



Step by Step

LENNOX



DRAFT

September
2026

Community Pedestrian Plan



ACKNOWLEDGMENTS

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LA County Department of Arts and Culture

Los Angeles County Development Agency

Los Angeles County Fire Department

Los Angeles County Parks and Recreation

Los Angeles County Public Works

Los Angeles County Regional Planning

Los Angeles County Supervisorial District 2

Southern California Association of Governments



This plan was funded by the SCAG Sustainable Communities Program.





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INTRODUCTION

The Lennox Community Pedestrian Plan is part of Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities, a master plan for pedestrian safety in Los Angeles County. Step by Step Los Angeles County is part of the County of Los Angeles's (the County's) effort to enhance walkability, a measure of how friendly an area is for walking, for the one million residents of unincorporated communities in Los Angeles County. Step by Step outlines actions, policies, procedures, and programs that the County will consider to enhance walkability across unincorporated communities.

It also includes Community Pedestrian Plans, including this one, that identify potential pedestrian infrastructure projects for specific unincorporated communities.

This tailored approach to pedestrian planning enables the County to work closely with residents, businesses, and other stakeholders to meet the unique needs of each unincorporated community.

Thank You

Special thanks to the residents of Lennox who took time to participate in our Pedestrian Plan Community Advisory Committee, outreach events, and community data collection efforts, and who shared their ideas on how to enhance walking and improve traffic safety in the community. This plan is inspired by your vision for Lennox.



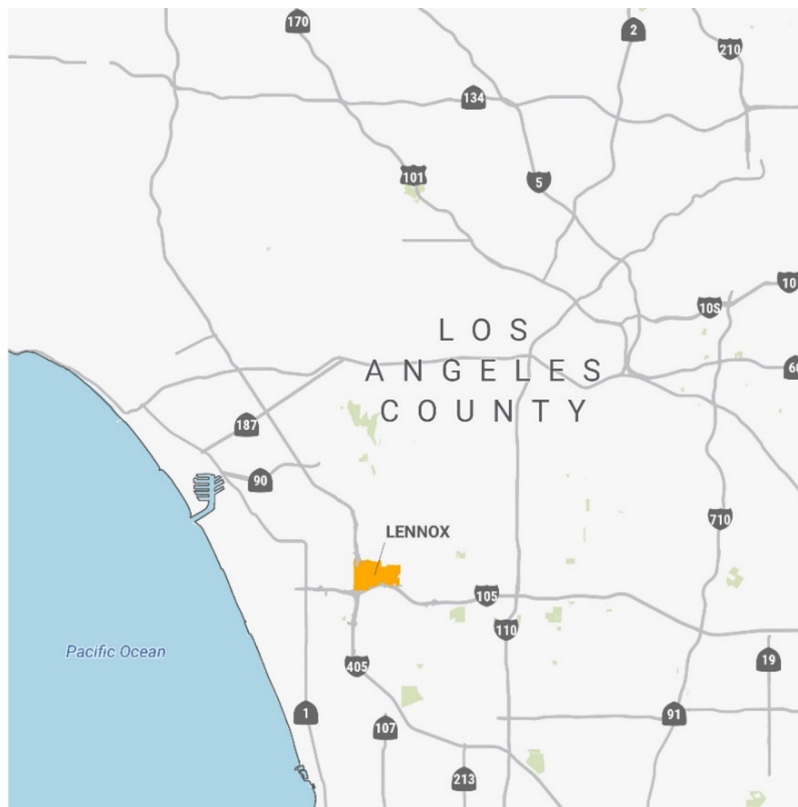
COMMUNITY PROFILE

Lennox is a census-designated place in the South Bay region of Los Angeles County, covering approximately 1.1 square miles with a population over 20,000.

Lennox is bounded by two major freeways: Interstate 405 (I-405) to the east and Interstate 105 (I-105) to the south. This unincorporated community is bordered by the City of Inglewood to the north and east, the City of Hawthorne to the south, and the Westchester neighborhood of the City of Los Angeles to the west, which

includes Los Angeles International Airport (LAX). Lennox is a predominantly residential community characterized by a mix of single-family homes and multifamily housing, with commercial uses concentrated along major corridors.

The community is served by regional transit, including the Hawthorne / Lennox Station on the Metro C (Green) Line, which provides east-west rail connections to regional destinations and access to LAX.



Demographics

Every person living in Los Angeles (LA) County should have opportunities and amenities that help them lead a long, healthy life. However, gaps in health outcomes based on race, income, and zip code persist, reflecting the unequal distribution of health affirming resources. The County can help eliminate those gaps through intentional resource allocation and targeted interventions to repair and prevent poorer health outcomes experienced by under-resourced communities.

Lennox residents are a bit younger than LA County on average, with 24 percent of residents under 18 years old. Lennox is a majority self-identified Hispanic and Latino

community. Over 90 percent of residents self-identify as Hispanic or Latino, compared to 48 percent in LA County generally. Less than 3 percent of residents in Lennox self-identify as Black or African American alone, and about the same proportion of residents in Lennox self-identify as Asian alone.

Nearly 83 percent of adults in Lennox speak some Spanish at home, and over half of households are considered linguistically isolated due to limited English proficiency.¹

1. U.S. Census Bureau American Community Survey 5-Year Estimates (2024)

Table 1: Lennox Demographics

	PERCENT IN LENNOX	PERCENT IN LOS ANGELES COUNTY
Age		
Under 18 Years	23.4	20.6
18-64 Years	65.0	64.2
65 and Older	11.6	15.2
Race/Ethnicity		
Hispanic or Latino	91.2	48.4
White (Non-Hispanic)	1.4	24.7
American Indian or Alaska Native (Non-Hispanic)	0.0	0.2
Asian (Non-Hispanic)	2.5	14.9
Black or African American (Non-Hispanic)	2.7	7.4
Some other race (Non-Hispanic)	0.3	0.6
Two or more races (Non-Hispanic)	1.2	3.5
Immigration and Linguistic Isolation		
Foreign Born	46.2	33.3
Language other than English spoken at home (adults)	72.9	56.0
Households that are Linguistically Isolated	54.1	42.7

Source: U.S. Census Bureau American Community Survey 5-Year Estimates (2024)



Socioeconomics

In Lennox, median household income is \$57,759 (2024), compared with \$90,112 for LA County. About 16 percent of Lennox residents live below the poverty line, compared with 14 percent countywide.

Forty-four percent of Lennox residents aged 25 and over have not completed their high school education or equivalent, and the percentage of residents with a bachelor's degree or higher is 30 percent lower than Los Angeles County overall.²

This community, much like the rest of the county, is home to many people experiencing homelessness (PEH). In 2024, volunteers with the Los Angeles Homeless Services Authority counted 75,312 sheltered and unsheltered homeless people in Los Angeles County during that January's point-in-time count.³ In Lennox, volunteers counted 38 unsheltered people not in a dwelling, and 45 informal dwellings, such as vehicles and tents, on the night of the count.

Given this sizeable population of PEH, pedestrian planning in the area will need to thoughtfully consider the people who live on and around the sidewalk. A 2026 Public Health report found these residents are among the most vulnerable to traffic violence, noting that transportation-related injuries are a leading cause of death among the unhoused in LA County.⁴

2. U.S. Census Bureau American Community Survey 5-Year Estimates (2022)

3. Los Angeles Homeless Services Authority, Homeless Count (conducted in January 2024, results released in June 2024)

4. LA County Department of Public Health, Lives Lost: Mortality Trends and Prevention Opportunities For People Experiencing Homelessness in LA County, 2015-2024 (March 2026)



Table 2: Lennox Socioeconomics

	PERCENT IN LENNOX	PERCENT IN LOS ANGELES COUNTY
Education (25 Years and Over)		
Less than high school diploma	43.7	19.1
High school graduate, GED, or alternative	28	20.3
Some college or associate degree	17.5	24.6
Bachelor's degree or higher	10.8	36.0
Economics		
Persons in Poverty	16.4	13.7
Median Household Income (in dollars)	\$57,759	\$90,112

Source: U.S. Census Bureau American Community Survey 5-Year Estimates (2024)



Health Considerations

Health outcomes are driven in part by the built environment, and how well one's neighborhood encourages and supports health-affirming activities. Lennox is in the County's Public Health Service Planning Area 8 (SPA 8). In 2020, Coronary Heart Disease and Diabetes Mellitus were the #1 and #5 causes of death in SPA 8.⁵ Although a higher proportion of Lennox adults report engaging in at least 150 minutes of physical activity per week compared to LA County generally, rates of "overweight for age" or obesity in Lennox are higher among children (17 percent), teens (38 percent), and adults (38 percent) than Los Angeles County.

Poor health outcomes are also worsened by food insecurity, which is related to affordability and physical access to healthy food.⁶ In 2025, 35 percent of LA County households with incomes less than 300 percent of the Federal Poverty Level (FPL) experienced food insecurity, including households reporting low and very low food security.⁷ In Lennox, about 11 percent of adults experience food insecurity, and about

20 percent of households receive food stamps/Supplemental Nutrition Assistance Program (SNAP), which is higher than LA County generally.

In Lennox, approximately 5.9 percent of people aged under 18 have a disability, compared to 3.8 percent in LA County in the same age range. For those aged 18-64, 11.1 percent in Lennox have a disability, compared to 8.4 percent in LA county in the same age range. Among individuals 65 and over, the percentage of people with a disability rises to 28 percent in Lennox and 34 percent in LA County.⁸

5. Mortality in Los Angeles County, 2020:

Provisional Report. Los Angeles County Department of Public Health. Office of Health Assessment and Epidemiology. May 2022

6. Los Angeles County Department of Public Health, Office of Health Assessment and Epidemiology, Food Insecurity in Los Angeles County, September 2017

7. USC Public Exchange, Food Insecurity in Los Angeles County, October 2025

8. U.S. Census Bureau American Community Survey 5-Year Estimates (2024)



Table 3: Lennox Health Indicators

	PERCENT IN LENNOX	PERCENT IN LOS ANGELES COUNTY
Obesity		
Children overweight (2-11)	16.6	15.9
Teens overweight (12-17)	37.7	34.5
Adult obesity	37.5	29.4
Physical Activity		
Moderate physical activity at least 30 min/day, 5 days/week	27.8	26.8
Respiratory Illness		
Children ages 0-17 years ever diagnosed with asthma	16.5	12.8
Adults (18 years plus) ever diagnosed with asthma	12.7	15.1
Diabetes		
Adults (18 years plus) ever diagnosed with diabetes	13.4	11.9
Heart Disease		
Adults (18 years plus) ever diagnosed with heart disease	4.1	6.6
Disability		
With a disability, under age 65	17.1	12.1
Food Access		
Adults with low-income food insecurity	10.5	5.6
Households receiving food stamps/SNAP	19.5	11.5

Source: AskCHIS Neighborhood Edition (2022), U.S. Census Bureau American Community Survey 5-Year Estimates (2024)



Land Use and Residential Density

Land use policies significantly affect residents' health and physical activity. These policies shape how residents access key destinations like parks and schools, their proximity to polluting industries, and the degree of overcrowding within a community, among other factors. The Los Angeles County 2035 General Plan provides a policy framework for how and where unincorporated LA County will grow through the year 2035 by designating each neighborhood or block for different categories of land use, such as residential, commercial, industrial, or natural resources. Specific zoning is then applied in the Los Angeles County Code to implement each area's land use designation through development standards and other rules consistent with the General Plan's land use maps.

As shown in **Map 1**, Lennox is primarily designated for residential uses, with major commercial hubs concentrated along the Inglewood Avenue and Hawthorne Boulevard corridors. In Lennox, low-density residential neighborhoods feature single-family homes at a density of no more than nine dwelling units per acre; medium-density neighborhoods consist of single-family and two-family homes at a density of 10 to 18 dwelling units per acre; and high-density neighborhoods include single-family, two-family, and multi-family residences at a

density of 20 to 30 dwelling units per acre.⁹ Approximately 27 percent of people in Lennox are homeowners, compared to about 46 percent in LA County.¹⁰ Industrial land in Lennox is located between the community's western boundary and I-405, adjacent to the perimeter of LAX. Lennox residents also enjoy many community-serving businesses and institutions, including numerous schools, a public library, medical clinics, and a post office.

Lennox is one of the most densely populated communities in LA County (**Map 2**).¹¹ The U.S. Census defines units with more than 1.5 persons per room as severely overcrowded. In Lennox, approximately 13.7 percent of housing units are considered severely overcrowded, compared to LA County's overcrowding rate of 4.7 percent.¹² Overcrowding can have negative impacts on health, such as asthma in children, and can contribute to depression, anxiety, and stress.

