curb extension	\$160,000			
County	Norwalk Boulevard / Reichling Lane	West, south, and east legs	Restripe as yellow continental crosswalk	\$7,500	5.0	5.0	5.0
		West mid-block of south jog, southeast corner	Install curb extensions at crosswalk	\$80,000			
County	Norwalk Boulevard / Mines Boulevard	All legs	Restripe to continental crosswalk	\$10,000	5.0	5.0	5.0
		All corners	Install curb extension	\$160,000			
County	Norwalk Boulevard / Balfour Avenue	North-south direction	Install advance yield marking	\$1,000	5.0	5.0	5.0
		Northeast and southeast corners	Install curb extensions at crosswalk	\$80,000			
County	Norwalk Boulevard / Saragosa Street	West and south legs	Restripe to continental crosswalk	\$5,000	5.0	5.0	5.0
County	Norwalk Boulevard / Broadway	All Legs	Restripe as continental crosswalk	\$12,500	5.0	5.0	5.0
		East leg	Stripe continental crosswalk to cross frontage road	\$2,500			
		East side of intersection	Study intersection for reconfiguration	\$200,000			
County	Norwalk Boulevard / Aeolian Street	South and east legs	Restripe as yellow continental crosswalk	\$5,000	5.0	5.0	5.0
		North and west legs, north leg of frontage road	Stripe yellow continental crosswalk	\$7,500			
		Southwest, northeast, and southeast corners	Install curb extension	\$120,000			
County	Norwalk Boulevard / Slauson Avenue	All legs	Restripe to continental crosswalk	\$10,000	5.0	5.0	5.0
County	Norwalk Boulevard (Whittier Boulevard to Slauson Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0
County	Norwalk Boulevard / Rivera Road	All legs	Stripe continental crosswalk	\$10,000	5.0	5.0	5.0
		South leg	Study for traffic signal	\$300,000			
		Northwest and southeast corners	Reduce corner curb radii	\$100,000			

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	65.0
10.0	5.0	0.0	5.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	55.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	60.0
5.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
5.0	10.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	5.0	10.0	5.0	70.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	20.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	70.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Norwalk Boulevard / Walnut Street	All legs	Restripe to continental crosswalk	\$10,000	5.0	5.0	5.0
		Northwest and Southwest corners, east side of street at north leg, west side of street at south leg	Install curb extensions at existing crosswalks	\$160,000			
Pioneer Boulevard							
County	Pioneer Boulevard / Saragosa Street	South leg	Restripe as continental crosswalk	\$2,500	5.0	5.0	5.0
		North leg (605 ramp)	Stripe continental crosswalk	\$2,500			
		Northwest and northeast corners	Reduce corner curb radii	\$100,000			
		Southwest and southeast corners	Install curb extension	\$80,000			
County	Pioneer Boulevard / 605 ramp (north of Washington Boulevard)	West leg	Restripe as continental crosswalk	\$2,500	5.0	5.0	5.0
			Install pedestrian-activated warning system	\$80,000			
		Southwest corner	Reduce corner curb radii	\$50,000			
County	Pioneer Boulevard / 605 ramp (south of Washington Boulevard)	West leg	Restripe as continental crosswalk	\$2,500	5.0	5.0	5.0
			Install pedestrian-activated warning system	\$80,000			
		Northwest corner	Reduce corner curb radii	\$50,000			
County	Pioneer Boulevard / Waddell Street	West and north legs	Restripe as yellow continental crosswalk	\$5,000	5.0	5.0	5.0
		All corners	Install curb extension	\$120,000			
County	Pioneer Boulevard / 605 ramp (north of Slauson Avenue)	West leg	Restripe as continental crosswalk	\$2,500	5.0	5.0	5.0
			Install pedestrian-activated warning system	\$80,000			
		Southwest corner	Reduce corner curb radii	\$50,000			
County	Pioneer Boulevard / Slauson Avenue	All legs	Restripe as yellow continental crosswalk	\$10,000	5.0	5.0	5.0
County	Pioneer Boulevard / Rivera Road	All legs	Stripe continental crosswalk	\$10,000	5.0	5.0	5.0
		North and south legs	Install pedestrian-activated warning system	\$160,000			
Reichling Lane							
County	Reichling Lane / Glengarry Avenue	Southeast corner	Install new ADA compliant curb ramp where nonexistent	\$8,000	5.0	5.0	5.0
County	Reichling Lane / Boer Avenue	Northeast corner	Install new ADA compliant curb ramp where nonexistent	\$8,000	5.0	5.0	5.0
County	Reichling Lane (Glengarry Avenue to Vanport Avenue)	Both sides of street	Install sidewalks	\$105,600	5.0	5.0	5.0

