Ch. 7

LAKE LOS ANGELES

COMMUNITY PEDESTRIAN PLAN

COMMUNITY PROFILE

Lake Los Angeles is a rural unincorporated community in the Antelope Valley of Los Angeles County, located 17 miles east of Palmdale and 40 miles northeast of the City of Los Angeles.

The 9.7 square mile community has a population of 12,328, with relatively low population density compared to other Los Angeles County communities, but remains the densest community in the Antelope Valley. Once known as Los Angeles Buttes, the community took its name from a collection of desert peaks: Black Butte, Piute Butte, Lovejoy Butte, and Saddleback Butte. In 1967, land developers bought 4,000 acres in the region, sub-divided it into 4,465 lots, and built a man-made lake that has since dried up, renaming the community Lake Los Angeles. Saddleback Butte became a State Park in 1960.

Thank You

Pedestrian Plan Community Advisory Committee Members:

Shirley Harriman

Mary Hanna

Theresa Horvath

Pat McGuire

Yvonne Milikowski

Scarleth Hauffen-Pflieger

Deb Hill

Francisco Merlan

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

Demographics

Understanding the demographics of a population helps decision makers plan for and target appropriate pedestrian projects and programs. The median household income for Lake Los Angeles is $40,227, approximately 28 percent less than the county average. Lake Los Angeles also has a significantly higher poverty rate than the county average. Adults (age 25 and over) in Lake Los Angeles are more likely to have a high school diploma or equivalent, but less likely to have completed at least some college education when compared with other county residents.

Lake Los Angeles has primarily single-family households at a proportion similar to the rest of the county, but more households have children under 18, making Lake Los Angeles a relatively young community. A majority of the community's residents (54 percent) identify as Hispanic/Latino, and the community has relatively more White and more Black or African American residents than the rest of the county. Lake Los Angeles has a lower number of foreign-born community members compared to the overall percentage of foreign-born residents countywide. Demographic data for Lake Los Angeles is shown in Table 7-1.

Table 7-1: Lake Los Angeles Demographics

	Percent in Lake Los Angeles	Percent in Los Angeles County
Education		
Less than high school diploma	28.3	21.4
High school graduate, GED or alternative	34.9	20.5
Some college or Associate's degree	30.0	26.5
Bachelor's degree or higher	6.8	26.5
Persons in Poverty	32.4	18.7
Age		
Under 18 Years	33.2	23.2
18-64 Years	59.2	64.9
65 and Older	7.6	11.9
Race/Ethnicity		
Hispanic or Latino	53.6	48.4
White (Non-Hispanic)	31.9	26.6
American Indian and Alaska Native	1.4	0.7
Asian	0.9	15.0
Black or African American(Non-Hispanic)	11.3	8.7
Other	3.3	1.3
Immigration and Linguistic Isolation		
Foreign Born	14.4	35.7
Households that are Linguistically Isolated	31.0	14.4

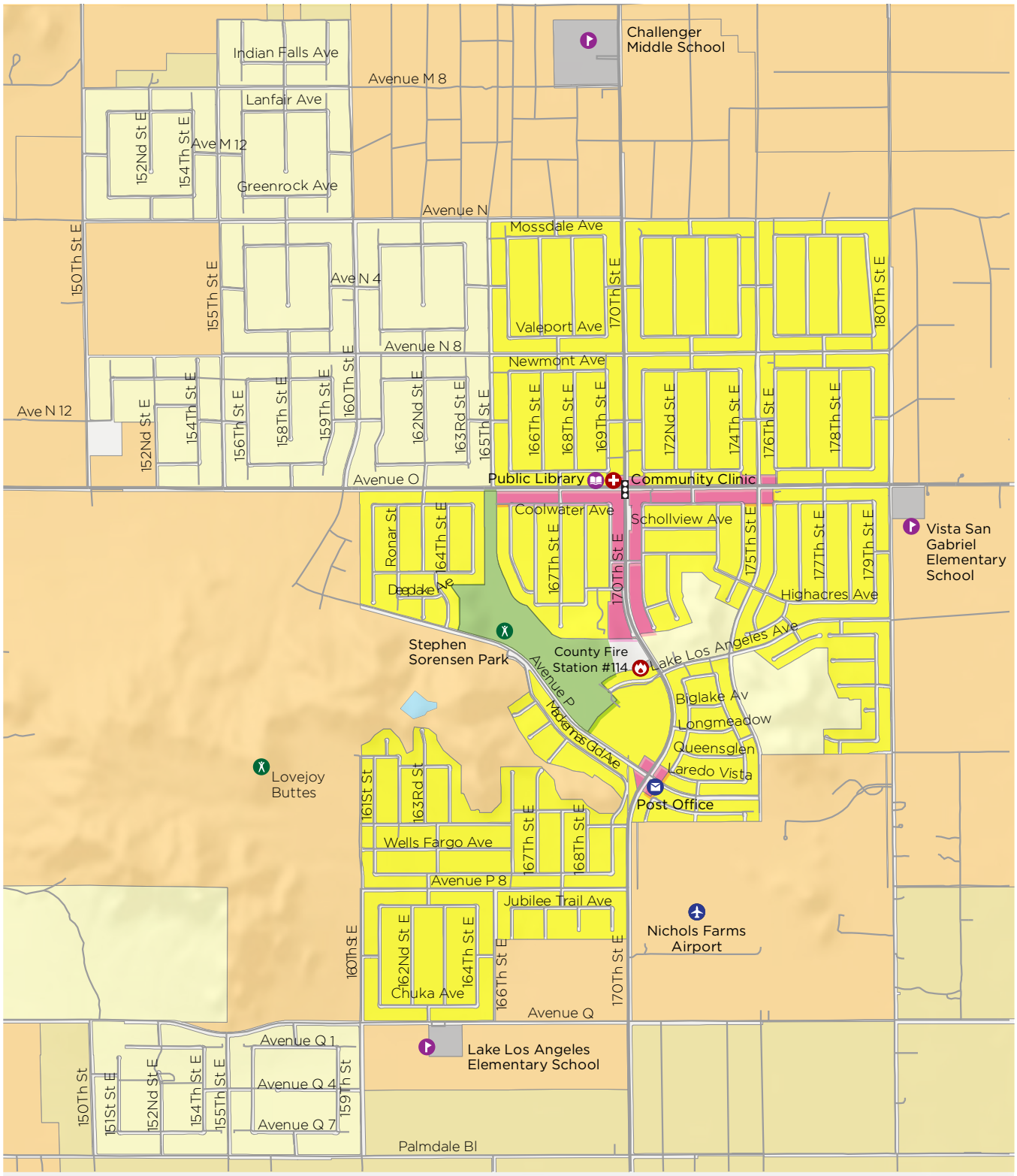
Source: American Community Survey, 5-year 2010-2014

Land Use

Land use and design policies impact residents' health and physical activity levels. The majority of land (52 percent) in Lake Los Angeles is designated as residential, while 7 percent is designated as rural commercial. Figure 7-1 shows land uses in Lake Los Angeles. The area has a low density (people/acre) compared with other county communities, but is the densest unincorporated community in the Antelope Valley.

Residential development surrounds the commercial corridor along 170th Street East between Avenue O and Avenue P. The Antelope Valley Area Plan designates this corridor as a Rural Town Center, prioritizing pedestrian-oriented design and connectivity with the goal of linking commercial development to the surrounding residential areas. Roughly 38 percent of the residential population lives within a quarter-mile walking distance to this commercial area. Other key destinations include three public schools, Stephen Sorenson Park, a public library, and a community clinic.

Figure 7-1: Lake Los Angeles Zoning Map



DATA SOURCE: LOS ANGELES COUNTY GENERAL PLAN, DEPARTMENT OF REGIONAL PLANNING, 2015

0 0.25 0.5 MILE

LAND USE

DESTINATIONS

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

LAND USES

- CR - RURAL COMMERCIAL
- H2 - RESIDENTIAL 2
- OS-BLM - BUREAU OF LAND MANAGEMENT
- OS-C - CONSERVATION
- OS-PR - PARKS AND RECREATION
- P - PUBLIC AND SEMI-PUBLIC
- RL1 - RURAL LAND 1
- RL10 - RURAL LAND 10
- RL2 - RURAL LAND 2
- RL20 - RURAL LAND 20
- RL5 - RURAL LAND 5
- W - WATER