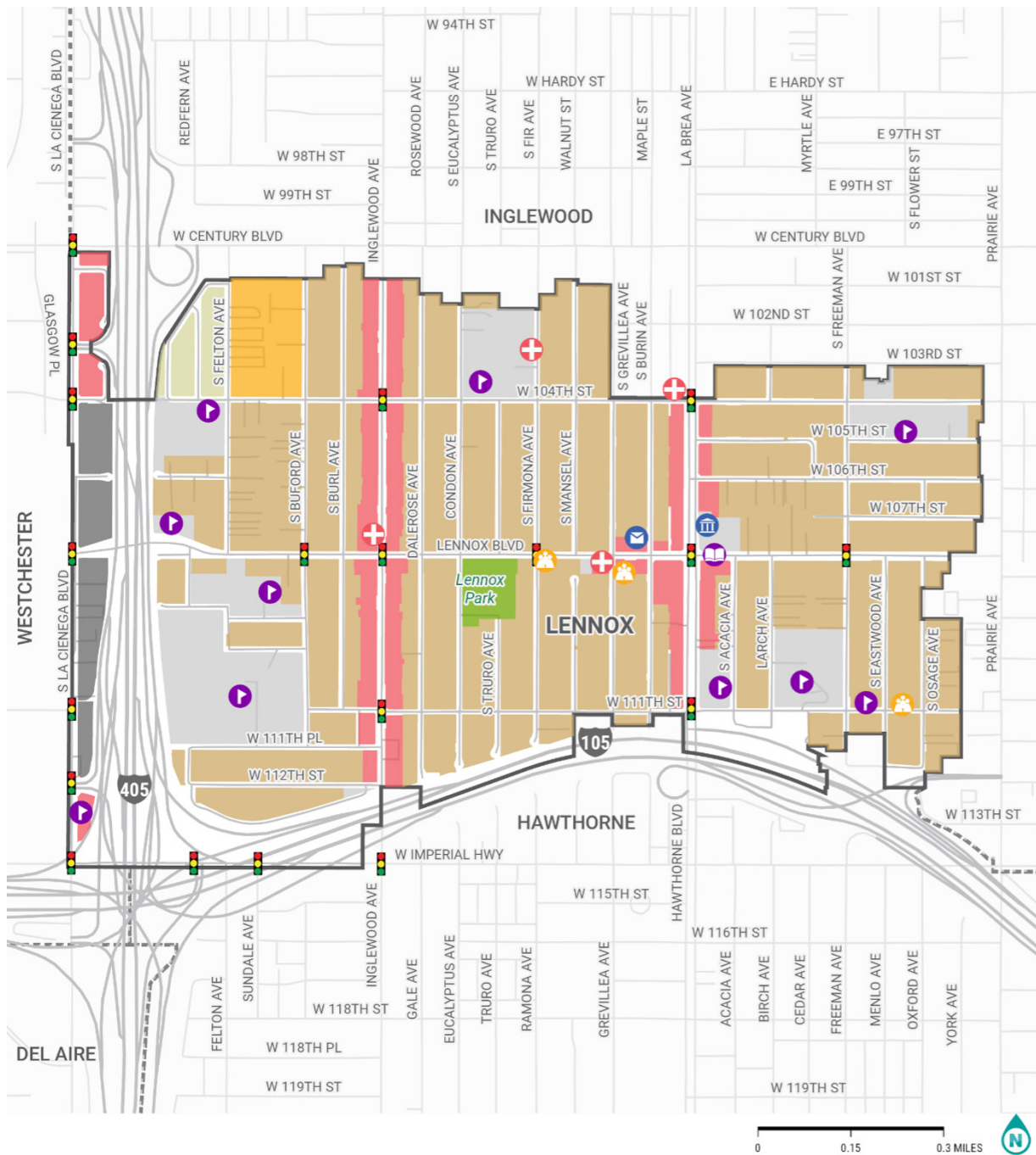
9. Los Angeles County General Plan 2035 – Land Use Element (2022)

10. U.S. Census Bureau American Community Survey 5-Year Estimates (2024)

11. U.S. Census Bureau Decennial Census (2020)

12. U.S. Census Bureau American Community Survey 5-Year Estimates (2024)



Map 1 Lennox Land Use Designations

DESTINATIONS

- School
- Post Office
- Library
- Healthcare and Clinic
- Community Organization
- Civic and Cultural

LAND USE

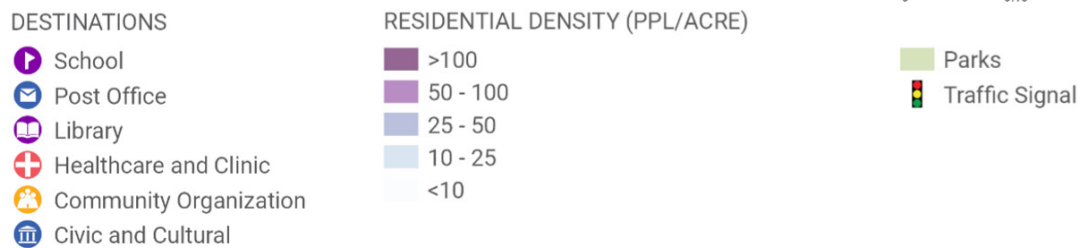
- General Commercial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Light Industrial
- Parks and Recreation
- Public and Semi-Public

- Traffic Signal

0 0.15 0.3 MILES



A detailed street map of the Lennox neighborhood in Los Angeles. The map shows a grid of streets including W Century Blvd, W 98th St through W 103rd St, W 104th St through W 113th St, S La Cienega Blvd, S Felton Ave, S Buford Ave, S Burl Ave, S Truro Ave, S Firmona Ave, S Mansel Ave, S Greville Ave, S Burin Ave, S Acacia Ave, S Eastwood Ave, S Osage Ave, Redfern Ave, Rosewood Ave, Euclalyptus Ave, Inglewood Ave, Gale Ave, Hawthorne Blvd, and York Ave. Key landmarks include Lennox Park (green), several schools (orange schoolhouse icons), churches (red cross icons), libraries (blue book icon), and community centers (purple building icons). Major highways are shown as thick black lines with shields: 405 running vertically on the left and 105 running horizontally across the bottom. The map also includes traffic light symbols at major intersections and directional arrows indicating one-way streets. The surrounding areas are labeled WESTCHESTER to the west, INGLEWOOD to the north, HAWTHORNE to the south, and DEL AIRE to the southwest.



Park Access

Measures of park access evaluate the distribution of park land and whether residents can easily access it. The closer a person lives to a park, the more likely they are to use it regularly. According to the LA County Department of Parks and Recreation, most pedestrians are willing to walk up to one half-mile (approximately ten minutes) to reach their destination.¹³

Lennox Park, at 5.6 acres, is the only park in the community; this represents a total of about 0.26 park acres per 1,000 residents. That figure is lower than the LA County average of 3.3 acres per 1,000 residents and much lower than the Los Angeles General Plan's goal of 4 acres per 1,000 residents.¹⁴ Lennox Park offers various amenities and services to the community, including:

- Recreational programs and events
- Basketball courts
- Baseball fields
- Fitness zones
- Picnic areas
- Playgrounds
- Community recreational center
- Senior Center

Approximately 47 percent of Lennox residents live within one half-mile of Lennox Park, which is classified as having “High” and “Very High” park needs. LA County's Park Needs Assessment Implementation Plan (2025) lists Caltrans surplus land in the community as a priority project for potential park/trail space.¹⁵

In the 1980s, a vacant site was created at the southwest corner of Inglewood Avenue and 112th Street following the construction of I-105. The site was later developed into the Lennox Community Garden, which opened in 2012. After a one-year closure in 2024, Lennox Community Garden reopened through an agreement with the California Adopt-A-Highway program. Additionally, a Caltrans Clean California Grant program-funded project is underway in the area to secure and prepare the site for future connecting community projects.

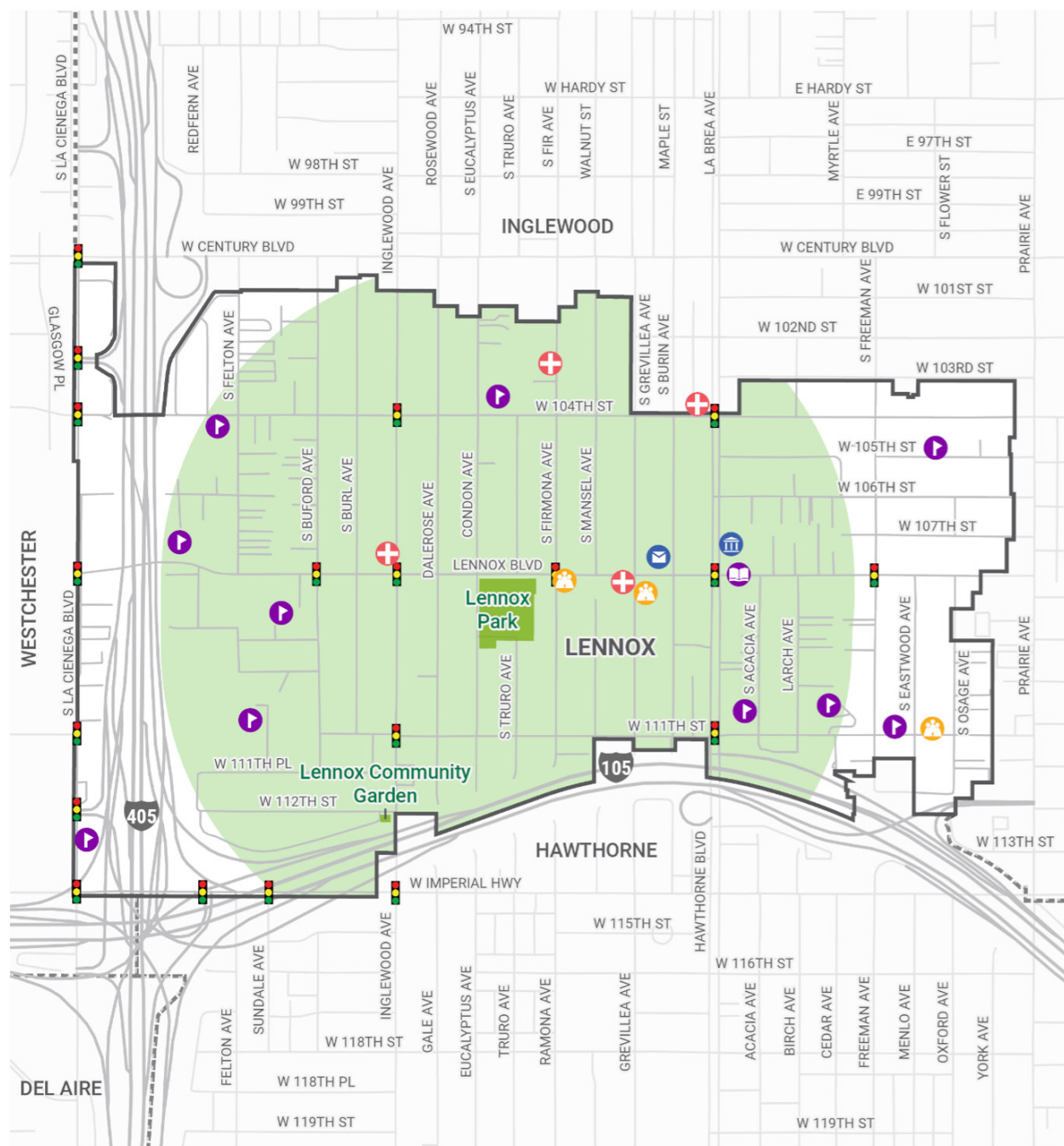
13. LA County Department of Parks and Recreation Park Needs Assessment Plus, 2022.

14. The distance from each household in Lennox 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. Lennox Park Needs Assessment. 2016.

15. LA County Department of Parks and Recreation Park Needs Assessment Implementation Plan, 2025.



Map 3 Lennox Park Access



DESTINATIONS

- School
- Post Office
- Library
- Healthcare and Clinic
- Community Organization
- Civic and Cultural

PARK ACCESS

- One-Half Mile from Park
■ Park

-  Traffic Signal

PLACEKEEPING

Placekeeping focuses on the long-term stewardship and preservation of a space's cultural, social, and historical areas, ensuring sustainable and community-driven care. Public art—such as murals, sculptures, and cultural landmarks—play an important role in placekeeping, particularly in areas with limited pedestrian amenities. Murals and sculptures not only enhance the visual appeal of streets and public spaces but also help to foster a sense of identity and pride among residents. In a community like Lennox, where the built environment often feels bare, public art that reflects local culture can introduce a vibrant contrast, making walking routes and gathering spaces feel more welcoming and engaging.

These art installations can become cultural landmarks that celebrate the community's history, diversity, and unique character, helping residents and visitors feel more connected to the area. For pedestrians, public art creates points of interest along their routes, breaking up long stretches of industrial landscape and encouraging foot traffic. By bringing color and stories into walls and public spaces, murals and sculptures make the area feel safer, livelier, and more inviting, turning it from a simple pass-through into a destination where people want to explore and spend time in.



"Village Tree" sculpture by Shin Gray Studio, Lennox





"Make Love, Not War" mural by local artist Laura Medrano, Lennox

Lennox is home to several public art installations, including a well known mural on 111th Street near Inglewood Avenue, outside LA Mexcla Market. The piece, painted by local artist Laura Medrano, has become a celebrated community landmark and serves as a tribute to the neighborhood's Mexican roots and its resilience in the face of gentrification. At the Lennox Library, the public art installation "Village Tree" by Shin Gray Studio represents the close-knit character of Lennox and the Latin American landscapes from which 95% of Lennox residents trace their roots. The sculpture also offers practical value, providing shade in the courtyard outside the library.



PREVIOUS PLANS AND PROJECTS

*An overview of existing countywide plans can be found in **Chapter 1** of **Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities (Step by Step)**, and more details are listed in **Appendix A** of **Step by Step**. Where applicable, recommendations and community input from these efforts have informed development of this plan.*

Los Angeles County Bicycle Master Plan (expected 2027)

The most recently adopted Los Angeles County Bicycle Master Plan (BMP) (2012) established a vision for the future of biking in LA County. The County is currently updating the BMP (anticipated to be finalized in late 2026), which will guide the development of safe and accessible bikeways and paths within unincorporated Los Angeles County and along County flood control district channels. The updated BMP will propose new bikeways, revisit the feasibility of unconstructed bikeways from the 2012 plan, incorporate new policies to share bikeway facilities with micro-mobility devices, identify first/last mile bikeway improvements to further connect to transit stations and bus stops, and prepare for the programmatic environmental impact report.

The following on-street facilities are proposed in Lennox in the draft BMP:

- **West 104th Street (from Felton Ave to Prairie Ave)** – Class 3 Bike Boulevard
- **West 111th Street (from Buford Ave to Prairie Ave)** – Class 3 Bike Boulevard
- **Buford Avenue (from 104th St to 111th St)** – Class 3 Bike Boulevard
- **Freeman Avenue (from 104th St to 111th St)** – Class 3 Bike Boulevard
- **Inglewood Avenue (from Century Blvd to Imperial Hwy)** – Class 3 Bike Boulevard
- **Lennox Boulevard (from Felton Ave to Osage Ave)** – Class 3 Bike Boulevard
- **Hawthorne Boulevard** – Class 4 Separated Bikeway
- **Imperial Hwy (from La Cienega to Inglewood Ave)** – Class 2 Bike Lane

These recommendations could also lead to improved safety for people walking in Lennox. For example, Class 3 bike boulevards featuring traffic calming treatments and Class 4 separated bikeways have been proven to lead to lower traffic speeds, making streets safer for all users, including pedestrians. Future proposed pedestrian projects in Lennox will be coordinated with these BMP recommendations for continuity.



Los Angeles Countywide Park Needs Assessment Plus Implementation Plan (2025)

The Parks Needs Assessment Plus (PNA+) Implementation Plan is a strategic, countywide roadmap to advance park equity in LA County over the next decade. The 2025 PNA+ Implementation Plan builds on the 2016 Parks Needs Assessment and the expanded analyses in the 2022 PNA+ to document the scale of park need and inequities in access and quality of parks and open space across the county. The PNA+ Implementation Plan identifies policy changes to make parks planning and funding more equitable, as well as priority projects in the highest-need communities. This list includes conversion of Caltrans surplus land in Lennox to new greenway/trail or park space, ranked 12 out of 56 priority projects.