Prioritization												
Public Health	Safety		Roadway	Demand				Community Outreach		Implementation		Total Prioritization Score
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	65.0
Average Corridor Score: 69.3												
10.0	5.0	0.0	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	65.0
5.0	10.0	0.0	5.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	60.0
10.0	5.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	65.0
10.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	60.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	70.0
Average Corridor Score: 60.0												
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	10.0	5.0	60.0
5.0	10.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	60.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization			
					Equity			
					Median Income	CalEnviro-Screen 3.0	Acres of parkland	
Rivera Road								
County	Rivera Road / Decosta Avenue	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000	5.0	5.0	5.0	
Saragosa Street								
County	Saragosa Street / Duchess Drive	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$24,000	5.0	5.0	5.0	
County	Saragosa Street / Vanport Avenue	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	5.0	5.0	5.0	
County	Saragosa Street (Duchess Drive to Broadway)	Both sides of street	Install sidewalks	\$105,600	5.0	5.0	5.0	
Slauson Avenue								
County	Slauson Avenue / 605 ramp (west of Pioneer Boulevard)	North leg	Restripe as continental crosswalk	\$2,500	5.0	5.0	5.0	
			Install pedestrian-activated warning system	\$80,000				
County	Slauson Avenue / Millergrove Drive	All corners	Install ADA compliant curb ramps	\$32,000	5.0	5.0	5.0	
			All legs	Restripe as yellow continental crosswalk				\$10,000
			West and east legs	Install median refuge islands to reduce crossing distance				\$60,000
County	Slauson Avenue / Morill Avenue	North side of street	Remove fencing blocking pedestrian path	\$500	5.0	5.0	5.0	
County	Slauson Avenue / Albutis Avenue	North side of street	Remove fencing blocking pedestrian path	\$500	5.0	5.0	5.0	
			West, south, and east legs	Restripe as yellow continental crosswalk				\$7,500
			West and east legs	Install median refuge islands to reduce crossing distance				\$60,000
County	Slauson Avenue / Decosta Avenue	North side of street	Remove fencing blocking pedestrian path	\$500	5.0	5.0	5.0	
County	Slauson Avenue / Duchess Drive	East leg	Install traffic signal with pedestrian signal heads	\$300,000	5.0	5.0	5.0	
			Install median refuge island	\$30,000				
		North, south, and east legs	Stripe continental crosswalk	\$7,500				
County	Slauson Avenue / Sanger Avenue	North side of street	Remove fencing blocking pedestrian path	\$500	5.0	5.0	5.0	
County	Slauson Avenue (San Gabriel River Trail to Norwalk Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	5.0	5.0	5.0	
County	Slauson Avenue (Pioneer Boulevard to Norwalk Boulevard)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	5.0	5.0	5.0	