Park Access

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

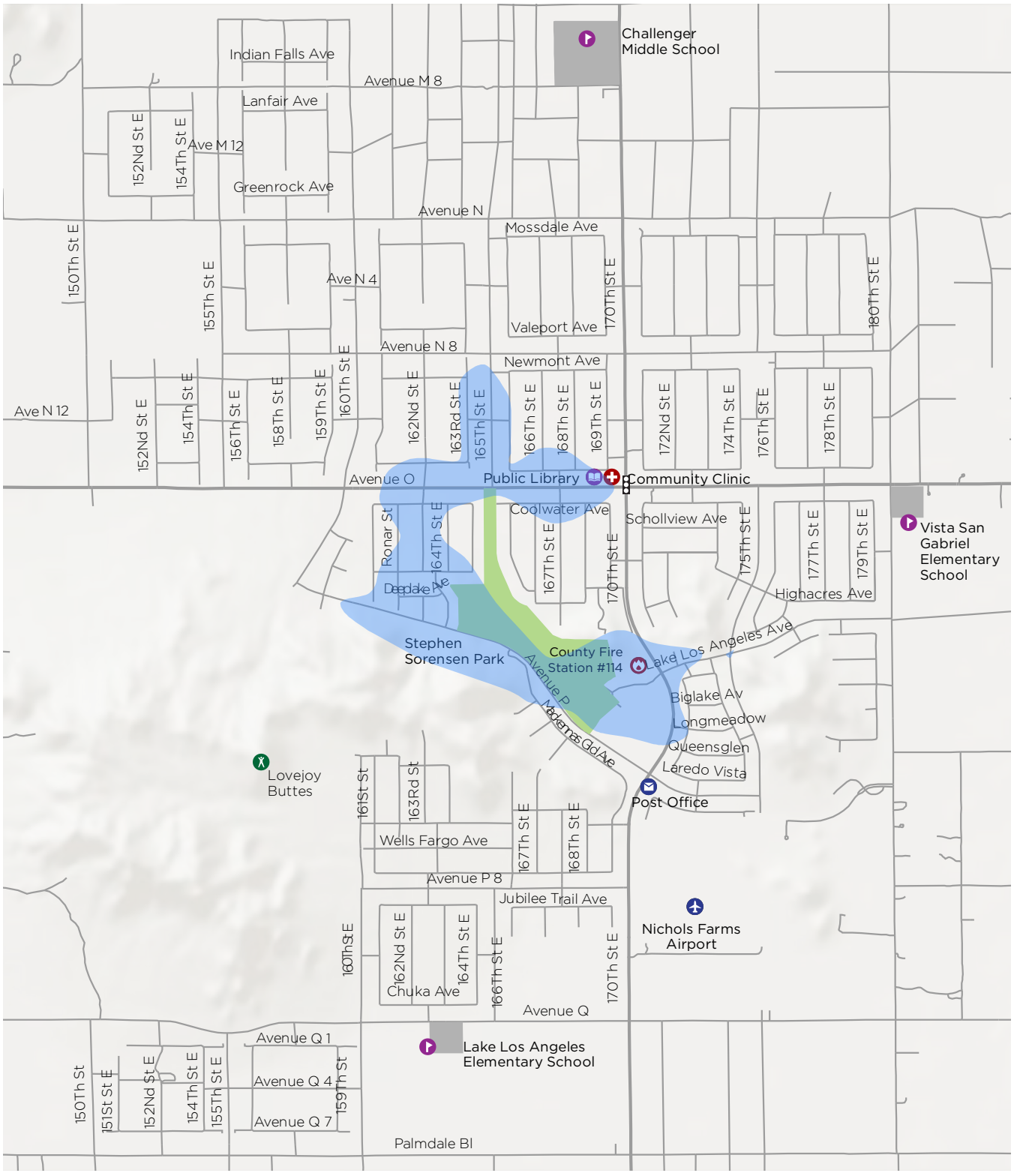
Lake Los Angeles currently has one park, Stephen Sorenson Park (108.04 acres), which provides the community an average of 9.51 acres of parkland per 1,000 residents.[2] Technically, this is more than twice the County's General Plan goal of four acres of local parkland per 1,000 residents. However, this land is largely undeveloped and without park amenities. Further, only about 20 percent of Lake Los Angeles residents live within a half-mile walking distance to the park (Figure 7-2).[3] Stephen Sorensen Park is accessible by one road, Avenue P, from the south and several informal paths from the north. The Los Angeles County Parks and Recreation Needs Assessment has proposed developing new shared-use paths to enhance access to the park.

1 Department of Parks and Recreation. Lake Los Angeles Park Needs Assessment. 2016.

2 Department of Parks and Recreation. Lake Los Angeles Park Needs Assessment. 2016.

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

Figure 7-2: Lake Los Angeles Park Access



PARK ACCESS

MILE 0 0.25 0.5

DESTINATIONS

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

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

PARK ACCESS

- WALKABLE AREA, ONE-HALF MILE FROM PARK

Health

Understanding which health issues and behaviors are prevalent in Lake Los Angeles can help decision makers target appropriate pedestrian interventions.[1] The overall population and mortality rates for zip codes 93595 and 93591, which include Lake Los Angeles, shed light on general health and mortality trends. For both zip codes and Los Angeles County, heart disease and cancer are the two leading causes of death. These diseases are highly correlated with diet, physical activity, exposure to toxins (tobacco and pollution), and stress.[2] The top three leading causes of premature death for Antelope Valley are coronary heart disease, motor vehicle crashes, and diabetes.[3]

Childhood and adult asthma rates in Lake Los Angeles are higher than the county average.[4] Obesity rates among adults and teens are higher than in the county as a whole, although proportionally fewer children are overweight for their age.[5] Only one in five youth in Lake Los Angeles engage in regular physical activity,[6] though youth in Lake Los Angeles have a slightly higher level of physical activity than countywide. However, only 22.9 percent of adults in the Lake Los Angeles area walk at least 150 minutes each week, compared with over one-third of adults countywide.[7] This fact may be contributed to the high rates of disability in the community zip code 93591 - more than 1 in 10 adults in Lake Los Angeles under the age of 65 have a disability, which is more than twice the county average.[8]

Overall, Lake Los Angeles qualifies as a disadvantaged community on three common statewide indicators, which consider median household income, participation in the National School Lunch Program, and the Healthy Places Index.[9] Based on these indicators, Lake Los Angeles may be eligible to receive funding prioritization from the Caltrans Active Transportation Program and potentially other funding sources.

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1 This plan uses health data at the zip code level when necessary. Lake Los Angeles is in Zip Code 93591 and 93595, which also includes neighboring Antelope Valley communities with similar socio-demographics and built environment.

2 HealthyCIty.org

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

4 California Health Interview Survey, Neighborhood Edition, 2014

5 Adults with a body mass index greater than or equal to 30.0 are considered obese. Children 2-11 whose combination of weight, sex, and age ranks higher than the CDC's 2001 95th percentile are considered obese, as are children 12-17 who ranked higher than the CDC's 2010 85th percentile for body mass index. Source: California Health Interview Survey, Neighborhood Edition, 2014.

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

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

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

9 These indicators include National School Lunch Program Free and Reduced Lunch Program participation, median household income, and the Healthy Places Index, produced by the Public Health Alliance of Southern California. Only one of two census tracts (6037900104) qualifies Lake Los Angeles as a health disadvantaged community.

Table 7-2: Lake Los Angeles Causes of Death

(Selected) Causes of Death Death rate (per 100,000 population)	Zip Code 93535	Zip Code 93591	Los Angeles County
Cancer	104	30.6	24.2
Heart Disease	109.4	19.4	26.9

Table 7-3: Lake Los Angeles Health Indicators

	Percent in Zip Code 93535	Percent in Zip Code 93591	Percent in Zip Codes 93535 and 93591	Percent in Los Angeles County
Obesity				
Children overweight for age (2-11)	5.1	4.9	5.1	12.4
Teens overweight or obese (12-17)	44.5	-	44.6	37.9
Adult obesity	32.6	25.6	31.9	25.9
Physical Activity				
Regular physical activity (ages 5-17)	18.8	21.5	19.1	18.9
Walked at least 150 minutes (age 18+)	23	21.8	22.9	34.1
Respiratory Illness				
Children ages 0-17 years ever diagnosed with asthma	15.0	14.3	15.0	13.1
Adults (Age 18 years plus) ever diagnosed with asthma	17.4	14.3	17.1	12.6
Disability				
With a Disability, under age 65	6.6	14.5	-	6.0

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

PREVIOUS PLANS AND PROJECTS

This Plan builds on numerous Lake Los Angeles and broader Antelope Valley Area planning efforts.

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

Lake Los Angeles Community Standards District (2014)

The Lake Los Angeles Rural Town Council proposed this document to guide development in Lake Los Angeles. At the time of the Lake Los Angeles Community Pedestrian Plan's release, the CSD had not been finalized or adopted. If adopted, the CSD would require street enhancements to complement and maintain the rural character of Lake Los Angeles. It would also prohibit concrete sidewalks and curbs on residential streets, though shared-use paths would be allowed.

Antelope Valley Area Plan (2015)

The Antelope Valley Area Plan was developed as a component of the County's General Plan. It refines countywide goals and policies by addressing specific issues relevant to the Antelope Valley, such as community maintenance and appearance, and provides more specific guidance on elements already found in the General Plan.

High Desert Corridor Project (2016)

The High Desert Corridor (HDC) project will provide a new link between SR-14 in Los Angeles County and SR-18 in San Bernardino County, including a freeway with accommodations for high-speed rail, and a bikeway. Caltrans and Metro approved the Final Environmental Impact Report/Environmental Impact Statement for the HDC. The approved preferred alternative route runs along Palmdale Boulevard, the southern border of Lake Los Angeles, between 150th Street East and 160th Street East.

Los Angeles County, California Code of Ordinances, Chapter 22.44.360, Part 9, Rural Outdoor Lighting District (2016)

This County ordinance sets provisions for a rural outdoor lighting district. Street lights are prohibited except where necessary at urban cross sections with sidewalks, curbs, and gutters, or at intersections and driveways on county roads. An exception is locations where the Director of Public Works finds that street lights will alleviate traffic hazards, improve traffic flow, and/or promote safety and security of pedestrians and vehicles based on Public Works' highway safety lighting standards.

COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (DPH), Antelope Valley Partners for Health (AVPH) led outreach efforts to gather community input throughout the development of the Lake Los Angeles Community Pedestrian Plan. The community outreach strategy was developed based on the Plan's goals, as well as an understanding of existing community-identified issues.