Los Angeles County Community Forest Management Plan (2024)

The Community Forest Management Plan (CFMP) is an actionable, long-term strategy to manage trees in the unincorporated communities of Los Angeles County. It also provides information, analyses, and guidance relevant to the entire LA region so that everyone can share the benefits of trees today and for future generations. The CFMP covers all parts of managing our community forest, including tree planting and establishment, tree maintenance, tree protection and preservation, and community engagement and education.

As part of this CFMP, Community Canopy Profiles were developed to visually present the results of the land cover classification, adjusted canopy cover analysis, social sensitivity levels, and canopy needs for unincorporated communities in LA County. Lennox has an adjusted canopy cover of approximately 11 percent, with 11 percent of land covered by trees and 10 percent covered by shrubs. Residents' vulnerability to the impacts of climate change ("Social Sensitivity") is "medium," and the community has been identified as having "medium need" for tree planting initiatives and funding compared to other communities LA County.



Metro Active Transportation Strategic Plan (2023)

The 2023 Active Transportation Strategic Plan (ATSP) supports LA Metro's mission to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. The ATSP includes plans for First/Last Mile (FLM) improvements, pedestrian districts, and regional bikeways. The first ATSP was adopted in 2016 and was prefaced by Metro Board motions calling for the agency's proactive role in countywide active transportation. This update of the ATSP is an opportunity to advance Metro's and other agencies' policies that have been adopted in the years since the ATSP was first adopted.

In Lennox, Hawthorne Boulevard is identified as a Planned FLM Area and a pedestrian district. Like in the updated LA County BMP, a separated bikeway (Class 4) is also proposed along Hawthorne Boulevard.

Los Angeles County General Plan 2035 (2022)

The General Plan provides the policy framework for how and where unincorporated communities will develop through 2035. It establishes goals, policies, and programs to foster healthy, livable, and sustainable unincorporated communities. The General Plan guides growth countywide and lays a foundation for future community-based planning initiatives. The Mobility Element of the General Plan, which includes Step by Step and the Bicycle Master Plan, provides an overview of the County's transportation network to make streets safer, accessible, and more convenient for walking, riding a bicycle, or taking transit. The General Plan establishes a program to prepare community pedestrian plans, with guidelines and standards to promote walkability and connectivity throughout unincorporated areas.

The corridor along Hawthorne Boulevard and the area at the intersection of Hawthorne Boulevard and Lennox Boulevard within the transit center are identified as opportunity areas for mixed use development and design improvements.



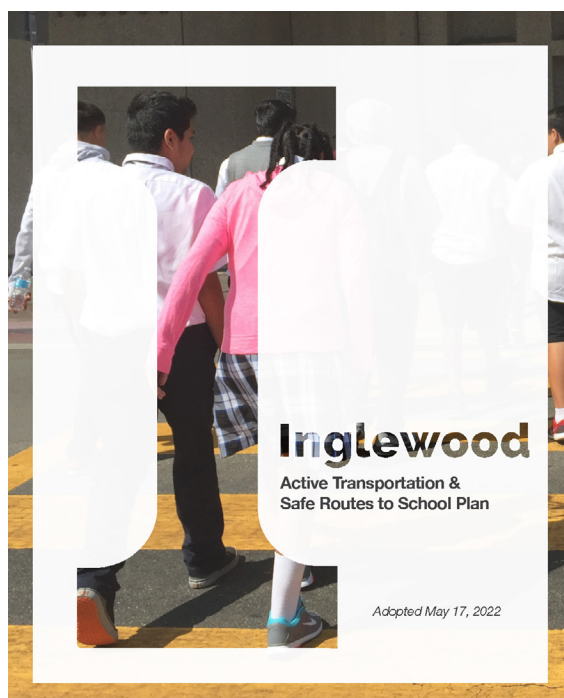
Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment Plus (2022)

The 2022 LA County Parks Needs Assessment Plus (PNA+) expands on the 2016 PNA, focusing on conservation and restoration, regional recreation, and rural recreation. The PNA+ includes additional data collection and analysis; identification of gaps, opportunities, and priority areas; additional community engagement; future parks planning and resource allocation; and recommended approaches and strategies for parks coordination and planning across jurisdictions and partners. The PNA+ focuses on park-poor, tree-poor communities with limited access to parks and other recreational facilities. It identifies environmental conservation and restoration priority areas using existing public data. Given the PNA+ is a higher-level regional document, Lennox is not specifically identified, though it upholds the Lennox priorities identified in the 2016 PNA.

Inglewood Active Transportation & Safe Routes to School Plan (2022)

The Inglewood Active Transportation Plan and Safe Routes to School Plan (ATP/SRTS) establishes a vision for the City of Inglewood and guides the community toward a future where active transportation is viable for all ages who live, work, and play within its borders. The Plan also allows access to increasing public transit connectivity to the rest of the Los Angeles region and creates a network that meets the needs of those who are transit-dependent, those looking for alternatives, and recreational users.

The Plan includes proposed recommendations that connect to Lennox, including a designated walking route along West Century Boulevard and Hawthorne Boulevard to the Hawthorne/Lennox Green Line Station.



Los Angeles County Vision Zero Action Plan (2019)

Los Angeles County's Vision Zero initiative aims to eliminate traffic-related fatalities on unincorporated County roadways by 2035. The Vision Zero Action Plan identifies Collision Concentration Corridors (CCCs) throughout the County, defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013, and December 31, 2017. The County will look for opportunities to implement traffic safety infrastructure enhancements and programs along the CCCs.

Hawthorne Boulevard, which runs through Lennox, is identified as one of the top 20 CCCs. The segment spans from 104th Street to 111th Street and saw 6 fatal and severe injuries from 2013-2017. The other CCCs located in Lennox are 104th Street, Lennox Boulevard, and Inglewood Avenue.

Los Angeles Countywide Comprehensive Park & Recreation Needs Assessment (2016)

This assessment examines park availability to residents, park accessibility, and new park needs. Less than half of LA County's population lives within a half-mile of a park. The Parks Needs Assessment proposes (1) considering parks as key infrastructure needed to maintain and improve quality of life, (2) a new series of metrics to be used for determining park needs, (3) a needs-based allocation of funding for parks, and (4) emphasis on both community priorities and maintenance projects.

Lennox is categorized under "High" and "Very High" park needs, using park acreage needs, distance to parks, and population density as factors. Park amenities and conditions, including baseball fields, picnic shelters, and playgrounds, are graded largely as "poor." The report proposes prioritizing projects, including repairing



playgrounds at Lennox Park and building three new parks.

Lennox Community Parks and Recreation Plan (2016)

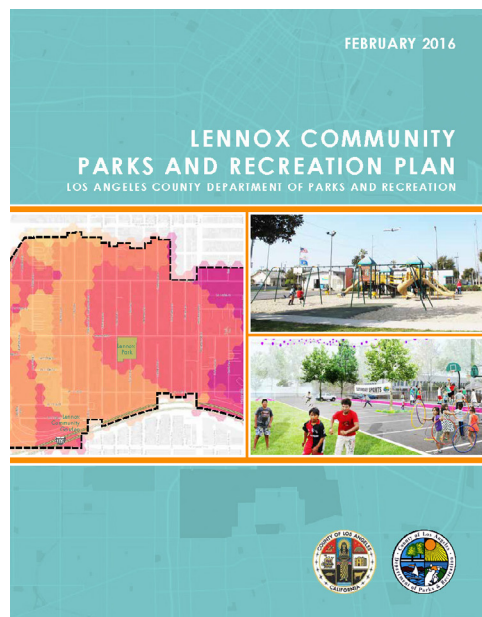
The County's Lennox Community Parks and Recreation Plan aims to provide a vision and roadmap for a greener Lennox, including a more extensive network of publicly accessible green spaces and recreational facilities, as well as environmental enhancement projects. More importantly, the Plan provides specific implementation actions to be taken by the County. The Plan builds on previous planning efforts, responds to community needs, and calls for future greening in Lennox. The vision for Lennox includes establishing joint-use agreements with schools in Lennox,

enhancing the community's urban forest, building new pocket parks and parklets, and a community walking trail network.

TreePeople Inglewood & Lennox Greening Plan (2016)

TreePeople's Inglewood & Lennox Greening Plan is meant to serve as a master document to help coordinate greening efforts within Inglewood and Lennox. Priority actions include increasing tree canopy cover, building community gardens, and implementing practices to capture and conserve rainwater on select sites identified in the Plan.

The Greening Plan aims to guide interventions within the communities of Inglewood and Lennox that will bring about tangible improvements to the quality of life. Examples include incorporating strategies such as Complete Streets, which include bike lanes, shaded sidewalks, and safer pedestrian crossings to encourage bike riding, walking, and other active living activities; more tree-lined streets to help mitigate CO2 emissions and reduce residents' upper respiratory issues; and



creating community gardens and orchards to increase access to fresh and locally grown fruits and vegetables.

Los Angeles County Transit Oriented Districts Access Study (2013)

The Los Angeles County Transit Oriented Districts (TOD) Access Study evaluates the station access capacity and needs within nine proposed TODs in Los Angeles County in support of a proposed TOD Program as part of the County's General Plan Update, including at the Hawthorne/Lennox Green Line Station. The Access Study assesses the state of the public amenities that facilitate and support pedestrian, bicycle, and transit access to the transit stations. The report also includes conceptual bicycle and pedestrian infrastructure plans and recommendations addressing the existing infrastructure needed to support the TODs.

At the Hawthorne/Lennox Metro Station, opportunities identified in the study include Lennox Avenue as a strong community anchor and destination, a strong pedestrian community already established with identified local pedestrian and bicycle routes, and many

bicyclists in the area. Weaknesses include high-volume streets and speeds, narrow sidewalks, and a lack of bike infrastructure on nearby streets.

The study proposes pedestrian improvements at four intersections: W 104th Street and Hawthorne Boulevard, Lennox Boulevard and Hawthorne Boulevard, W 111th Street and Hawthorne Boulevard, and I-105 Westbound Off-Ramp and Hawthorne



Boulevard. It also proposes bike facilities on streets throughout Lennox, including Lennox Boulevard, Inglewood Avenue, Hawthorne Boulevard, W 104th Street, W 111th Street, and Freeman Avenue.

Vision Lennox (2010)

Vision Lennox is a community-driven planning effort that identifies a long-term vision for Lennox, building on existing strengths – strong neighborhoods, central location, civic pride, and school district – and identifies areas for future improvement. Vision Lennox identifies the following key strategies for improvement:

- Enhance the unique identity of Lennox
- Preserve and enhance Lennox's neighborhoods
- Create a "Main Street" on Lennox Avenue
- Improve the Green Line Station area
- Improve and expand the Civic Center
- Ensure high-quality facilities and services
- Make Hawthorne Boulevard vibrant and pedestrian-friendly
- Enhance the "neighborhood node" at Lennox and Inglewood
- Expand parks and open space
- Increase access to economic opportunity

Vision Lennox also identifies a detailed list of actions that should be taken to improve the community's quality of life and physical character.

Westchester-Playa del Rey Community Plan (2004)

The City of Los Angeles' Westchester-Playa del Rey Community Plan is a long-range land use plan to guide the future development, conservation, and maintenance of the Westchester-Playa del Rey Community Plan Area (CPA). Positioned west of S La Cienega Boulevard at the gateway to Lennox, implementation of the Community Plan is expected to significantly influence the economic, social, and physical health, safety, and well-being of Lennox residents and workers.

The Westchester-Playa del Rey Community Plan includes transportation goals such as maximizing development around transit systems, promoting alternative transportation modes, and encouraging a safe, efficient, attractive bicycle and pedestrian facilities system. These goals will ensure seamless transportation connectivity between the two jurisdictions. Furthermore, the Los Angeles City Mobility Plan 2035 (2016) designates a pedestrian segment for safety enhancement along Century Boulevard within the CPA, which directly connects to Lennox's northern border.



COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (Public Health) and Los Angeles County Public Works (Public Works), Los Angeles Neighborhood Initiative (LANI) led outreach efforts to gather community input throughout development of the draft Lennox Community Pedestrian Plan (Plan). The project team used an engagement strategy based on the Plan's goals and an understanding of existing community-identified issues. The project team then analyzed community input and feedback, which inform this Plan and its recommendations.

The project team conducted outreach and engagement in two phases, before and after the draft Plan was released in April 2026. The first phase of engagement helped the project team understand barriers and opportunities for walking in Lennox. The second phase will provide community members with an opportunity to provide input on the draft Plan, with particular emphasis on proposed infrastructure enhancements, programs, and policies. During these periods, heightened federal immigration enforcement in Lennox and throughout the region made in-person outreach and engagement particularly difficult. The project team sincerely appreciates the community members and partners who participated in project activities amid uncertainty and fear, as their input and lived experiences were critical to shaping this Plan.

The project team's Phase 1 engagement efforts took place between March and December 2025, and included attending existing meetings held by community organizations, schools, and neighborhood groups; tabling at community events; convening focus groups; conducting surveys; hosting community workshops; and other community data collection activities. In Phase 1, staff held a total of three in-person community workshops, two Community Advisory Committee meetings, one focus group, and attended over 15 community events and ongoing meetings throughout the community.

Through these activities, community members expressed a desire for improved walkability and connectivity to destinations like Lennox Park, Lennox Library, and schools; wider sidewalks with fewer obstructions; shaded bus stops with seating options; and pedestrian scale lighting, especially on streets with commercial activities, bus stops, and other key destinations. Community members also identified concerns about speeding cars on Hawthorne Boulevard, Inglewood Avenue, and Lennox Boulevard; conflicts near freeway on- and off-ramps; unpleasant odors from nearby industrial and commercial uses; and sidewalk litter or dumping. More details on specific activities and input received are provided in the following sections.



Community Advisory Committee

The project team assembled a Community Advisory Committee (CAC) composed of homeowners, older adults, college students, and representatives from community groups, and local organizations. CAC members also included Board Members from the Lennox School District. This collaboration allowed for greater dissemination of the community survey and opportunities for public announcements to parents during school board meetings. The CAC provided guidance on community engagement efforts, shared ideas for proposed projects, and provided advice on community concerns, priorities, and preferences.

Two CAC meetings were held in Phase 1, during which CAC members learned about community data collection methods, County processes, and the connections between walkability, public health, public safety, and advocacy. CAC members also provided local expertise by helping the project team identify locations that are most challenging for walking and routes that would benefit from walk audits and pedestrian counts.