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
Average Corridor Score: 50.0												
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	50.0
Average Corridor Score: 48.3												
5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	50.0
5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	45.0
Average Corridor Score: 70.0												
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	75.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	60.0
10.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	65.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	75.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	0.0	70.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
Sorensen Avenue							
County	Sorensen Avenue / Havenwood Drive	Southwest corner	Install new ADA compliant curb ramp where nonexistent	\$8,000	5.0	5.0	5.0
County	Sorensen Avenue / Townley Drive	Northeast and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Sorensen Avenue / Rose Hedge Drive	All corners	Install curb extension	\$160,000	5.0	5.0	5.0
		North leg	Restripe as continental crosswalk	\$2,500			
			Install pedestrian-activated warning system	\$80,000			
County	Sorensen Avenue (Havenwood Drive to Rose Hedge Drive)	Both sides of street	Install sidewalks	\$211,200	5.0	5.0	5.0
County	Sorensen Avenue / Lambert Road	East side of intersection	Close right turn channel onto Sorensen Avenue	\$50,000	5.0	5.0	5.0
Vicki Drive							
County	Vicki Drive / Godoy Street	Northeast and southeast corners, northwest mid-block	Install curb extension	\$120,000	5.0	5.0	5.0
		North leg	Stripe yellow continental crosswalk	\$2,500			
		East leg	Restripe as yellow continental crosswalk	\$2,500			
County	Vicki Drive / Abbotsford Road	All corners	Install new ADA compliant curb ramp where nonexistent	\$32,000	5.0	5.0	5.0
County	Vicki Drive / Aeolian Street	East-west directions	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000	5.0	5.0	5.0
		West and south legs	Stripe yellow continental crosswalk	\$5,000			
County	Vicki Drive (Waddell Street to Slauson Avenue)	Both sides of street	Install sidewalks	\$264,000	5.0	5.0	5.0
Waddell Street							
County	Waddell Street / Sanger Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Waddell Street / Rexall Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Waddell Street / Boer Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Waddell Street (Decosta Avenue to Norwalk Boulevard)	Both sides of street	Install sidewalks	\$158,400	5.0	5.0	5.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
Walnut Street							
County	Walnut Street / Orange Street	-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$300,000	5.0	5.0	5.0
Washington Boulevard							
County	Washington Boulevard / Pioneer Boulevard	All legs	Restripe as yellow continental crosswalk	\$10,000	5.0	5.0	5.0
		West and east legs	Install median refuge island	\$60,000			
County	Washington Boulevard / Danby Avenue	South leg	Consider eliminating turn channel to reduce corner curb radius from Washington Boulevard to Pioneer High School	\$50,000	5.0	5.0	5.0
County	Washington Boulevard / Millergrove Drive	West leg and frontage road	Restripe as yellow continental crosswalk	\$5,000	5.0	5.0	5.0
		South and east legs, east leg of frontage road	Stripe continental crosswalk	\$7,500			
County	Washington Boulevard / Vicki Drive	South leg	Stripe continental crosswalk	\$2,500	5.0	5.0	5.0
County	Washington Boulevard / Norwalk Boulevard	All legs	Restripe as continental crosswalk	\$10,000	5.0	5.0	5.0
		West and east legs	Install median refuge island	\$60,000			
County	Washington Boulevard / Broadway	West leg	Modify median curb to end behind crosswalk	\$10,000	5.0	5.0	5.0
		All Legs	Restripe to continental crosswalk	\$10,000			
		Northwest and southwest corners	Evaluate driveway relocation or removal ²	\$10,000			
County	Washington Boulevard / Sorensen Avenue	All corners	Install curb extension	\$160,000	5.0	5.0	5.0
		All legs	Restripe as continental crosswalk	\$10,000			
County	Washington Boulevard (San Gabriel River Trail to Sorensen Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	5.0	5.0	5.0
County	Washington Boulevard / Appledale Avenue	Northeast corner	Stripe continental crosswalk to mark path from frontage road sidewalk	\$2,500	5.0	5.0	5.0
County	Washington Boulevard / Crowndale Avenue	Northeast corner	Stripe continental crosswalk to mark path from frontage road sidewalk	\$2,500	5.0	5.0	5.0
		Median ramp	Install new ADA compliant curb ramp where nonexistent	\$8,000			
Westman Avenue							
County	Westman Avenue / Lochinvar Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
Average Corridor Score: 40.0												
10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	40.0
Average Corridor Score: 74.5												
10.0	15.0	0.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	15.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	10.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	15.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	85.0
10.0	15.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	80.0
5.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	55.0
10.0	20.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	80.0
5.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	55.0
10.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
Average Corridor Score: 57.0												
10.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	55.0

Table D-4: Proposed pedestrian improvements and cost estimates in West Whittier-Los Nietos, continued