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

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

Community Advisory Committee

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

Community Collaboration

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

At each existing meeting, participants were asked to identify challenges to walking in Lake Los Angeles on a large-scale map. Participants identified a lack of safe places to walk on high-speed roadways, a need for pedestrian-scale lighting, fear of wild dogs, a need for better crossings near schools, and slower speeds when entering the community.

Community groups engaged during the development of the Pedestrian Plan include:

- Parent Navigators Wilsona School District
- Lake Los Angeles Rural Town Council
- Parents at Lake Los Angeles Elementary
- Lake Los Angeles Neighborhood Action Committee
- Lake Los Angeles Parks Association Meeting

Additionally, stakeholder interviews were conducted with the Wilsona School District Superintendent and the principal of Lake Los Angeles Elementary School.

Community Events

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

Community events that the project team attended include:

- Winter Wonderland
- Parks After Dark at Stephen Sorensen Park
- Movie Night at the Park
- Career Fair at Challenger Middle School
- Resource Fair at Stephen Sorensen Park

Stakeholders were encouraged to complete a survey about their current walking habits, concerns, and desired projects. DPH and AVPH staff collected a total of 46 surveys at existing community events. The survey was also available online in both Spanish and English.

Survey respondents identified a lack of street lighting, non-existent sidewalks, and a fear of physical violence as their primary challenges faced while walking in Lake Los Angeles. Respondents indicated they would feel safer walking with additional street lighting and marked street crossings, and would walk more often with paved paths, intersection projects, and pedestrian lighting along paths.

Community Data Collection

To further integrate the community in the planning process, the project team trained residents in data collection methods such as pedestrian counts and a photovoice activity. With the activities, Lake Los Angeles community members further shaped the proposed projects in this Pedestrian Plan.

PEDESTRIAN COUNTS

Pedestrian counts provide the County with a snapshot of current pedestrian volumes on specific corridors in Lake Los Angeles. Manual pedestrian counts were conducted in 2016 on one weekday (Wednesday, October 12) and one weekend day (Saturday, October 15), with help from community volunteers. The counts took place during peak weekday travel times (7AM - 9AM and 3PM - 5PM) and peak weekend travel times (11AM - 1PM).

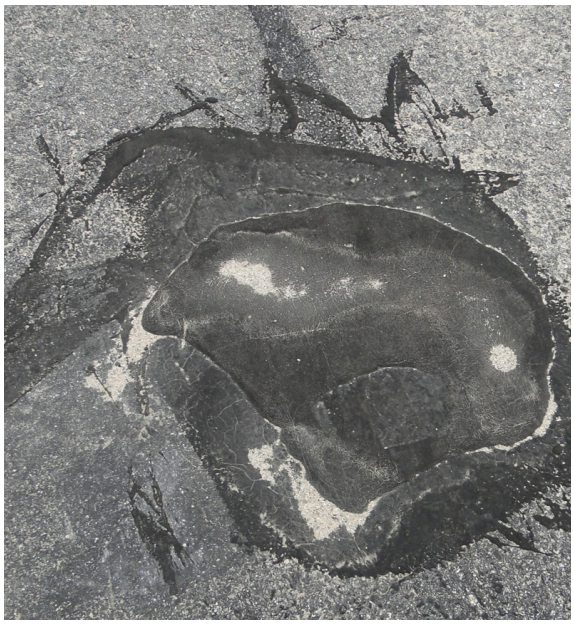
The project team recruited and trained eight community members to conduct manual counts. Community members were provided with materials needed to conduct counts including clipboards, count forms, safety vests, pens, and

assigned count locations. Participants used count forms to indicate how many people were walking in multiple directions, in which direction they were walking, and other characteristics like whether they were in a wheelchair or whether they were children.

As pedestrian infrastructure projects and programs are implemented, the County will use this data to evaluate changes in the rates of walking in Lake Los Angeles. The data collected through pedestrian count efforts is summarized in the Pedestrian Environment section of this chapter.

PHOTOVOICE

Photovoice combines photography with dialogue, and allowed community members to share their lived experience walking in Lake Los Angeles. Five community members participated in this activity. Participants submitted photos and discussed the need for additional pedestrian paths and maintenance of existing paths, and uncomfortable crossings near schools and in the community center.



A photo of roadway requiring maintenance in Lake Los Angeles, submitted as part of the photovoice activity

Feedback from the Lake Los Angeles community workshop

Community Workshop 1

The Department of Public Health (DPH) and Lake Los Angeles Park Association (LLAPA) co-hosted a community workshop during a family movie night on November 5, 2016. The workshop solicited input from stakeholders to inform the draft Lake Los Angeles Pedestrian Plan. Thirteen Lake Los Angeles residents attended the workshop, which was hosted at Stephen Sorensen Park. Since the workshop was held during family movie night it was set up so attendees could move through several stations to provide information on existing barriers to walking, learn about different types of infrastructure projects, and identify priority locations for enhancements.

ACTIVITY #1 BARRIERS TO WALKING

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

Concerns and opportunities included:

- Install all all-way stop on 180th Street East and Avenue O
- Install a shared-use path on Avenue P
- Increase the path network in the community
- Safety enhancements are needed on Avenue Q
- Paved pathways are too narrow and not maintained

ACTIVITY #2 PRIORITY FACILITY TYPES

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

- Traffic signals with accessible pedestrian push buttons
- Traffic calming like curb extensions
- High-visibility crosswalks
- Shared-use paths
- Pedestrian-scale lighting

ACTIVITY #3 PRIORITY LOCATIONS FOR PROJECTS

Participants were provided with three blue dot stickers and asked to identify their priority locations for pedestrian projects on a large-scale map of Lake Los Angeles. The top priority locations were:

- 170th Street East/Avenue O
- Avenue P from 160th Street East to 170th Street East
- 160th Street East/Avenue Q
- Avenue Q from 160th Street East to 170th Street East

Community members provide input on draft proposed infrastructure projects at Workshop 2 in Lake Los Angeles

Community Workshop 2

On October 2, 2017, Public Health hosted a second community workshop at Vista San Gabriel Elementary School to gather feedback on the preliminary draft Lake Los Angeles Community Pedestrian Plan. Thirty-one community members attended. Project staff provided a project overview and then asked participants to visit four stations to learn about and provide feedback on the proposed program, policy, and infrastructure projects presented in the Plan.

Each of the 31 attendees was provided with a 'passport' and feedback worksheet at the start of the meeting. At each station, participants received a stamp on the passport, and once the passport card and feedback worksheet were complete, participants were given a raffle ticket for a chance to win a refurbished bicycle.

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

- Additional shared-use paths to connect the community to schools and the park
- Pedestrian scale lighting
- Pedestrian-activated warning systems on 170th Street East
- Traffic calming on Avenue O and 170th Street East
- Crosswalks on Avenue N and 170th Street East
- Crosswalks on Avenue N8 and 170th Street East
- Traffic calming and better crossing conditions at 180th Street East and Avenue O
- Fencing or landscaping to provide a barrier for shared-use paths
- Pedestrian-activated warning system at Park Valley Avenue and 170th Street East
- Though outside the Plan area, community stakeholders identified a need for a physically buffered shared-use path along Palmdale Boulevard between 170th Street East and 110th Street East, which provides direct access for the Lake Los Angeles community to nearby Littlerock High School

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

One major objective of any pedestrian investment is to increase the attractiveness and convenience of walking. To understand current levels of walking in Lake Los Angeles, the County looked at statistics about commuting and car ownership, and conducted a walk audit.

Less than one percent of employed Lake Los Angeles residents commute to work primarily by walking or by bicycling. Only one percent of employed Lake Los Angeles residents primarily take transit to work. This may be due to the limited transit service available in the community, as only one bus line, provided by Antelope Valley Transit, runs through the community (see map in Appendix B). Household access to vehicles also has an influence on residents' reliance on transit or walking for commuting. Over 99 percent of Lake Los Angeles residents have access to at least one car, but fewer have access to two or more vehicles compared to the county as a whole.[1]

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

Pedestrian counts were conducted at eight locations in Lake Los Angeles in October and November of 2016 to help measure trends in facility use, put collision data in context, and observe pedestrian behaviors. The counts in Table 7-4 show us what pedestrian activity looks like in this community at these locations. Though count data is also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals, counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in Lake Los Angeles may seem low in another community.

Data was collected for each count location during up to three, two-hour periods (AM peak, PM peak, and weekend midday). Volumes were counted manually. Results show that peak pedestrian activity occurs on Avenue O near 180th Street East during morning hours, likely due to school trips to Vista San Gabriel Elementary School. A summary of the pedestrian count data can be found in Table 7-4 and more information is provided in Appendix C.

Motor vehicle volumes and speeds also have an influence on residents' decisions to walk, bicycle, or drive. The project team examined traffic conditions along 170th Street East and Avenue O to further inform this Plan.

MOTOR VEHICLE VOLUMES

170th Street East and Avenue O are the most trafficked roads in the Lake Los Angeles area. 170th Street East, a north-south corridor, carries between 5,100 to 5,800 vehicles daily and Avenue O, an east-west corridor, carries fewer vehicles (between 3,100 and 4,200 daily). [1]

MOTOR VEHICLE SPEEDS

Throughout Lake Los Angeles, the posted vehicle speed is 55mph on major streets, including Avenue O and 170th Street East. During field observations, the project team noted higher prevailing speeds in many locations along major streets.