Community Collaboration

To maximize community involvement, the project team identified recurring meetings to reach people where they already convened. This also helped the team identify specific target populations and host presentations and focus groups with to better understand concerns and opportunities for walking in Lennox. The project team participated in monthly meetings hosted by the Lennox Coordinating Council at the Lennox Library. These meetings included a variety of local stakeholders, such as local business owners, concerned residents, youth from local charter schools, representatives from St. Margaret's Center and the Library, Lennox School District representatives, and other County and State officials. The project team also attended monthly school board meetings to promote activities, such as walk audits.

In Phase 1, the project team hosted one focus group with seniors who participate in programming at the Lennox Park Senior Center. The senior focus group included 10 individuals and featured a presentation to introduce the project and a large aerial map to document participant feedback on pedestrian safety and access to amenities around Lennox. A series of questions taken from the community survey helped guide the discussion in Spanish and document the focus group's concerns.



Community Events

To get a comprehensive understanding of the community's needs, the project team participated in existing community events to reach community members who may not typically attend formal County workshops, especially during the period of heightened immigration enforcement activity. Community events the project team attended included:

- CalFresh nutrition courses
- Hispanic Heritage Month Celebration
- Lennox Park Harvest Festival
- Lennox Academy Winter Posada
- Halloween at the Park
- St. Margaret's Center Food Pantry
- St. Margaret's Christmas Celebration
- Spring Jubilee Celebration
- African American Heritage Month Celebration

At these events, participants were invited to identify challenges to walking by marking locations on a large-scale community map. The project team also asked participants to identify destinations they enjoy walking to and places in the community that bring them joy, with common responses including Lennox Park and local shopping plazas. In addition, community members were encouraged to vote on pedestrian safety improvements they would like to see in Lennox, while the project team provided

educational information about pedestrian facilities that may have been unfamiliar to participants to support informed feedback. Spanish speaking staff were present at all events to ensure meaningful engagement with participants who were more comfortable communicating in Spanish.

Community members were also encouraged to complete a survey on current walking habits, concerns, and desired improvements. The project team collected a total of 27 surveys in English and Spanish. Survey respondents' top three areas of concern were:

- Drivers speeding and failing to yield to pedestrians at intersections
- Narrow sidewalks
- Poor lighting at night



Community Data Collection

PEDESTRIAN COUNTS

The project team trained community volunteers in conducting pedestrian counts, further involving stakeholders in developing the Plan while also collecting valuable baseline data on walking. Pedestrian counts provide the County with a snapshot of current pedestrian volumes on specific corridors and throughout Lennox. Community volunteers conducted manual pedestrian counts on one weekday (April 29, 2026) and one weekend day (May 2, 2026). The counts took place during peak weekday travel times (7AM - 9AM and 4PM - 6PM) and peak weekend travel times (11AM - 1PM). These manual counts helped the project team validate automated count data collected at the same locations and around the same time. Data collected can be used to evaluate changes in the rates of walking in Lennox. Pedestrian count data is summarized in the Walking and Driving section of this Plan.

WALK AUDITS

A walk audit is an unbiased evaluation of the walking environment to identify opportunities for enhancements related to safety, access, comfort, and convenience for people walking. A walk audit can also be used to identify potential alternatives or solutions such as engineering treatments, policy changes, or education programs. In Phase 1, the project team invited CAC members, school staff, County Public Works, Supervisor District 2 representatives, and other Lennox community members to join



two walk audits. Participants received training on what to look for prior to the audit and discussed key observations at several stops along the route. The first walk audit was held on February 25, 2026, and focused on a one-mile route around Lennox Middle School and Buford Elementary School, including key corridors like Lennox Boulevard and Inglewood Avenue. A second walk audit was hosted on March 7, 2026, and focused on a one-mile route around Lennox Academy, Moffett Elementary School, and Hawthorne/Lennox C (Green) Line Station. The group looked at existing conditions along Hawthorne Boulevard, Lennox Boulevard, and 111th Street, all on the County's Vision Zero network.

Community Workshops Phase 1

In Phase 1, Public Health hosted three community workshops to collect input on barriers to walking in Lennox, preferred pedestrian facilities, and ideas for proposed projects. In response to increased immigration enforcement activity, the project team hosted “pop-up” workshops at existing community events instead of asking residents to attend formal, standalone meetings. By meeting community members where they were already gathering, the project team was able to reach a broad range of populations, recruit Community Advisory Committee members, and better understand concerns and opportunities for walking in Lennox. The three Phase 1 pop-up workshops were:

- **September 4, 2025** at Lennox Park, paired with a CalFresh nutritional course
- **September 18, 2025**, at the Lennox Park Hispanic Heritage Month Celebration
- **November 13, 2025**, at Lennox Park Harvest Fest



During the workshops, the project team collected community input using large-scale maps, where participants used sticky notes to document their input at specific locations across Lennox. The team asked community members to identify the types of enhancements they would like to see, voting with dot stickers on example photos. Finally, participants were asked to fill out a paper survey that asked about their current walking habits, concerns, and desired projects in the community.

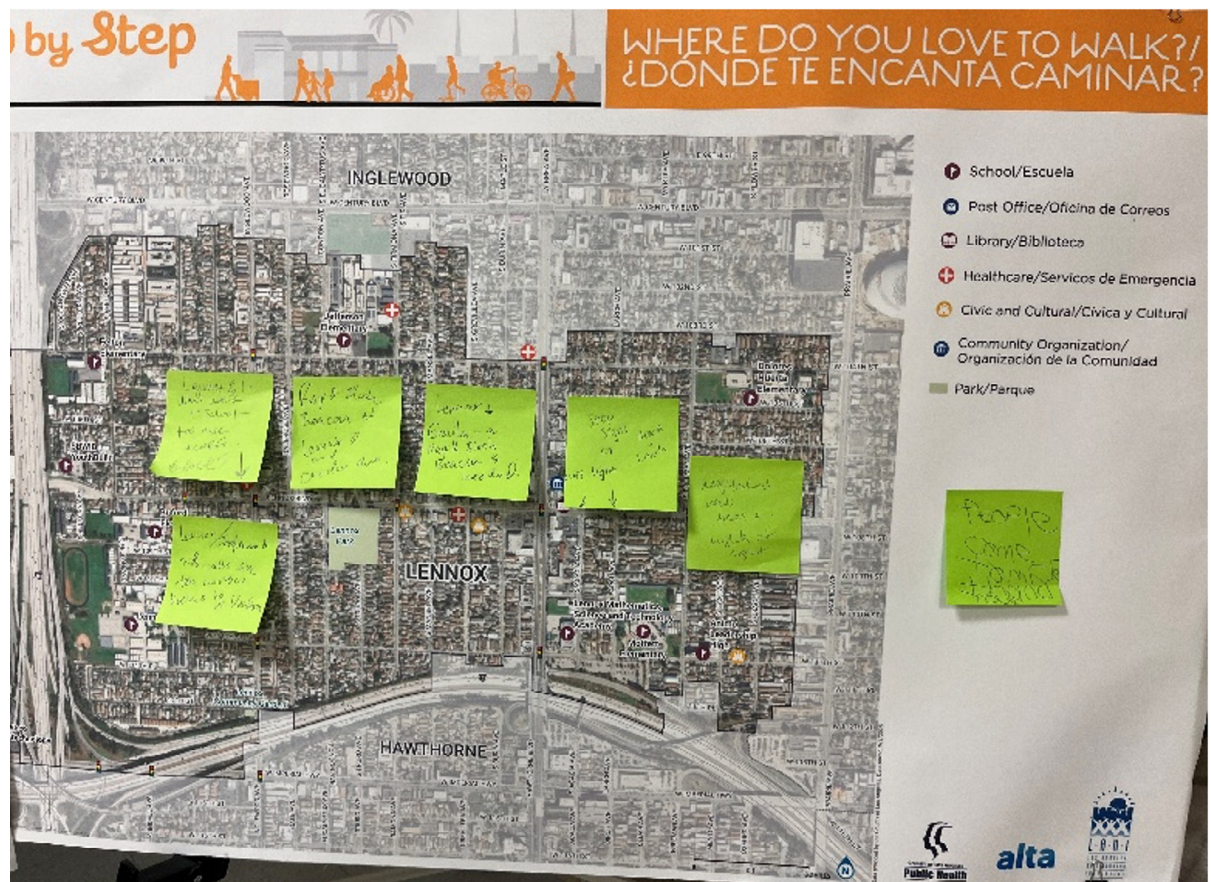


Community members identified key issues and opportunities for walking in Lennox at workshops.



Comments received at these workshops identified several barriers to walking in Lennox, including:

- Speeding and other dangerous driver behaviors
- Poor sidewalk lighting
- Narrow sidewalks and sidewalk obstructions, such as utility poles
- The need for additional crossings and stop control along 111th
- Student safety, including visibility and traffic concerns during pick up and drop off around schools



At Phase 1 workshops, participants were asked to leave comments on maps indicating barriers to walking and ideas for projects they would like to see proposed in the Plan.



PEDESTRIAN ENVIRONMENT

Level of Walking and Driving

The County evaluated statistics on commuting to work, and car ownership collected from the U.S. Census (2024), and conducted pedestrian counts at select locations in the community, to understand current levels of walking in Lennox.

In Lennox, residents typically drive alone when commuting to work, which is consistent with LA County as a whole. Nearly 93 percent of households in Lennox have access to at least one vehicle.¹⁶ Lennox's higher rate of vehicle availability may be related to household overcrowding, as mentioned in the Land Use and Residential Density section of this plan.

Although the percentage of households without a vehicle is lower in Lennox compared to LA County, not having access to a vehicle can influence a person's reliance on other transportation modes. When commuting to work, Lennox residents are more likely to carpool (14.4 percent vs 9.2 percent in LA County) and to bike (1.8 percent vs 0.5 percent in LA County). Additionally, a greater percentage of Lennox residents use public transportation (5.8 percent) compared to LA County generally (3.2 percent). Lennox is served by multiple transit options, including the Link – Lennox shuttles, Metro rail and bus services, as well as other local South Bay Bus Lines. The most significant transit connection in the area is the Metro C (Green) Line, which runs east-west along the southern border of the Lennox community and has one stop within the community at Hawthorne / Lennox Station.

16. U.S. Census Bureau (2024). American Community Survey 1- and 5-year estimates



To further understand levels of walking in Lennox, the project team trained community members to conduct manual pedestrian counts at five locations during weekday and weekend peak hours (**Table 4**). Additional estimated walking activity data was collected from StreetLight Data¹⁷ at the same five manual count locations, plus six additional locations throughout the community (**Table 5**). Locations were identified due to their pedestrian collision history or other safety concerns, proximity to key destinations, and opportunities for pedestrian infrastructure improvements.

Data collected from manual counts and StreetLight Data activity (**Tables 4 and 5**) is not comparable between communities or against any standard for pedestrian activity. What may be considered high levels of activity in Lennox may seem low in another community. This data can be used to identify opportunities for pedestrian improvements and to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals. The data captures both people walking and people using mobility devices, such as wheelchairs.

Results of both the manual counts and StreetLight Data show that the highest levels of walking activity occurred on 111th Street between Delerose Avenue and Truro Avenue. Manual counts documented the peak hour at this location as 7:30 AM – 8:30 AM on a weekday. Based on Streetlight Data, locations with the next highest average daily walking activity were Inglewood Avenue between Lennox Boulevard and 111th Street, 111th Street between Buford Avenue and Inglewood Avenue, and Hawthorne Boulevard between Lennox Boulevard and 111th Street.

17. StreetLight data estimates average daily pedestrian volumes through anonymized location-based device data (e.g., mobile devices). Data captured is from the April-May periods from 2019 to 2022.



Table 4: Manual Pedestrian Counts Summary

LOCATION	NUMBER OF PEDESTRIANS	PEAK TIME
111th Street between Dalerose Avenue and Truro Avenue	91	7:30 AM – 8:30 AM
Hawthorne Boulevard between 106th Street and Lennox Boulevard	47	5:00 PM – 6:00 PM
Inglewood Avenue between 104th Street and Lennox Boulevard	44	11:45 AM – 12:45 PM
Lennox Boulevard between Larch Avenue and Freeman Avenue	28	11:00 AM – 12:00 PM
104th Street between Hawthorne Blvd and Freeman Ave	23	11:30 AM – 12:30 PM

Table 5: StreetLight Data Pedestrian Volumes Summary

LOCATION	AVERAGE DAILY PEDESTRIAN TRAFFIC
111th Street between Dalerose Avenue and Truro Avenue	1064
Inglewood Avenue between Lennox Boulevard and 111th Street	1005
111th Street between Buford Avenue and Inglewood Avenue	956
Hawthorne Boulevard between Lennox Boulevard and 111th Street	939
Lennox Boulevard between Larch Avenue and Freeman Avenue	878
104th Street between Hawthorne Boulevard and Freeman Avenue	762
Hawthorne Boulevard between 106th Street and Lennox Boulevard	727
Inglewood Avenue between 104th Street and Lennox Boulevard	725
Freeman Avenue between 104th Street and 106th Street	724
Lennox Boulevard between La Cienega Boulevard and Felton Avenue	310
Osage Avenue between Lennox Boulevard and 111th Street	226



Motor Vehicle Volumes

Hawthorne Boulevard is the main road in Lennox that directly connects to an exit off I-105. Aside from the freeways, it carries the highest traffic volume in the area. Between W 104th Street and I-105, Hawthorne Boulevard experiences an annual average daily traffic (AADT) volume ranging from 12,000 to 23,000 vehicles, with average daily traffic (ADT) volume reaching over 30,000 during 2023 traffic counts. Other major roadways in Lennox, including S Inglewood Avenue and Lennox Boulevard (between S Inglewood Avenue and Hawthorne Boulevard), experience daily traffic volumes ranging from 10,000 to over 18,000 vehicles. S Inglewood Avenue provides an undercrossing below I-105 and runs parallel to I-405, while Lennox Boulevard bisects the community, offering an undercrossing below I-405 and serving as a key east-west connection through Lennox.

Major sports and entertainment venues in the neighboring City of Inglewood, including SoFi Stadium, the Kia Forum, and Intuit Dome, also attract significant volumes of visitors during events, which can lead to increased traffic congestion and mobility challenges in and around Lennox. Ongoing coordination between agencies and jurisdictions is needed to address event-related traffic and parking spillover impacts in Lennox.