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Cost ¹	Prioritization		
					Equity		
					Median Income	CalEnviro-Screen 3.0	Acres of parkland
County	Westman Avenue / Nan Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Westman Avenue / Waddell Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Westman Avenue / Wakeman Street	Northwest and Southwest corners	Install new ADA compliant curb ramp where nonexistent	\$16,000	5.0	5.0	5.0
County	Westman Avenue (Washington Boulevard to Aeolian Street)	Both sides of street	Install sidewalks	\$264,000	5.0	5.0	5.0
Whittier Boulevard							
County/ Caltrans	Whittier Boulevard/ I-605 Northbound Ramp	East-west direction	Install advance yield marking	\$1,000	5.0	5.0	5.0
		North leg	Restripe as continental crosswalk	\$2,500			
County/ Caltrans	Whittier Boulevard/ I-605 Southbound Ramp	East-west direction	Install advance yield marking	\$1,000	5.0	5.0	5.0
		South leg	Restripe as continental crosswalk	\$2,500			
County/ Caltrans	Whittier Boulevard / Lockheed Avenue	East leg	Restripe crosswalk to align with curb ramp on southeast corner	\$2,500	5.0	5.0	5.0
County/ Caltrans	Whittier Boulevard / Norwalk Boulevard	East leg	Restripe as continental crosswalk to align with curb ramps	\$2,500	5.0	5.0	5.0
County/ Caltrans	Whittier Boulevard / Glengarry Avenue	South leg	Restripe as continental crosswalk	\$2,500	5.0	5.0	5.0
County/ Caltrans	Whittier Boulevard / Broadway	East leg	Restripe crosswalk to align with curb ramp on southeast corner	\$2,500	5.0	5.0	5.0
County/ Caltrans	Whittier Boulevard / Western Avenue	South leg	Relocate stop bar before beginning curb return	\$500	5.0	5.0	5.0
County/ Caltrans	Whittier Boulevard / Hadley Street	All legs	Restripe as continental crosswalk	\$12,500	5.0	5.0	5.0
		South leg	Shorten median curb to end behind crosswalk	\$10,000			

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.

Public Health	Prioritization											Total Prioritization Score
	Safety		Roadway	Demand				Community Outreach		Implementation		
	Collisions	Fatality		Transit	School	Park or Library	Commercial Activity	Community Identified	Identified in Previous Plan	Cost	Ease	
10.0	0.0	0.0	0.0	0.0	5.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	55.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	10.0	5.0	60.0
10.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	55.0
Average Corridor Score: 69.4												
10.0	10.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	10.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	10.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	70.0
10.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0
10.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	60.0
10.0	15.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	75.0
10.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	5.0	5.0	10.0	5.0	65.0
10.0	5.0	0.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	10.0	5.0	70.0

PRIORITIZING FUTURE PEDESTRIAN PLAN COMMUNITIES

The following table provides a potential framework for prioritizing planning areas for future Community Pedestrian Plans as resources

become available. Additional factors may be incorporated or considered in addition to those described below.

Table D-2: Future Pedestrian Plan Communities Prioritization Framework

Category	Rationale	Description	Maximum Possible Points
Equity	The community is a Focus Community (Disadvantaged Community). Disadvantaged communities are often disproportionately represented in severe and fatal injuries from traffic crashes. This criterion uses median household income and CalEnviroScreen data to prioritize disadvantaged areas.	Project is located in an area with a median income less than 80% of the statewide median (<\$49,191)	15
		Project is located in an area that is among the most disadvantaged 25% in the state, according to CalEnviroScreen 3.0	15
	Disadvantaged communities often have less access to parks and open space. This criterion uses park deficiency to prioritize disadvantaged areas.	Community has less than the County's General Plan goal of four acres of local parkland per 1,000 residents	10
Public Health	Improving health is a core goal of the plan. Research has shown that there is a link between better health and moderate-intensity aerobic activity, like brisk walking. Improvements to the pedestrian built environment can make walking more comfortable, convenient, and safe. This criterion uses Health Disadvantaged Index data to prioritize areas with poor health.	Project is located in an area that is in the top 10%, according to the Health Disadvantage Index (10 points)	30
		Project is located in an area that is in the top 25%, according to the Health Disadvantage Index (5 points)	
Safety	The National Highway Transportation Safety Administration computes pedestrian fatalities per 100,000 residents by state in an annual Traffic Safety Facts report. This criterion uses the standard federal population-adjusted rate to prioritize areas with relatively high rates of pedestrian-involved fatal collisions.	Community has a higher average annual rate of pedestrian fatalities per 100,000 residents compared to the annual average rate for all of the unincorporated areas combined. (The average annual rate of pedestrian fatalities per 100,000 residents for the unincorporated areas combined is 2.0, using 2014 TMS & Census data)	30
Maximum Total Points			100

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