Table 7-4: Lake Los Angeles Pedestrian Counts Summary

Location	Pedestrian Volume During Peak Hour	Peak Time
170th Street East, between Avenue N-4 and Avenue N-8	6	4:00 PM
Avenue N-8, between 162nd Street East and 165th Street East	2	7:00 AM
Avenue O, between 167th Street East and 170th Street East	8	7:45 AM
170th Street East, between Avenue O and Park Valley Avenue	6	7:00 AM
Avenue O, between 177th Street East and 180th Street East	42	7:30 AM
Informal path/wash area, between Avenue O and Coolwater Avenue	8	5:00 PM
Avenue P, est of 170th Street East	8	4:00 PM
Avenue Q, between 160th Street East and 163rd Street East	1	8:00 AM

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

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

Challenges to Walking

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

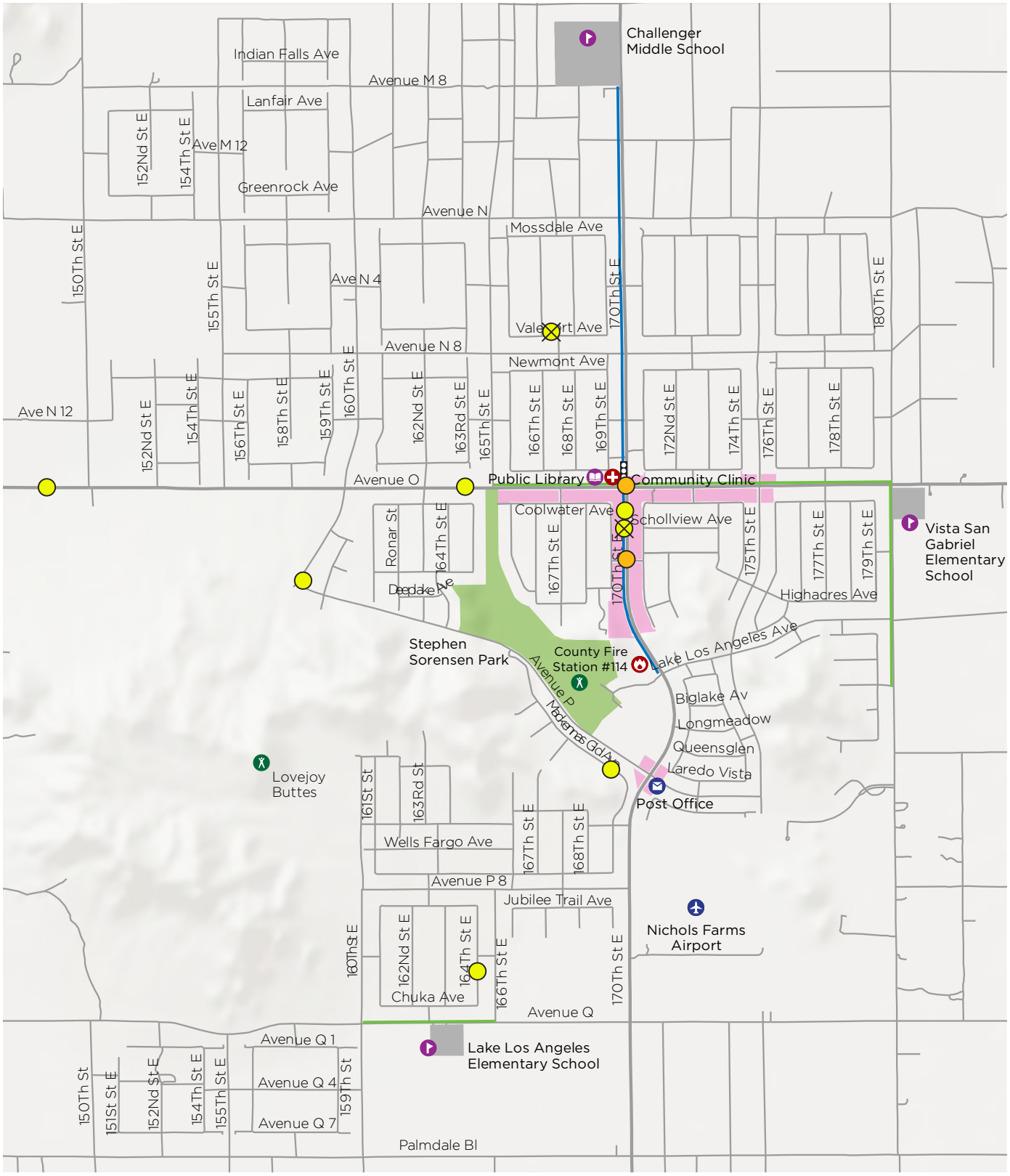
COLLISIONS

Between 2009 and 2016, there were a total of 13 pedestrian-involved collisions in the Lake Los Angeles area.[1] Nearly 77 percent of collisions occurred along 170th Street East and Avenue O, where most neighborhood attractions are located. Six of the collisions occurred during AM and PM peak hours (6 AM - 9 AM and 5 PM - 8 PM). Five of the collisions involved pedestrians under 18 years old (38.5 percent), and four were between 55 and 64 years old (31 percent). Two of the collisions involved a fatality, and nine involved a severe or visible injury.

Law enforcement attributed fault to the pedestrian in 54 percent of the pedestrian collisions. Half of the eight collisions were classified as 'Hit and Run.' All pedestrian-involved collisions (2009-2016) are shown in Figure 7-3.

1 SWITRS, 2016

Figure 7-3: Map of pedestrian-involved collisions in Lake Los Angeles (2009-2016)



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

PEDESTRIAN-INVOLVED COLLISIONS

DESTINATIONS

- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- HEALTHCARE
- POST OFFICE
- AIRPORT
- COMMERCIAL
- PARK

EXISTING INFRASTRUCTURE

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

COLLISIONS

- LOCATION WITH FATALITY
- 1
- 2

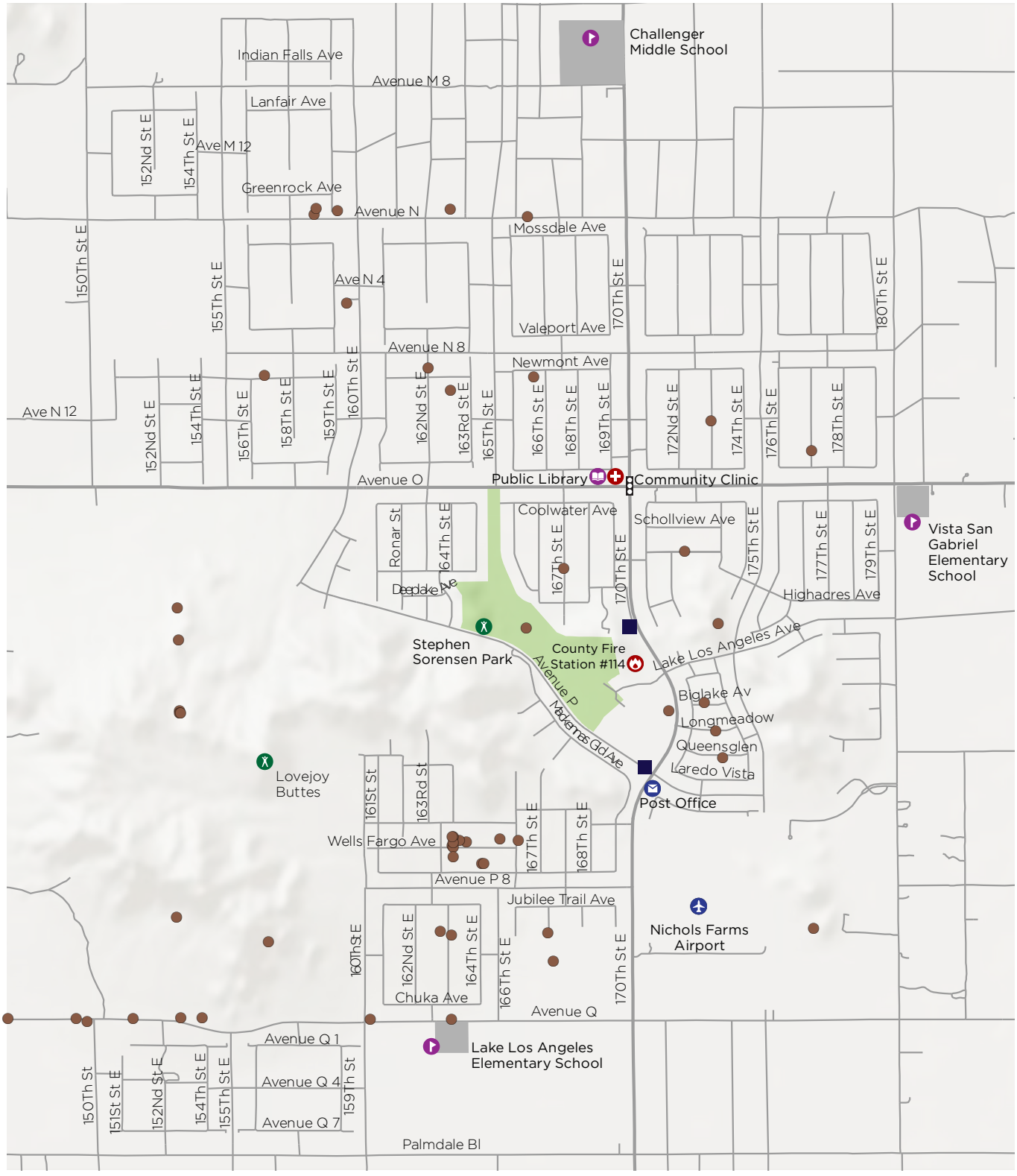
NUISANCE ACTIVITIES

Nuisance activities, unwanted, undesirable or illegal uses, can impact the real and perceived safety, comfort, and attractiveness of the pedestrian environment. A number of nuisance activities were identified in Lake Los Angeles by using data provided by The Works, the the County's mobile application that allows users to report nuisances, and community members at planning meetings (Figure 7-4) including:

- **Alcohol retail outlets.** Lake Los Angeles has about two alcohol outlets per 10,000 people. Living within close proximity to a liquor store is associated with negative health outcomes, increased crime, and nuisance activities.
- **Illegal dumping.** From January 2014 to May 2016, there were 51 reports of illegal dumping in Lake Los Angeles. While illegal dumping occurs throughout Lake Los Angeles, most occurs in undeveloped open space in the southwest area of the community. Illegal dumping is especially problematic in the Antelope Valley as people from urbanized areas in Southern California seek to avoid dumping fees by disposing trash and bulky items in the desert. For this reason, an Antelope Valley Illegal Dumping Task Force (AVIDTF) was formed. The AVIDTF meets quarterly to discuss and coordinate illegal dumping prevention programs in the Antelope Valley, including development and distribution of educational materials, hazardous waste collection events, and an Illegal Dumping Hotline.[1]

1 To report dumping in Lake Los Angeles, contact the AVIDTF Illegal Dumping Hotline at (888) 8DUMPING or report at http://dpw.lacounty.gov/epd/illdump/. More information about the AVIDTF can be found at http://dpw.lacounty.gov/epd/illdump/tf.cfm.

Figure 7-4: Map showing reported nuisances in Lake Los Angeles, 2016



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

PUBLIC NUISANCES

DESTINATIONS

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

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

NUISANCES

- ILLEGAL DUMPING
- LIQUOR STORE

CRIME

Crime and safety are connected with health in several ways. Fear of crime in a community contributes to limited access to public spaces, and reduced participation in healthy activities like walking and utilizing public parks. Community efforts to work with local law enforcement to address and reduce crime may promote long-term health benefits.

Between January and July 2016, the community experienced 34 crimes per 10,000 people. Property crimes, which include burglary, theft,[1] grand theft auto, and theft from vehicles, account for the majority of crimes in Lake Los Angeles.

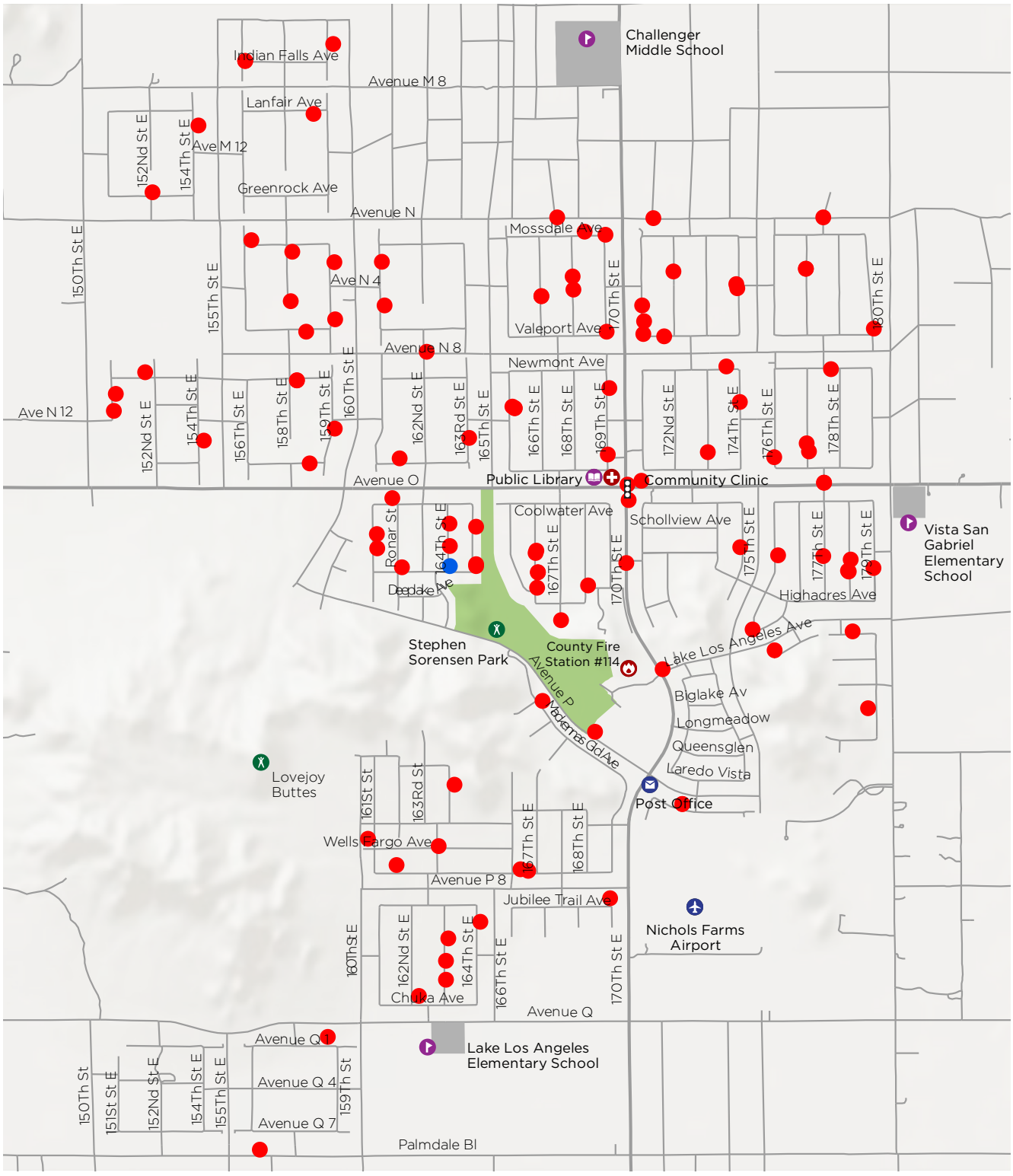
Violent crimes, which include homicide, rape, aggravated assault, and robbery, account for approximately one-third of the crimes committed in Lake Los Angeles.[2,3] Of these violent crimes, one was reported as a homicide. Violent crime reports between January and July 2016 were distributed evenly across the community, with some clustering around the commercial core at Avenue O and 170th Street East. Violent crimes are shown in Figure 7-5, with homicide locations specifically identified.

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

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

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

Figure 7-5: Map showing violent crime in Lake Los Angeles (January to July 2016)



DATA SOURCE: COUNTY SHERIFF'S DEPARTMENT, CITED BY LA TIMES MAPPING LA (JANUARY - JULY 2016)

0 0.25 0.5 MILE

CRIME

DESTINATIONS

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

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

CRIME

- VIOLENT CRIME
- HOMICIDE

EXISTING PEDESTRIAN FACILITIES

This section examines current pedestrian facilities, identifying challenges and opportunities for enhancement in Lake Los Angeles. A variety of challenges and opportunities are recorded in the following maps (Figure 7-6 and Figure 7-7), including sidewalks, crosswalks, curb ramps, curb radii, signage, traffic signals, and lighting conditions.

Pedestrian Walkways

SIDEWALKS

Sidewalks in Lake Los Angeles are only located in core commercial areas, adjacent to schools and some bus shelters. Major streets such as Avenue O and 170th Street East are two of the few roadways with sidewalks. The width, location, and condition of sidewalks vary throughout the community. Continuous sidewalks range from less than 100 feet to at most 800 feet. Most sidewalks are the result of new development in the area, but since projects are not contiguous, this results in many sidewalk gaps.

Sidewalk outside Vista San Gabriel Elementary School on Avenue O east of 180th Street East

PATHS

Given Lake Los Angeles' rural nature, traditional concrete sidewalks with curb and gutter may not always be appropriate. Separated pedestrian space can be provided by paths. Lake Los Angeles has one dedicated bicycle path, which functions as a shared-use path, since it is informally used by pedestrians and other non-motorized modes of transportation. This 2.5-mile long path is located on the west side of

170th Street East, south of Avenue M and north of Avenue P, and includes intermittent lighting. The path is important to the Lake Los Angeles community because residents want to maintain the rural character of the area while also having the option to ride a bicycle safely.

There are existing asphalt paths along Avenue O and 180th Street East that are separate but parallel to the roadways. There are visible wear, cracks, and debris along these paths, similar to the adjacent roadway conditions. Some of these paths do not have lighting and usually do not have any traffic control at access driveways or intersections. Additionally, stakeholders report cars and trucks driving on these paths often, indicating a need to buffer them from vehicles.

DESIRE PATHS

At several locations throughout Lake Los Angeles, community members have created informal, foot-worn paths due to a lack of pedestrian infrastructure and direct connections to destinations. These paths are not installed or maintained by the County, and therefore do not meet County design standards. Some of these desire paths are found on private property.

Bike path along 170th Street East near Avenue P

Crossing Facilities

CROSSWALKS

Marked crosswalks exist at select locations in Lake Los Angeles, typically at intersections of major and minor streets. Most marked crosswalks are standard (also called transverse) crosswalks, consisting of two parallel white lines marked on the pavement. Existing marked crosswalks near schools are typically yellow in color and may be ladder or continental style.