Motor Vehicle Speeds

The posted speeds on major roads in Lennox vary between 25 miles per hour (mph) (e.g., S Freeman Avenue), 30 mph (e.g., Lennox Boulevard), and 35 mph (e.g., Hawthorne Boulevard and S Inglewood Avenue). Most residential streets in Lennox have a posted speed limit of 25 mph. Traffic counts by LA County Public Works¹⁸ revealed speeding on corridors in Lennox where speed data was available, including the following 85th percentile speeds:¹⁹

- **Hawthorne Boulevard:** 42 mph, which is 7 mph above the posted limit
- **Lennox Boulevard:** 38 mph, which is 8 mph above the posted limit
- **S Freeman Avenue:** 30 mph, which is 5 mph above the posted limit

Driving above the speed limit, even by a small margin, increases the risk of crashes and raises the likelihood of severe injuries or fatalities when collisions occur.

18. Los Angeles County Public Works Traffic Count, 2023

19. The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment. Source: US Department of Transportation.



Challenges to Walking

This section evaluates past collisions involving people walking and biking that occurred in Lennox to better understand factors that lead to collisions. It also includes information about other challenges to walking in Lennox including level of traffic stress, nuisances, crime, and environmental factors.

Collisions

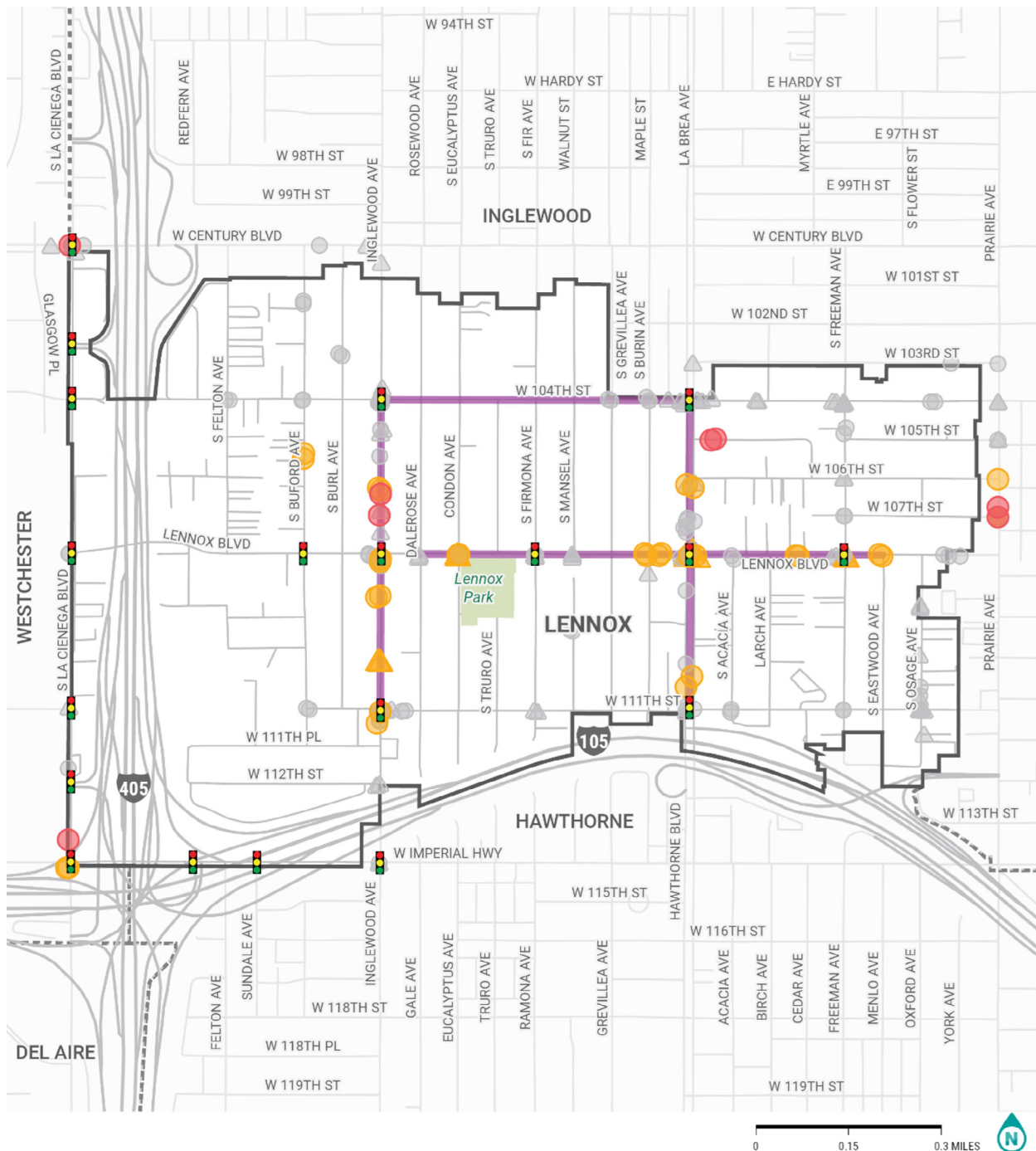
Between 2016 and 2023, there were 144 collisions involving people walking and 101 collisions involving people biking within Lennox.²⁰ Of these incidents, eight resulted in fatalities and 40 resulted in serious injuries. Approximately 72 percent of these collisions occurred on arterial roads, and 84 percent of collisions occurred on roadways with posted speed limits of 30 mph or higher. Additionally, the County's 2020 Vision Zero Action Plan (VZAP) identifies locations with the highest concentrations of fatal and severe injury collisions across all unincorporated communities. A Collision Concentration Corridor (CCC) is defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017.

Map 4 illustrates the locations in Lennox where collisions involving people walking and biking occurred, with the Vision Zero CCCs identified in purple. The time of day with the most collisions, both daylight hours (9 AM - 5 PM) and peak AM/PM commuting hours, which include dawn and dusk (6 AM - 9 AM and 5 PM - 8 PM), showed the same collision rate of 1.3 percent per hour. Dusk and dawn can be particularly dangerous for pedestrians because it may require walking in the dark, and as the sun rises or sets the sun angle can impact a driver's visibility of the roadway.

More collisions occurred along roadways (60 percent) than at intersections (40 percent). Of the 53 percent of collisions with recorded violations, around 14 percent were reported as "pedestrian violations" (i.e., a pedestrian not respecting motor vehicle right-of-way), while 11 percent of collisions were attributed to "pedestrian right of way" violations (i.e., a driver not respecting the pedestrian right-of-way).

20. Collision data provided by Los Angeles County Public Works.



Map 4 Lennox Pedestrian- and Bicycle-Involved Collisions**PEDESTRIAN COLLISIONS (2016-2023)**

- Fatal Injury
- Suspected Serious Injury
- Possible Injury; Suspected
- Minor Injury; No Apparent Injury/
Property Damage Only

BICYCLE COLLISIONS (2016-2023)

- ▲ Fatal Injury
- ▲ Suspected Serious Injury
- ▲ Possible Injury; Suspected
- ▲ Minor Injury; No Apparent Injury/
Property Damage Only

- Collision Concentration Corridor
- Park
- ● ● Traffic Signal

0 0.15 0.3 MILES



Pedestrian Level of Traffic Stress

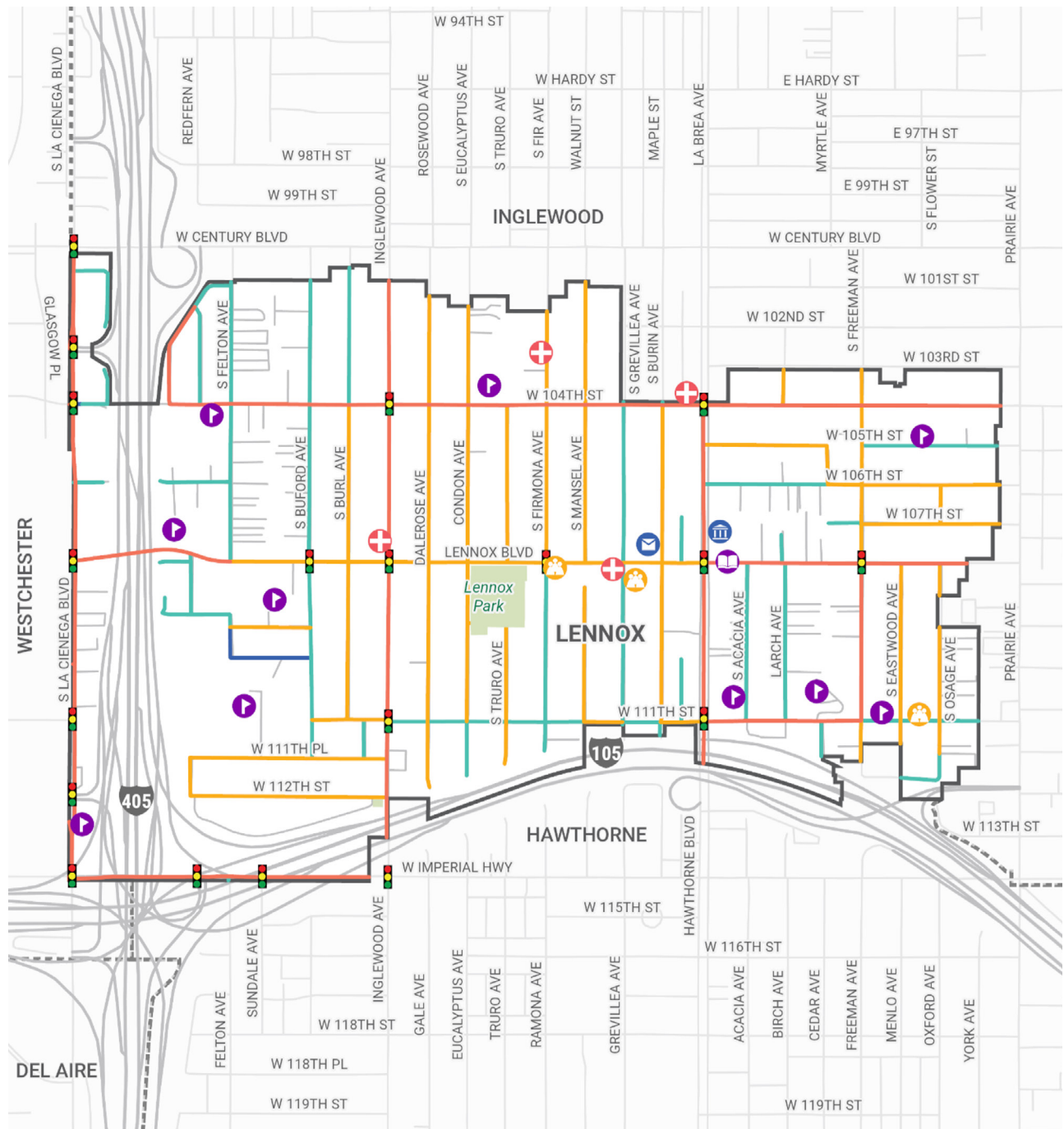
Pedestrian level of traffic stress (PLTS) estimates the level of comfort for people walking on a given roadway segment and helps identify “gaps” in a pedestrian network. PLTS scores indicate how likely people walking are to use a facility based on comfort and perceived safety, with higher values reflecting higher levels of traffic stress.

In Lennox, most roads have high-stress pedestrian conditions, as shown in **Map 5**. Major roads, such as Hawthorne Boulevard, S Inglewood Avenue, and S Freeman Avenue, score higher due to their multiple travel lanes, higher posted speed limits, and limited sidewalk buffers, even where sidewalks are present on both sides of the street.

Local streets generally provide lower stress walking environments. However, some local roads in Lennox, such as S Burl Avenue, S Burin Avenue, and Dalerose Avenue, also score higher (more stressful) due to sidewalks that are narrower than Americans with Disabilities Act (ADA) guidance or are in poor condition. While pedestrians can often walk within neighborhoods using mainly lower-stress streets, traveling between neighborhoods or longer distances typically requires crossing or walking along higher-stress streets.



Map 5 Pedestrian Level of Traffic Stress (PLTS)



DESTINATIONS

- School
- Post Office
- Library
- Healthcare and Clinic
- Community Organization
- Civic and Cultural

PEDESTRIAN LEVEL OF TRAFFIC STRESS (PLTS)

- PLTS 1 (Low Stress)
- 2
- 3
- PLTS 4 (High Stress)

- Park
- Traffic Signal

0 0.15 0.3 MILES



Nuisance Activities

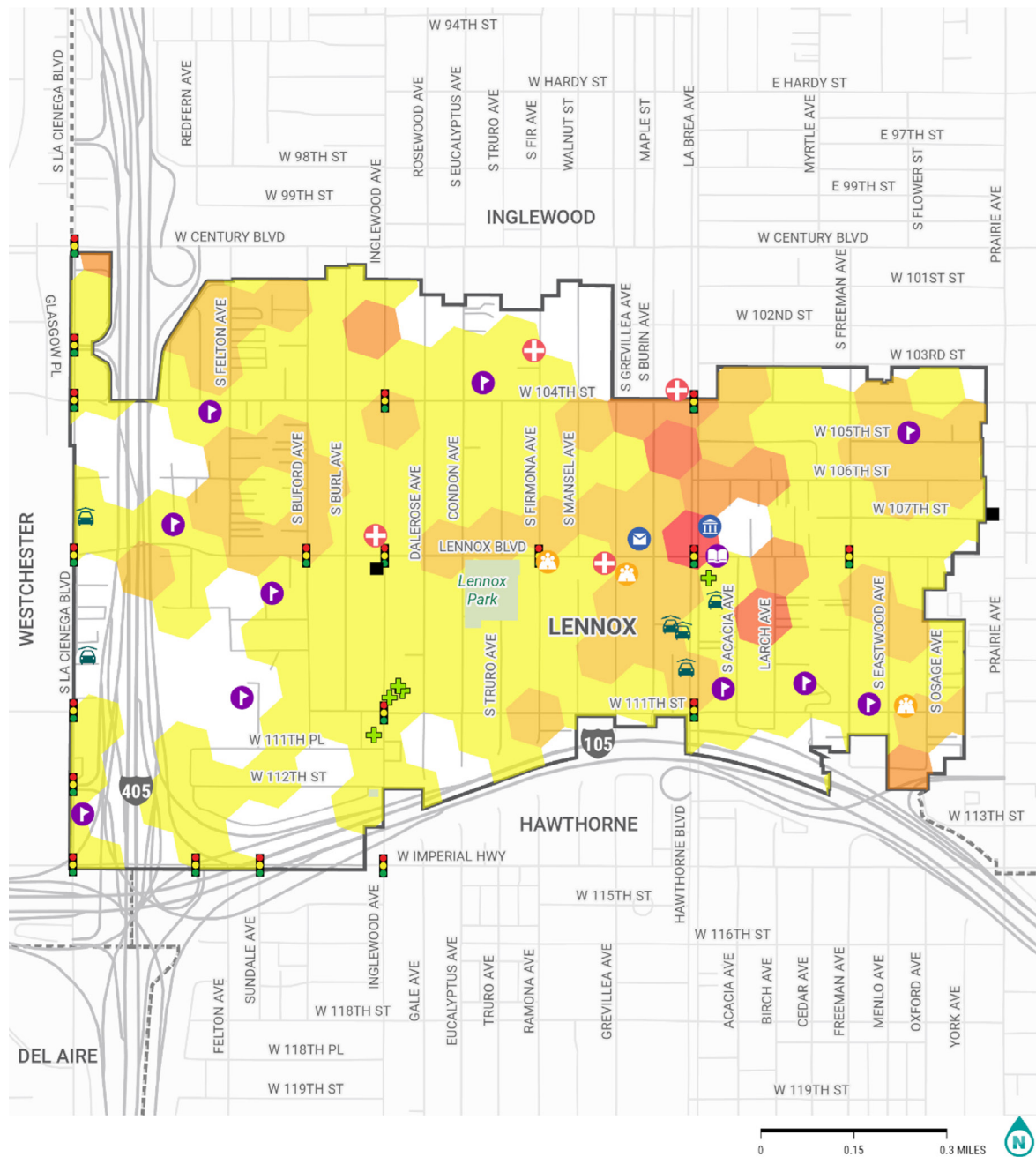
Nuisance activities are those that are considered by some residents to be unwanted, undesirable, or illegal and that may impact the real and perceived safety, comfort, and attractiveness of the surrounding environment. **Map 6** illustrates locations of nuisance activities throughout Lennox, including:

- **Dispensaries.** There are five dispensaries within Lennox. Commercial cannabis activity is currently prohibited in unincorporated Los Angeles County, so the areas where unlicensed dispensaries have been known to function are subject to change.
- **Liquor Stores.** Liquor stores in a community have been associated with increased nuisance activities and can have negative health effects on residents living nearby. There are two liquor stores within or just outside of Lennox.
- **Illegal Dumping.** Illegal dumping occurs across Lennox, though it is most prevalent along major corridors. The intersection of Hawthorne Boulevard and Lennox Boulevard experiences the highest frequency of illegal dumping. Illegal dumping can be detrimental to public health and can create a negative visual perception of safety, which can discourage pedestrian activity.

Additionally, reckless driving behaviors, such as performing donuts, have been observed via tire marks on the pavement in locations throughout Lennox, including Lennox Boulevard between S La Cienega Boulevard and Felton Avenue. Reckless driving poses serious risks, as vehicles can easily lose control and spin out, creating dangerous conditions for people walking and biking.



Map 6 Lennox Nuisance Activity Locations



DESTINATIONS

- School
- Post Office
- Library
- Healthcare and Clinic
- Community Organization
- Civic and Cultural

NUISANCES

- Dispensary
 Liquor Store

ILLEGAL DUMPING COUNT

- >120
■ 61 - 120
■ 41 - 60
■ 16 - 40
■ <15

-  Park
-  Traffic Signal

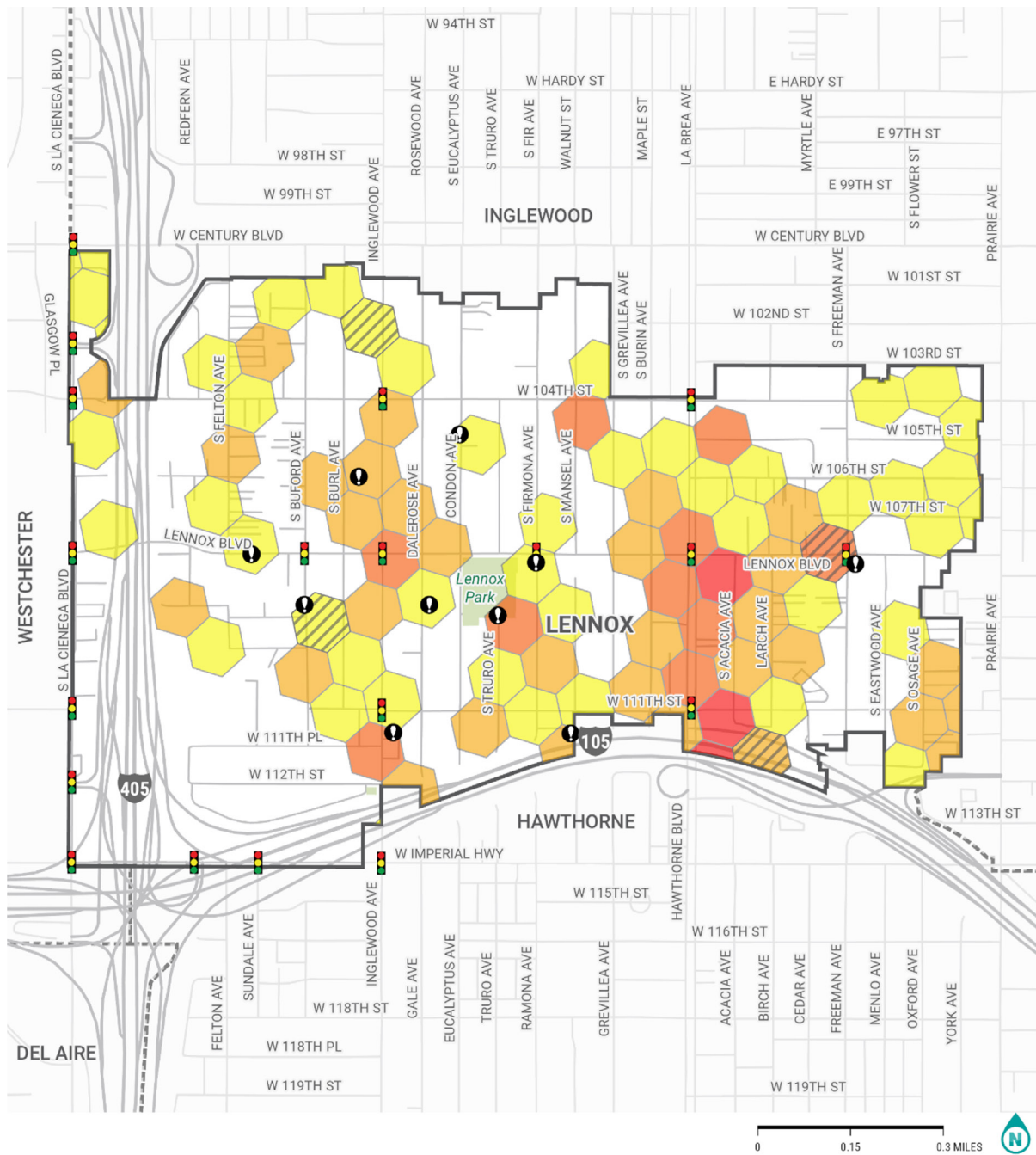
Crime and Gang Activity

Fear due to real or perceived crime can limit access to public spaces and can discourage participation in healthy activities, such as walking and visiting public parks. In 2023 and 2024, violent crime, which includes homicide, rape, aggravated assault, and robbery, accounted for many reported crimes. Between January 2023 and September 2024, there were four homicides in Lennox.

Concerns about gang activity and gang related violence can further discourage people from walking or leaving their homes. Gang related incidents were primarily concentrated near Lennox Boulevard and most often involved aggravated assault.

Map 7 illustrates locations of reported crime and gang-related activity within Lennox between 2023 and 2024.



Map 7 Violent Crime and Gang Activity in Lennox (2023-2024)

Environmental Impact

Understanding environmental injustices and their tangible impacts on low-income communities of color is necessary to equitably address and enhance the walking experience in these places. Lennox residents are exposed to major pollution sources that impact quality of life, harm community health, and discourage outdoor recreation, including walking and other physical activity.

According to the California Office of Health Hazard and Assessment, most census tracts in Lennox rank above the 80th percentile for pollution burden, meaning their exposure to pollution is greater than 80 percent of other census tracts statewide (**Map 8**).²¹ Lennox experiences some of the worst air quality in California, partially due to its proximity to major transportation systems, including the I-105 and I-405 freeways and LAX, one of the busiest airports in the United States. Furthermore, all census tracts in Lennox are identified as disadvantaged communities under Senate Bill 535. Specifically, areas west of S Firmona Avenue and south of Lennox Boulevard have the highest overall scores, indicating greater pollution burden and associated health outcomes.

Diesel emissions from trucks traveling along freeways and streets near and in Lennox, including Hawthorne Boulevard, contribute significantly to local and regional air pollution, including particulate matter 2.5 (PM 2.5) and diesel particulate matter (DPM). Most census tracts in Lennox rank above the 80th percentile for DPM, while all census tracts rank above the 75th percentile for PM2.5.²² Additionally, pollution from LAX further impacts Lennox residents' and visitors' health and well-being, often affecting their ability to recreate and enjoy being outdoors. An air quality study revealed concentrations of wind-driven particles over cities and unincorporated areas along LAX's flight paths, including Lennox.²³ Exposure to these particles, DPM, and other polluting gases can contribute to lung cancer, premature death, chronic heart and lung disease, asthma, and decreased lung function in children.²⁴

21. California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0, 2024

22. Ibid

23. Emissions from an International Airport Increase Particle Number Concentrations 4-fold at 10 km Downwind, Neelak-shi Hudda, Tim Gould, Kris Hartin, Timothy V. Larson, and Scott A. Fruin, Environmental Science & Technology 2014 48 (12), 6628-6635, DOI: 10.1021/es5001566

24. Overview: Diesel Exhaust & Health, California Air Resources Board.



Map 8 . Pollution Burden Percentile in Lennox

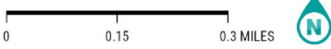


DESTINATIONS

- School
- Post Office
- Library
- Healthcare and Clinic
- Community Organization
- Civic and Cultural

POLLUTION BURDEN PERCENTILE

- 50-75
- 76-100



- Park
- Traffic Signal



Climate

Hotter days and wetter storms due to a changing climate affect some populations more than others, depending on geography, social factors, and having the infrastructure in place to protect them from extremes.

The LA County Climate Vulnerability Assessment (CVA) examines the County's social and physical vulnerability to climate hazards such as extreme heat, wildfire, and flooding, which are projected to become more severe in the coming decades.

The CVA's Social Sensitivity Index combines 29 indicators, such as age, health, income, and transportation access, to identify areas with the highest concentration of residents vulnerable to climate impacts. Most census tracts in Lennox are in the median tier for social sensitivity in LA County, as shown in Humans start to experience a higher risk of heat illness at 95°F. According to the CVA, Lennox historically experiences 95th-percentile daily maximum temperature of 83.2°F, which is projected to increase 7.4°F to 90.6°F by late-century.²⁵ This means the hottest days will generally be much hotter than they are today and far more unpleasant to walk or roll without refuge from the heat, such as shade trees, green spaces, and bus shelters.

Additionally, Lennox historically sees a 95th percentile daily maximum rainfall of 30.9 millimeters, which is projected to increase by 6.2 millimeters to 37.2 millimeters by late century. This means the heaviest rainy days in Lennox are expected to become more intense over time, with more intense single-day rainfall events compared to today. As a result, residents may experience more flooding, ponding, and mud during storms, making it more difficult and uncomfortable to walk without improved drainage, well maintained sidewalks, and sheltered waiting areas.

Infrastructure projects that use natural materials such as plants/trees and soil or rock can play a key role in mitigating heat, flooding and other climate-related risks. Tree canopy, defined as the area of ground shaded by tree cover, offers well-documented benefits to both physical and mental health. Figure 11 shows the existing street trees in Lennox.²⁶

25. LA County Climate Vulnerability Assessment, 2021

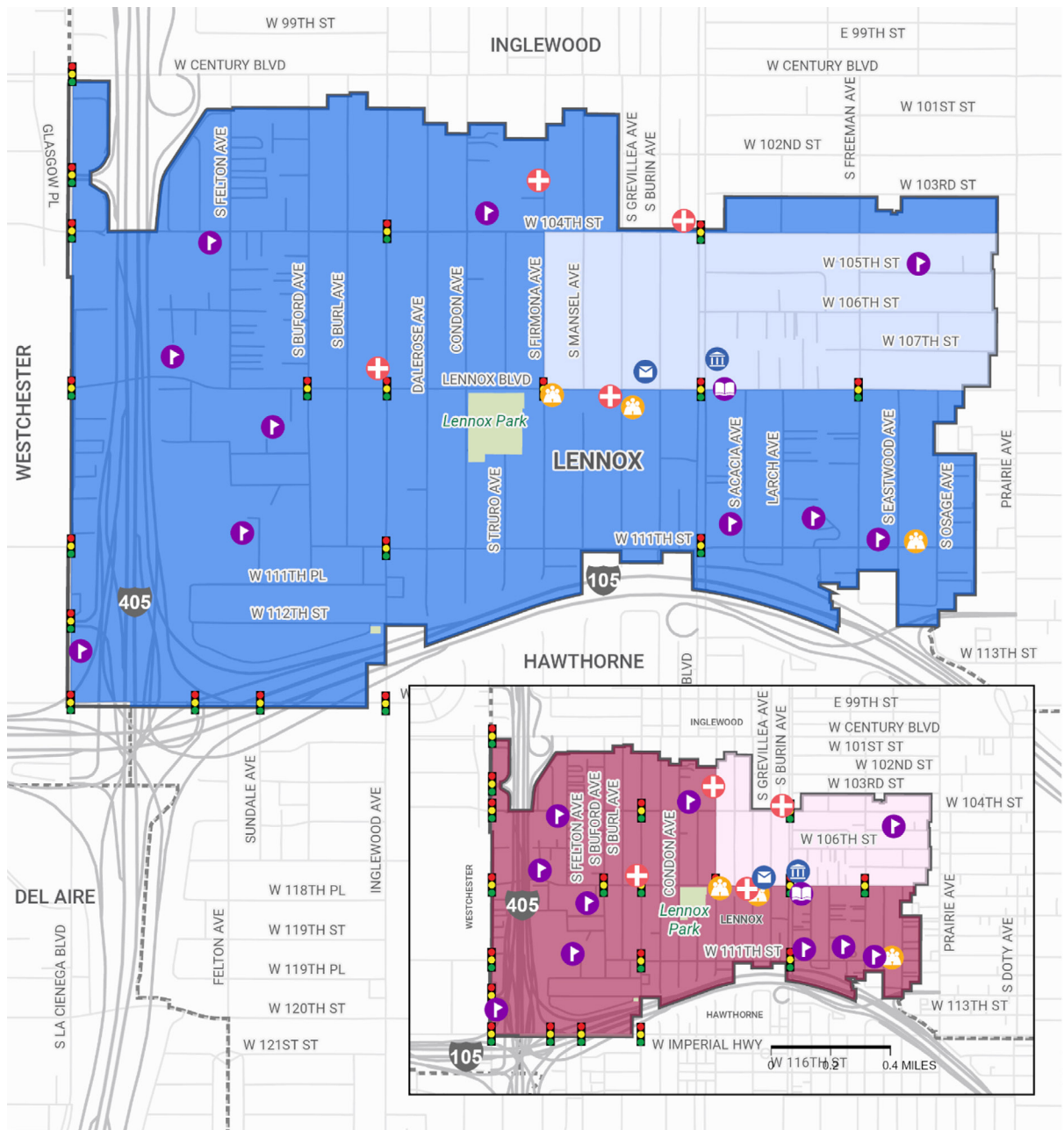
26. The Social Sensitivity Index illustrated in **Map 9** incorporates the demographics and individual characteristics of the people living in each census tract. However, it does not measure the quality of the physical environment in which they live; and should not be the only factor in decision-making