CURB RAMPS

Where sidewalks do exist, curb ramps are typically single shared curb ramps. Single shared curb ramps are aligned diagonally with the intersection and provide access where factors such as available right-of-way, turn radius, drainage, and sight distance preclude the use of paired curb ramps.

School zone yellow ladder crosswalk in Lake Los Angeles

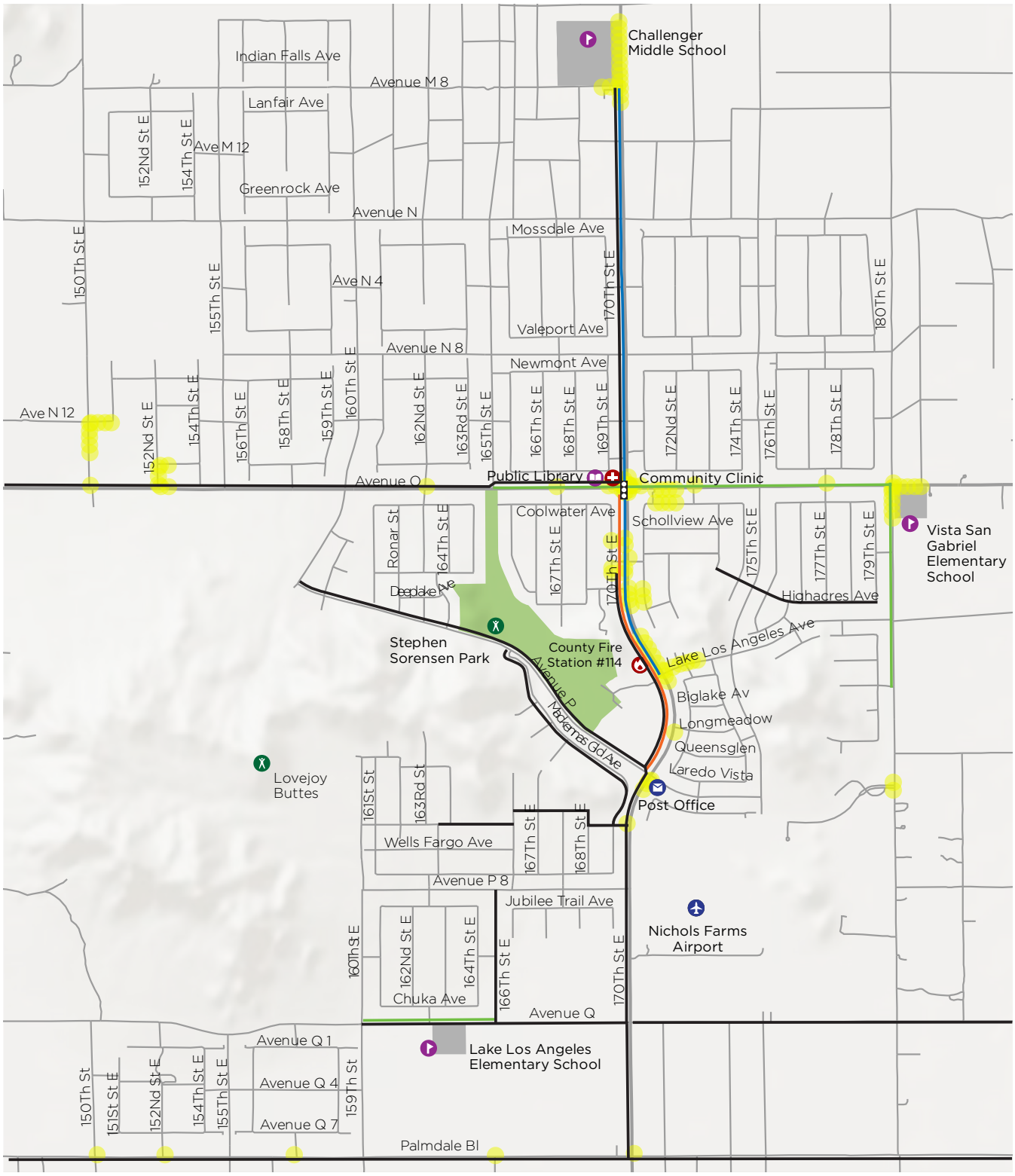
TRAFFIC SIGNALS

There is one intersection in Lake Los Angeles with a traffic signal installed: 170th Street East at Avenue O, which relies on inductive loops to detect motor vehicle traffic. Pedestrian movement at this intersection is controlled by pedestrian signal heads, which require accessible push button activation. This intersection includes a transverse crosswalk at all four legs, but sidewalks at only three of the four corners.

LIGHTING

Historically, Lake Los Angeles community members have expressed the desire to maintain the rural character of the area, in part by avoiding too much street lighting. The Antelope Valley Area Plan and Rural Outdoor Lighting District policies specifically call for projects to reduce or eliminate light pollution. However, limited lighting levels can increase fears about personal safety and discourage pedestrian activity. Quality lighting and appropriate placement can increase the comfort and safety of the pedestrian while enhancing visibility of the street. Major walking paths without pedestrian-scale lighting are found along 170th Street East, despite recent investments in lighting along the bike path. Most streets in the community have limited lighting in compliance with the Rural Outdoor Lighting District Ordinance.

Figure 7-6: Map of walk audit observations related to sidewalks and paths in Lake Los Angeles



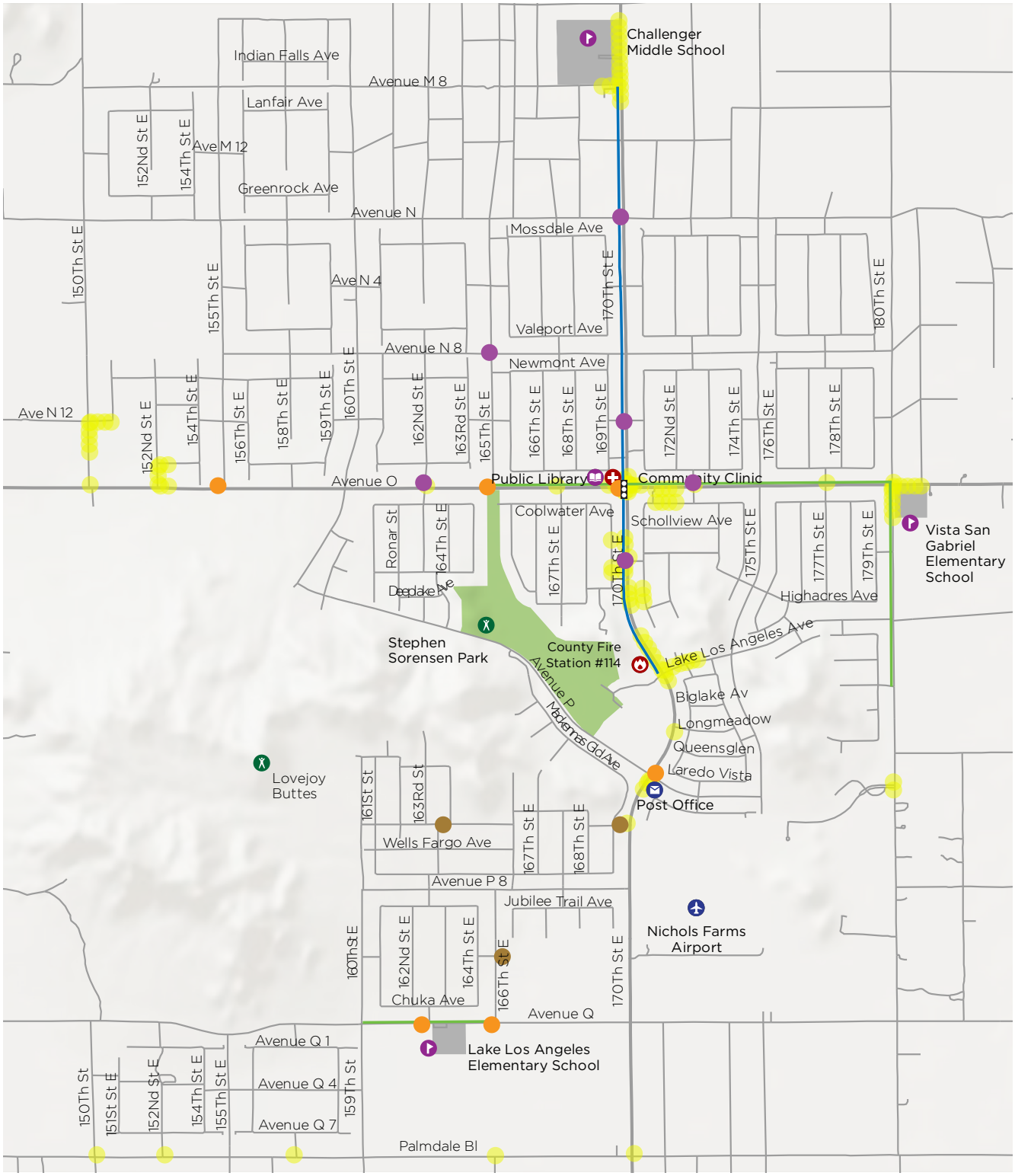
WALK AUDIT OBSERVATIONS IN LAKE LOS ANGELES
SIDEWALKS AND PATHS

DESTINATIONS
- SCHOOL
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- HEALTHCARE
- POST OFFICE
- AIRPORT
- PARK

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

SIDEWALK OBSERVATIONS
- DISCONTINUOUS SIDEWALK
- NO LIGHTING

Figure 7-7: Map of walk audit observations related to intersections in Lake Los Angeles



WALK AUDIT OBSERVATIONS IN LAKE LOS ANGELES
INTERSECTIONS

0 0.25 0.5 MILE

DESTINATIONS

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

EXISTING INFRASTRUCTURE

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

INTERSECTION OBSERVATIONS

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

PROPOSED PEDESTRIAN FACILITIES

This section discusses project proposals for Lake Los Angeles' pedestrian network. For an overview of pedestrian facility types, see Chapter 3. In general, the Plan's proposed facilities aim to enhance pedestrian safety in Lake Los Angeles. Proposed projects in Lake Los Angeles include:

- **Crossing Projects:** Facilities that make crossing the street at intersections and mid-block easier, including continental crosswalks, advance yield markings, pedestrian-activated warning systems, pedestrian signals, and new or updated curb ramps. Any recommendation to stripe a crosswalk (at controlled or uncontrolled locations) should be consistent with the County's Crosswalk Guidelines.
- **Sidewalk/Path Projects:** Facilities that make walking along the street safer and more comfortable, including shared-use paths with physical buffers to prevent vehicle incursion, and pedestrian-scale lighting. Given Lake Los Angeles' rural nature, sidewalks have not been proposed, though paved paths are proposed at Sorensen Park.
- **Traffic Calming:** Facilities that encourage drivers to slow down, such as speed feedback signs.
- **Pedestrian Lighting**: Human-scaled lights that provide lighting for people walking in Lake Los Angeles, as opposed to those at heights and directions intended to light the roadway for motorists. Types and styles of lighting can vary, but should follow the County's Rural Outdoor Lighting District Ordinance. See Chapter 4 for more information about requesting pedestrian-scale lighting in Lake Los Angeles.
- **Placemaking**: Vacant lots can be converted to public gathering spaces for people of all ages to interact, play, rest, and more. Gateway signage can alert drivers that they are entering the Lake Los Angeles community, encouraging them to slow down.

The majority of proposed projects are along Lake Los Angeles' major thoroughfares: Avenue O and 170th Street East. These corridors were identified as priority locations by community members, and 170th Street East has a history of pedestrian-related collisions. Avenue O has existing shared-use paths on both sides of the street, but the path on the south side could be extended between 150th Street East and 170th Street East

to create stronger connections to and from the western half of Lake Los Angeles. A buffering treatment, such as western-style fencing or drought-tolerant landscaping (xeriscaping), may be installed to prevent vehicle incursion on the path.

To encourage drivers to slow down, speed feedback signs and gateway signage to alert drivers they are entering Lake Los Angeles are proposed at the western and eastern entrances of the community via Avenue O: 145th Street East and 180th Street East, respectively. Additionally, pedestrian-scale lighting along Avenue O would enhance visibility along the shared-use path.

On 170th Street East, a physical buffer may be installed between the existing shared-use path and vehicle travel lanes. The path could be extended to Palmdale Boulevard for increased access to the southern part of Lake Los Angeles and adjacent communities. Along this path, pedestrian-scale lighting could enhance visibility for and of path users. Further, to encourage drivers to slow down, speed feedback signs are proposed at the northern and southern entrances to Lake Los Angeles via 170th Street East: Avenue M and Palmdale Boulevard, respectively.

The intersection of Avenue O and 180th Street East was identified by residents as a top priority for safety projects, due to the adjacent Vista San Gabriel Elementary School. At this location, traffic calming and speed feedback signs are proposed to help slow traffic. Additionally, high-visibility crosswalks, a pedestrian-activated warning system, and physical buffers at all corners of the intersection could also help increase pedestrian safety near the school.

Community stakeholders have also indicated the need for a shared-use path along Avenue P between 160th Street East and 170th Street East. This will create a pedestrian connection between Sorensen Park, a major destination in Lake Los Angeles, and the shared-use path along 170th Street East. Community stakeholders further indicated that they believe pedestrian-scale lighting is needed along this path, as well as other paths connecting to and running through the park. If feasible and appropriate, installing a new high-visibility crosswalk and either converting the intersection of 170th Street East and Avenue P to an all-way stop or adding a pedestrian-activated warning system, could create enhanced crossing opportunities for people accessing the park.

Lake Los Angeles residents have also expressed desire for a pedestrian plaza near 170th Street East and Avenue O, Lake Los Angeles' central commercial area, which can be created through re-purposing a vacant lot. This would provide the community with additional space for recreation and programming. Other major projects proposed in Lake Los Angeles include new shared-use paths along 165th Street East and Avenue N, and extending and physically buffering the existing path along Avenue Q.

Additionally, the community identified loose, wild dogs as a barrier to walking, as they cause them to fear for their personal safety. Animal Care and Control encourages residents in the community to report all interactions with loose dogs, as well as other animal-related concerns. Animal Care and Control promotes a partnership approach, in which their officers and Lake Los Angeles residents work together to identify and address the root causes of dangers from and to dogs in the area. Animal Care and Control also commits to conducting quarterly safety sweeps for loose dogs in Lake Los Angeles to pro-actively monitor and maintain public safety throughout the community.

These proposed projects are listed in Table 7-5, and are mapped in Figure 7-8. The project list includes estimated costs and prioritization scores for each project. Public Works often applies for grant funding at the corridor level, rather than individual intersections, so the average prioritization score for each corridor is included in the list as well. Chapter 6 provides an overview of how the County will implement these projects, Appendix D contains detailed information on potential funding sources and project prioritization scoring, and Appendix E provides more information about cost estimates.

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

Table 7-5: Proposed pedestrian projects and cost estimates in Lake Los Angeles

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
165th Street East				**Average Corridor Score: 45.0**	
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	45.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	
170th Street East				**Average Corridor Score: 57.5**	
County	170th Street East / Avenue M	Southbound on 170th East Street, south of Avenue M	Install speed feedback sign	$10,000	50.0
County	170th Street East / Avenue M8	West leg	Restripe as continental crosswalk	$2,500	50.0
		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	40.0
		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	$500,000	
County	170th Street East / Avenue N4	West leg	Restripe as continental crosswalk and align with shared-use path	$2,500	40.0
		North leg	Install pedestrian-activated warning system	$80,000	
County	170th Street East / Avenue N12	North and west legs	Stripe continental crosswalk	$5,000	40.0
		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	70.0
		All	Install wayfinding signage	Varies	
County	170th Street East / Town Center Plaza	Vacant Lot	Turn vacant lot into pedestrian plaza	Varies	75.0
County	170th Street East / Park Valley Avenue	South and west legs	Stripe continental crosswalk	$5,000	75.0
		South leg	Install pedestrian-activated warning system	$80,000	
		Northwest, southwest, and southeast corners	Install curb treatment with ADA-compliant ramp	$24,000	
County	170th Street East / Lake Los Angeles Avenue	All legs	Stripe continental crosswalk	$10,000	45.0
		All corners	Install curb treatment with ADA-compliant ramp	$32,000	
		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	$500,000	

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
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	80.0
County	170th Street East / Avenue P	All legs	Stripe continental crosswalk	$10,000	55.0
		Northeast and southwest corners	Install curb treatment with ADA-compliant ramp	$16,000	
		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	$500,000	
County	170th Street East (Avenue P to Palmdale Boulevard)		Extend shared-use path to Palmdale Boulevard	$1,350,000	55.0
County	170th Street East / Palmdale Boulevard	Northbound on 170th Street East, north of Palmdale Boulevard	Install speed feedback sign	$10,000	50.0
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	80.0
			Install pedestrian-scale lighting	Varies	
180th Street East				**Average Corridor Score: 45.0**	
County	180th Street East / Glenfall Avenue	West leg	Relocate stop bar behind pedestrian path	$500	50.0
County	180th Street East / Lake Los Angeles Avenue	West leg	Relocate stop bar behind pedestrian path	$500	45.0
County	180th Street East / Biglake Avenue	West leg	Relocate stop bar behind pedestrian path	$500	45.0
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	40.0
Avenue N				**Average Corridor Score: 40.0**	
County	Avenue N / 165th Street East	East and south legs	Stripe continental crosswalk	$5,000	45.0
		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	35.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	

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

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
Avenue N8				**Average Corridor Score: 43.8**	
County	Avenue N8 / 165th Street East	West and north legs	Stripe continental crosswalk	$5,000	55.0
		North leg	Install pedestrian-activated warning system	$80,000	
County	Avenue N8 / 170th Street East	All legs	Stripe continental crosswalk	$10,000	40.0
		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 street	Install two-way shared-use path	Varies	40.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions		
			Install pedestrian-scale lighting	Varies	
County	Avenue N8 / 180th Street East	West leg	Stripe continental crosswalk	$2,500	40.0
Avenue O				**Average Corridor Score: 53.2**	
County	Avenue O / 145th Street East	Eastbound on Avenue O, east of 145th Street East	Install speed feedback sign	$10,000	45.0
			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	60.0
		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	45.0
County	Avenue O / 165th Street East	North and west legs	Stripe continental crosswalk	$5,000	60.0
		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	45.0
County	Avenue O / 172nd Street East	North and south legs	Stripe continental crosswalk	$5,000	55.0
County	Avenue O / 175th Street East	West leg	Stripe continental crosswalk	$2,500	50.0
			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	Varies	65.0
			Install pedestrian-scale lighting	Varies	