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Map 9 Social Sensitivity to Climate Change and Pollution Burden (Inset)



DESTINATIONS

- School
- Post Office
- Library
- Healthcare and Clinic
- Community Organization
- Civic and Cultural

SOCIAL SENSITIVITY TO CLIMATE CHANGE

- Low Sensitivity
- Medium Sensitivity
- High Sensitivity

0 0.1 0.2 MILES

CALENVIROSCREEN 4.0
OVERALL PERCENTILE

- 78 - 80
- 81 - 90
- 91 - 100 (Most Disadvantaged)
- Park
- Traffic Signal



PEDESTRIAN FACILITIES AND AMENITIES

Pedestrian facilities and amenities, including sidewalks, crosswalks, traffic signals, curb ramps, tree canopy, and lighting conditions, all contribute to access as well as aesthetics that make places easier and more pleasant places to walk. This section provides an overview of existing conditions in Lennox, including observations made through community walk audits (**Map 12**), to help inform proposed projects included later in this plan. For information about the County's maintenance practices and procedures (e.g., restriping faded crosswalks), see **Chapter 4** of Step by Step. For further description and examples of pedestrian facility types, see **Chapter 3** of Step by Step.



Sidewalks

Sidewalks form the backbone of pedestrian transportation networks. Most streets in Lennox are equipped with sidewalks on both sides of the street (**Map 10**). However, most existing sidewalks along residential streets are between 3 and 5 feet wide, which can pose challenges for accessibility. In urban community areas, a pedestrian through zone

width of 6 to 12 feet is recommended for safe and comfortable walking experience.²⁷ While most sidewalks along residential streets have a parkway between the pedestrian through zone and the curb, the project team observed during the site visit that some of these parkways have been paved over with concrete.



A trash can and a street sign pole blocking a narrow sidewalk in Lennox

27. Design Information Bulletin-94 Complete Streets: Contextual Design Guidance. California State Transportation Agency. January 2024.



Major roads, such as S Inglewood Avenue, Lennox Boulevard, and Hawthorne Boulevard, feature wider sidewalks between 6 and 10 feet. However, these major roads do not feature a greenway buffer between the sidewalks and the curb, which can diminish pedestrian safety and comfort, particularly in high-traffic segments. Another challenge people walking in Lennox face is sidewalk damage, which includes cracks, tree roots lifting sections, or other issues with the existing pavement. Additionally, obstacles like trash cans and debris contribute to accessibility challenges along sidewalks.

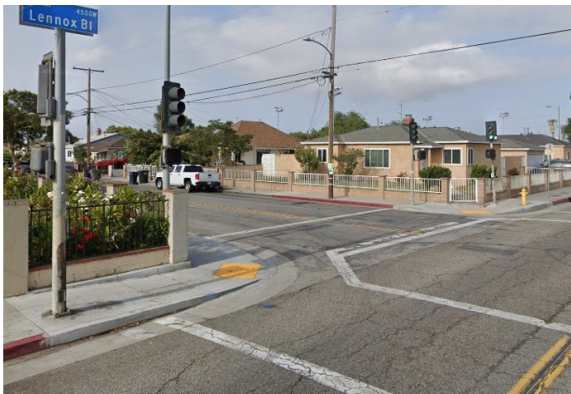
Crosswalks

Crosswalks guide pedestrians crossing the street by making their path of travel more straightforward. Crossings at intersections are not legally required to be marked; however, marked crosswalks are installed to guide pedestrians and help enhance driver awareness of potential pedestrian activity, increasing the chances that a driver will stop for a pedestrian. There are many different styles of crosswalk markings. Standard crosswalk markings have two parallel lines, while continental and ladder crosswalks are considered “high-visibility” patterns. These styles can enhance the visibility of crossings from greater distances than with standard markings.



Marked crosswalks exist at most signalized intersections and many stop-controlled and uncontrolled intersections throughout Lennox. Most of these are standard crosswalks, though high-visibility crosswalks exist at multiple intersections near some schools and Lennox Park. Decorative crosswalks along Hawthorne Boulevard

provide visual cues for drivers, clearly defining pedestrian crossing spaces at these large intersections. They also contribute to placemaking and placekeeping by enhancing the corridor's visual identity and creating a more engaging and recognizable streetscape.



A standard crosswalk with two parallel lines and an ADA-compliant single curb ramp, Lennox.



A ladder crosswalk with pedestrian crossing signage, Lennox.



A continental crosswalk that is yellow, indicating a school zone, Lennox.



A decorative crosswalk at Lennox Boulevard and Hawthorne Boulevard, providing visual cue to drivers for the pedestrian crossing space, Lennox.



Curb Ramps

Curb ramps can assist all users in moving from the street to the sidewalk. For example, a sidewalk without a curb ramp can be a barrier to someone using a wheelchair, leading them to travel in the street instead of on the sidewalk and to use driveways for access to and from the sidewalk. In Lennox, most curbs are equipped with ramps, although some exceptions were observed during the site visit, such as at newly striped crosswalks near Lennox Middle School. Most existing curb ramps in Lennox are ADA-compliant single shared curb ramps, which are aligned diagonally with intersections and require the user to briefly enter the intersection to cross. Several locations feature paired curb ramps, such as the northwest corner of Hawthorne Boulevard and Lennox Boulevard, and the northeast corner of S Inglewood Avenue and W 111th Street. Paired curb ramps allow pedestrians to be aligned with the crossing direction while waiting to cross the street.

Traffic Signals

Traffic signals are present at many intersections along major roads in Lennox, such as along Hawthorne Boulevard. Most of these signals include push-button-activated countdown signals to indicate when pedestrians can enter the crosswalk.

Lighting

Most major roads in Lennox have streetlights, which illuminate the roadway but do not always adequately light the sidewalk, which could discourage community members from walking at night. Additionally, some residential streets only have streetlights on one side (**Map 10**), reducing visibility and limiting safe walking conditions in the dark, making nighttime travel less appealing for pedestrians.



Tree Canopy

Dense tree canopy coverage is an essential strategy for cooling neighborhoods and helping communities adapt to a changing climate. Trees can make walking feel safer and more pleasant, beautify the community, provide crucial mental health benefits, and improve overall quality of life. Even so, while a robust tree canopy has many benefits, nearly all trees can conflict with surrounding infrastructure. Having enough space around and above trees is an essential consideration in which species are planted, where, and for what purpose.

In Lennox, most residential streets are lined with street trees (**Map 11**). However, many major roads need more tree cover, including S Inglewood Avenue, Lennox Boulevard, and S Freeman Avenue. This is primarily due to the absence of sufficient planting space along the sidewalks, limiting opportunities to introduce greenery and shade. The lack of street trees along these high-traffic corridors creates an unpleasant walking experience for pedestrians, especially during summer and midday when temperatures peak.

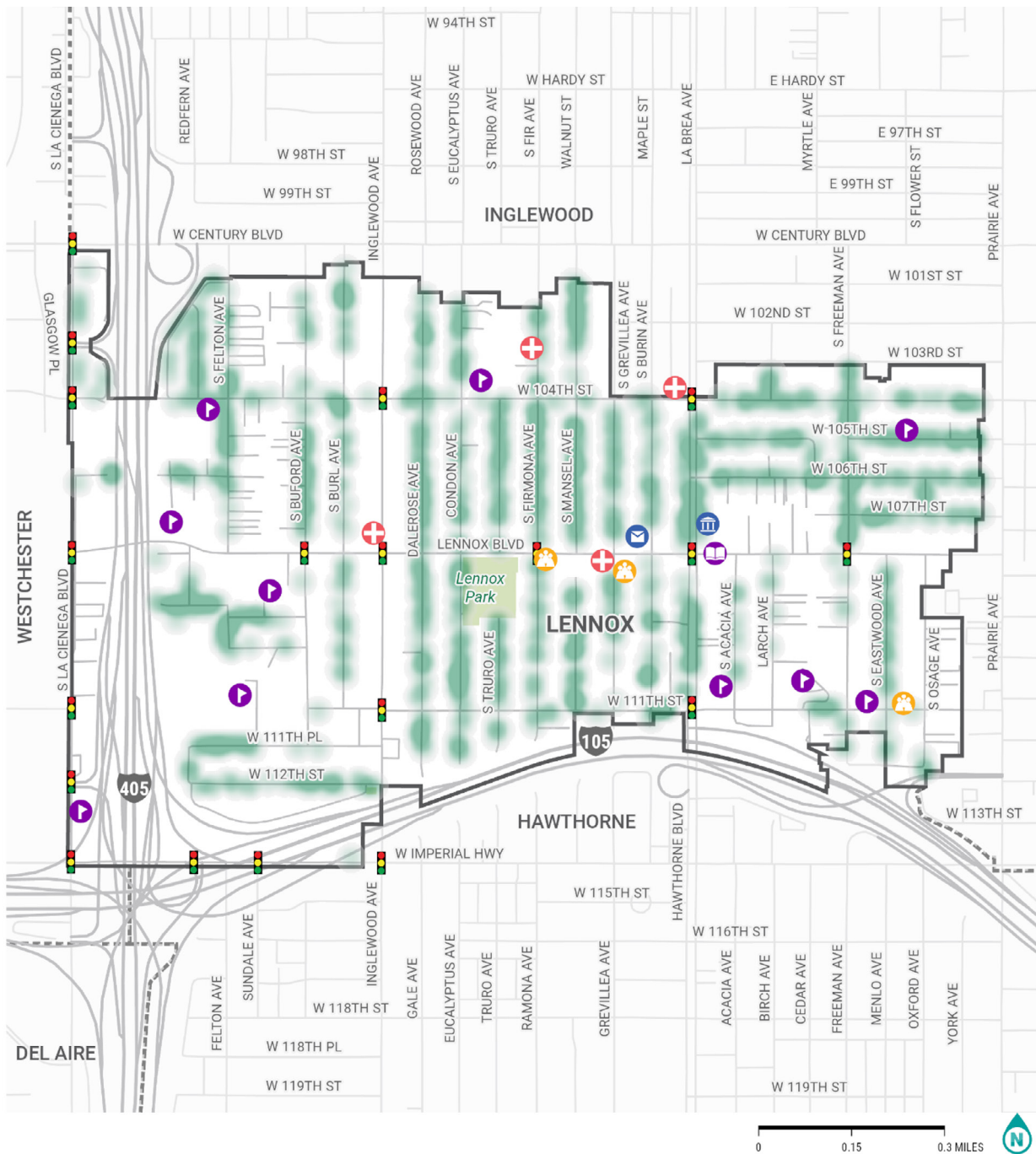
According to the 2024 Los Angeles County Community Forest Management Plan — Community Canopy Profiles, Lennox has an adjusted canopy cover of approximately 11 percent, with 11 percent of land covered by trees and 10 percent covered by shrubs. Furthermore, Lennox has a medium need for tree canopy compared to other unincorporated communities in Los Angeles County. Data from the Healthy Places Index reveals that 80 percent of California cities have greater tree canopy coverage than Lennox.²⁸

28. California Healthy Places Index 3.0, 2024



Map 10 Sidewalks and Street Lights in Lennox

Map 11 Street Trees in Lennox



DESTINATIONS

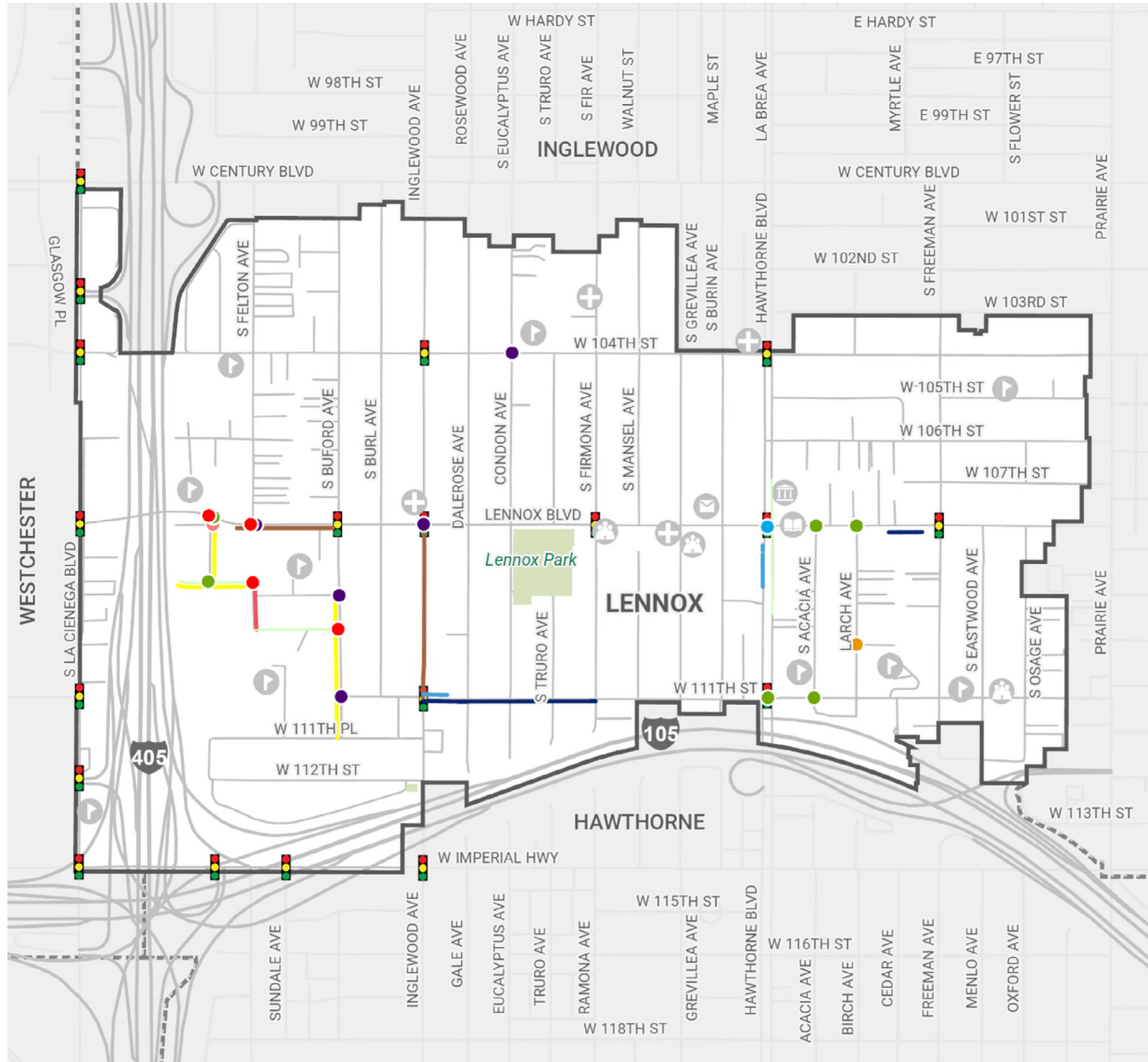
- School
- Post Office
- Library
- Healthcare and Clinic
- Community Organization
- Civic and Cultural