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
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	70.0
County	Avenue O / 180th Street East	North leg	Stripe yellow continental crosswalk	$2,500	45.0
		South leg	Restripe as yellow continental crosswalk	$2,500	
		East leg	Install pedestrian signal	$100,000	
		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	Varies	
		-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	
County	E Avenue O / 185th Street E	Westbound on Avenue O, west of 185th Street East	Install speed feedback sign	$10,000	45.0
			Install gateway signage indicating entrance to Lake Los Angeles community	$25,000	
Avenue P				**Average Corridor Score: 55.0**	
County	Avenue P (160th Street East to 170th Street East)	North side of street	Install two-way shared-use path	$1,395,000	55.0
			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				**Average Corridor Score: 48.8**	
County	Avenue P8 (160th Street East to 170th Street East)	North side of street	Install two-way shared-use path	$900,000	40.0
			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	55.0
		West leg	Install pedestrian-activated warning system	$80,000	
County	Avenue P8 / 165th Street East	West and south legs	Stripe yellow continental crosswalk	$5,000	50.0
		West leg	Install pedestrian-activated warning system	$80,000	
County	Avenue P8 / 170th Street East	West leg	Stripe continental crosswalk	$2,500	50.0

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

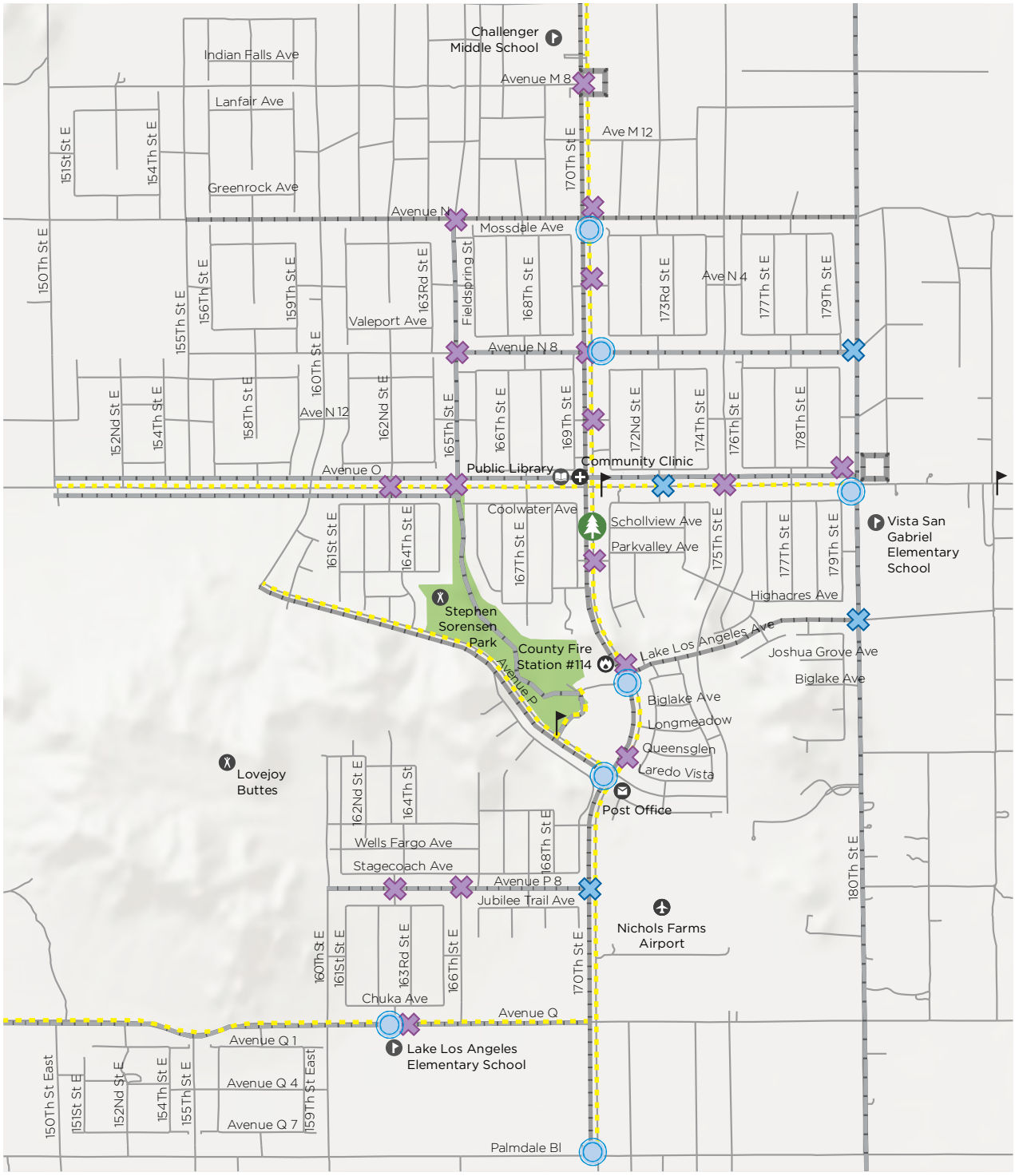
Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost[1]	Prioritization Score
E Avenue Q				**Average Corridor Score: 42.5**	
County	Avenue Q (150th Street East to 163rd Street East)	North side of street	Expand paved two-way shared-use path westward	$1,170,000	40.0
County	Avenue Q / 163rd Street East	-	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	$500,000	45.0
		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	40.0
County	Avenue Q (145th 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	45.0
			Install pedestrian-scale lighting	Varies	
Lake Los Angeles Avenue				**Average Corridor Score: 47.5**	
County	Lake Los Angeles Avenue / 180th Street	West leg	Stripe continental crosswalk	$2,500	55.0
			Relocate stop bar behind path	$500	
County	Lake Los Angeles Avenue (170th Street East to 180th Street East)	South side of the street	Install two-way shared-use path	$810,000	40.0
			Install physical buffering, such as western-style fencing or landscaping with guard rails, to prevent vehicle incursions	Varies	
Sorensen Park				**Average Corridor Score: 48.3**	
County	Sorensen Park entrances on Avenue P	Path, parking lot, and park entrances	Install signage to alert motorists of pedestrian crossing	$5,000	60.0
County	New path (Lake Los Angeles Avenue to Avenue P)	All	Install two-way shared-use path[2]	$270,000	45.0
			Install pedestrian-scale lighting	Varies	
County	New path (Avenue O to Sorensen Park)	All	Install two-way shared-use path[2]	$900,000	40.0
Total Unit Costs[3]					$18,205,000
Contingency (20% of total capital cost)					$3,641,000
Total P.E. (30% of total capital cost)					$5,461,500
Total Construction Engineering (50% of total capital cost)					$9,102,500
Project Total					**$36,410,000**

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

[2]Path locations through open space are shown on Figure 7-8 for illustrative purposes only. Feasibility, 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.

[3]Cost does not include treatments for which unit prices are listed as "Varies," including pedestrian-scale lighting, and studies for roadway reconfiguration. Costs for these treatments can vary widely depending on design. Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation and maintenance costs.

Figure 7-8: Proposed pedestrian projects in Lake Los Angeles



PROPOSED PEDESTRIAN PROJECTS

0 0.25 0.5 MILE

DESTINATIONS

- SCHOOL
- AIRPORT
- HEALTHCARE
- LIBRARY
- PARK/RECREATION
- EMERGENCY SERVICES
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

PROPOSED PROJECTS

- NEW OR ENHANCED CROSSING
- NEW OR ENHANCED CROSSING WITH BEACON/SIGNAL
- NEW PEDESTRIAN-RELATED SIGNAGE
- TRAFFIC CALMING
- POCKET PARK
- NEW OR ENHANCED SHARED-USE PATH
- PEDESTRIAN-SCALE LIGHTING

Path locations through open space are shown on Figure 7-8 for illustrative purposes only. Feasibility, 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. Installation of pedestrian-scale lighting is contingent on available and secured funding to finance the installation, operation, and maintenance costs.

PROPOSED ACTIONS AND PROGRAMS

While proposed infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2, while Table 7-6 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Lake Los Angeles.

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

Table 7-6: Actions for Lake Los Angeles

Action	Lead Departments	Timeframe
C-1.1: Continue to support constituent requests, maintain, and seek new opportunities for public easements that shorten walking distances and encourage walking; where feasible and appropriate.	Public Works, Parks and Recreation	On-going
EH-2.8: Develop and publicize a process through which communities can engage Public Works in developing ideas on litter prevention, and identifying locations for and implementing public waste containers for collecting trash and recyclables, making use of contract waste haulers where applicable for ongoing maintenance and community outreach.	Public Works	Medium-term

Table 7-7: Programs for Lake Los Angeles

Program	Description
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors. Lake Los Angeles does not currently have a Safe Passages Program in place, but the County will consider implementing one to complement the community's existing Parks After Dark Program at Sorensen Park. More information can be found in Chapter 5, Program 2: Safe Passages.
Walking Clubs	During the summer, Public Health leads walking clubs at a number of county parks that participate in the Parks After Dark (PAD) Program. During the summer, Parks and Recreation extends park hours and programming at over 20 parks across the county, primarily in communities with higher rates of crime or violence involving youth. Lake Los Angeles Park Association holds at least one walking event per month. The County will continue and expand walking clubs.
Open Street and Demonstration Projects	Open streets events temporarily close streets to vehicular traffic, allowing people to use the streets for people-powered activities like walking, jogging, bicycling, skating, dancing, and other social and physical activities. These events are great for bringing the community together and promoting transportation options, placemaking, and public health. Open streets events are also excellent at building community; they bring together neighborhoods, businesses, and visitors alike.