STREET TREES

- Sparse
- Dense

- Park
- Traffic Signal



Map 12 Map of walk audit observations in Lennox**DESTINATIONS**

- School
- Post Office
- Library
- Healthcare and Clinic
- Community Organization
- Civic and Cultural
- Park
- Traffic Signal

SIDEWALK OBSERVATIONS*

- Damaged Sidewalk (2)
- No Sidewalk (1)
- Narrow Sidewalk (2)
- Sidewalk Clutter (3)
- Limited Lighting (3)

INTERSECTION OBSERVATIONS*

- Not to current ADA standards/damaged curb ramp at marked crosswalks (6)
- Not to current ADA standards/damaged curb ramp at unmarked crosswalks (1)
- No pedestrian-related signage (1)
- Faded crosswalk striping (1)
- Unmarked crosswalk (6)
- Lacks stop control (4)



PROPOSED PEDESTRIAN ENHANCEMENTS

This section discusses proposed enhancements to Lennox's pedestrian network. Proposals were developed through conversations with community members and key County departments, and careful observations of the existing transportation network. The proposed projects are intended to inform County departments' pedestrian safety efforts and provide a record of the needs and desires of residents, advocates, and policy-makers.

Projects are proposed throughout the community, with additional focus on key areas such as Lennox Park, schools, and the community's Los Angeles County Vision Zero Collision Concentration Corridors (CCCs). These locations have higher pedestrian activity, vulnerable road users such as youth or seniors, a history of pedestrian-involved collisions, and higher vehicle volumes and speeds. Types of proposed projects are categorized as follows:

CORRIDOR STUDIES

Corridors that may benefit from roadway reconfigurations or traffic calming projects but need more extensive study to determine the most appropriate treatments. For example:

- Conducting a study of Hawthorne Boulevard to determine if roadway reconfiguration, which could help calm traffic and create space for other pedestrian or bicycle enhancements, is appropriate.
- Conducting a study of segments of Buford Avenue and 105th Street to determine if traffic calming measures, such as speed humps, would be appropriate to slow down cars and make walking safer and more comfortable.



CROSSING PROJECTS

Enhancements that improve safety when crossing the street at intersections and mid-block, including high-visibility crosswalks, advance yield markings, new traffic signals with pedestrian signal heads, pedestrian beacons, and ADA compliant curb ramps. Any recommendations to stripe a crosswalk (at controlled or uncontrolled locations) shall be consistent with local and state guidelines. For example:

- Curb extensions, pedestrian refuge islands, and high-visibility crosswalks at several intersections along wide streets like Hawthorne Boulevard and Inglewood Avenue.
- Traffic signal updates, including prohibiting right on red and adding protected/permitted left-turn phasing, are recommended along Hawthorne Boulevard and Lennox Boulevard to better separate movements by mode and direction.
- High-visibility crosswalks, leading pedestrian intervals, curb extensions, and ADA compliant curb ramps at several locations along streets with heavy pedestrian foot traffic like Lennox Boulevard and Inglewood Avenue.
- Rectangular Rapid Flashing Beacons or similar at unsignalized or partial stop-controlled intersections or midblock crossings, such as Inglewood Avenue between 104th Street and Lennox Boulevard, to alert drivers when pedestrians will be in a crosswalk.

SIDEWALK/PATH PROJECTS

Facilities that could enhance walking down the street, including adding new or widened sidewalks and evaluating removal or relocation of driveways, such as:

- Wider sidewalks on Inglewood Avenue from 104th Street to 111th Street to provide additional walking space and easier access to nearby business for Lennox residents.
- Converting the excess Caltrans land on the east side of I-405 between W 104th Street and W 111th Place into a Class I shared use path for people walking and biking.

TRAFFIC CALMING

Facilities that could slow down drivers or reduce traffic volumes, such as mini roundabouts and speed humps. Examples of proposed traffic calming projects include:

- A mini roundabout at the intersection of 104th Street and Felton Avenue to provide traffic calming while maintaining traffic flow.
- Planted chokers or similar and speed humps on Condon Avenue between W 111th Street and Lennox Boulevard to reduce vehicle speeds.



PEDESTRIAN LIGHTING

Human-scaled lights that provide lighting for people walking in Lennox, as opposed to those at heights and directions intended to light the roadway for drivers. See **Chapter 4** of Step by Step for more information about requesting pedestrian-scale lighting in Lennox.

- Pedestrian-scale lighting near Lennox Park and schools to make walking feel safer at night.

ENHANCED TRANSIT STOPS

Facilities that can make transit more efficient while providing pedestrian benefits, as well as shade, seating, and lighting, which can make taking transit a more comfortable experience. This also includes bus bulbs, which are curb extensions that align a bus stop with the parking lane, allowing buses to stop and board passengers without leaving the travel lane. Like curb extensions, bus bulbs can also help shorten crossing distances at crosswalks. Examples of proposed transit stop enhancements in Lennox include:

- A bus bulb at the eastbound bus stop at Lennox Boulevard and Firmona Avenue.
- Where space allows, enhanced transit stops with shelters, seating, and trash receptacles along streets like Lennox Boulevard, 111th Street, and 104th Street.

These draft proposed projects are detailed in **Table 6**, and are mapped in **Figure 13**.

Implementation of proposed projects in Lennox 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 6: Proposed pedestrian enhancements in Lennox

JURISDICTION	LOCATION	CORNER/LEG/SIDE OF STREET	PROJECT DESCRIPTION
104th Street			
County	104th Street (Condon Avenue to Firmona Avenue)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	104th Street (Freeman Avenue to east community boundary)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	104th Street (Freeman Avenue to east community boundary)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	104th Street (between Freeman Avenue and Prairie Avenue)	Midblock	Install raised crosswalk
County	104th Street & Condon Avenue	All legs	Stripe continental crosswalk
County	104th Street & Dalerose Avenue	Southwest corner	Install bulb-out to wrap around existing electric pole to create an ADA compliant walkway
County	104th Street & Felton Avenue	All legs	Install a mini-roundabout
		All legs	Stripe as yellow continental crosswalk
County	104th Street & Firmona Avenue	North, south, and west legs	Stripe continental crosswalk
County	104th Street & Freeman Avenue	All legs	Stripe continental crosswalk
			Install advance stop bar
County	104th Street & Mansel Avenue	-	-
County	104th Street & Redfern Avenue	North leg	Stripe as yellow continental crosswalk
County	104th Street & Truro Avenue	South and east legs	Stripe continental crosswalk
		Northeast and southeast corners	Install curb extension
105th Street			
County	105th Street (Freeman Avenue to east community boundary)	Both sides of street	Study for speed humps
			Install pedestrian-scale lighting on both sides of street
County	105th Street & Freeman Avenue	Northeast, southeast, and southwest corners	Install curb extension



Table 6: Proposed pedestrian enhancements in Lennox (continued)

JURISDICTION	LOCATION	CORNER/LEG/SIDE OF STREET	PROJECT DESCRIPTION
106th Street			
County	105th Street & Freeman Avenue	Northeast, southeast, and southwest corners	Install curb extension
County	106th Street & Freeman Avenue	All legs	Stripe continental crosswalk
County	106th Street & Osage Avenue	South and east legs	Stripe continental crosswalk
		Northeast corner	Install ADA compliant curb ramp
		All directions	Install advance yield marking
		East, west, and south legs	Install yield sign
107th Street			
County	107th Street & Freeman Avenue	North, west, east legs	Stripe continental crosswalk
		North-south direction	Install advance yield marking
		North and south legs	Install yield sign
County	107th Street & Osage Avenue	Southeast corner	Install ADA compliant curb ramp
109th Street			
County	109th Street (Felton Avenue to Buford Avenue)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	109th Street & Buford Avenue	North and west legs	Stripe as yellow continental crosswalk
		Northwest, northeast, and southwest corners	Install curb extension
County	109th Street & Felton Avenue	North-south direction	Install advance yield marking
		South and east legs	Stripe as yellow continental crosswalk
County	109th Street & Redfern Avenue	North leg	Stripe as yellow continental crosswalk
110th Street			
County	110th Street (Felton Avenue to Buford Avenue)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	110th Street & Buford Avenue	West leg	Stripe as yellow continental crosswalk
		Northwest, southwest, and southeast corners	Install curb extension



Table 6: Proposed pedestrian enhancements in Lennox (continued)

JURISDICTION	LOCATION	CORNER/LEG/SIDE OF STREET	PROJECT DESCRIPTION
111th Place			
County	111th Place & Buford Avenue	North and west legs	Relocate crosswalk on the east leg to the west leg; stripe as yellow continental crosswalk
		Northwest, northeast, and southwest corners	Install curb extension
		All legs	Stripe advanced stop bar
County	111th Place & Redfern Avenue	East leg	Install advance yield marking
			Stripe as yellow continental crosswalk
111th Street			
County	111th Street (Hawthorne Boulevard to Osage Avenue)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	111th Street (between Dalerose Avenue and Condon Avenue)	South side of midblock	Install bulb-out to wrap around existing electric pole to create an ADA compliant walkway
County	111th Street (between Inglewood Avenue and Dalerose Avenue)	South side of midblock	Install bulb-out to wrap around existing electric pole to create an ADA compliant walkway
County	111th Street & Acacia Avenue	North, south, and west legs	Stripe as yellow continental crosswalk
County	111th Street & Buford Avenue	South and east legs	Relocate crosswalk on the north leg to the south leg; stripe as yellow continental crosswalk
		Northeast, southeast, and southwest corners	Install curb extension
		All legs	Stripe advanced stop bar
County	111th Street & Eastwood Avenue	East-west direction	Install advance yield marking
		East and west legs	Install yield sign
		North and east legs	Stripe as yellow continental crosswalk
		Northwest corner	Install curb extension
County	111th Street & Larch Avenue	All legs	Stripe yellow continental crosswalk
		East and west legs	Remove centerline painted through crosswalk



Table 6: Proposed pedestrian enhancements in Lennox (continued)

JURISDICTION	LOCATION	CORNER/LEG/SIDE OF STREET	PROJECT DESCRIPTION
Acacia Avenue			
County	Acacia Avenue (between Lennox Boulevard and 111th Street)	Midblock	Stripe continental crosswalk
		North-south direction	Install advance yield marking
		Both sides of midblock crossing	Install curb extension
Buford Avenue			
County	Buford Avenue (98' to 118' north of Lennox Boulevard)	West side of street near southbound bus stop	Stripe red curb
County	S Buford Avenue (310' to 330' south of 104th Street)	West side of street near southbound bus stop	Stripe red curb
County	Buford Avenue (Lennox Boulevard to 111th Place)	Both sides of street	Study for speed humps
			Install pedestrian-scale lighting on both sides of street
Caltrans Surplus Land			
County/Caltrans/ Inglewood	Caltrans surplus land adjacent to I-405 and I-105 (104th Street to Osage Avenue)	-	Study for Class I shared-use path
Condon Avenue			
County	Condon Avenue (north community boundary to 104th Street)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	Condon Avenue (north community boundary to 111th Street)	Both sides of street	Study for speed humps
County	Condon Avenue (Lennox Boulevard to 111th Street)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	Condon Avenue (between Lennox Boulevard and 111th Street)	Midblock	Install Rectangular Rapid Flashing Beacons
			Stripe continental crosswalk
		North-south direction	Install advance yield marking
		Both sides of midblock crossing	Install curb extension
County	Condon Avenue (between Century Boulevard and 104th Street)	Midblock	Stripe continental crosswalk
		North-south direction	Install advance yield marking
		Both sides of midblock crossing	Install curb extension



Table 6: Proposed pedestrian enhancements in Lennox (continued)

JURISDICTION	LOCATION	CORNER/LEG/SIDE OF STREET	PROJECT DESCRIPTION
Felton Avenue			
County	Felton Avenue (104th Street to 106th Street)	Both sides of street	Install pedestrian-scale lighting on both sides of street
Firmona Avenue			
County	Firmona Avenue (north community boundary to 104th Street)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	Firmona Avenue (between Century Boulevard and 104th Street)	Midblock	Stripe continental crosswalk
		North-south direction	Install advance yield marking
		Both sides of midblock crossing	Install curb extension
Grevillea Avenue			
County	Grevillea Avenue (104th Street to 111th Street)	Both sides of street	Repair/rebuild sidewalk where significant uplifts occur
Hawthorne Boulevard			
County	Firmona Avenue (north community boundary to 104th Street)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	Hawthorne Boulevard & 104th Street	All directions	Modify traffic signal to accommodate a longer all-red clearance interval
		All corners	Install permanent curb extensions*
		North and south legs	Install pedestrian refuge island
		Hawthorne / 104th Southbound Bus Stop	Install bus shelter
County	Hawthorne Boulevard & 105th Street	East leg	Stripe continental crosswalk
		Northeast and southeast corners	Install curb extension
County	Hawthorne Boulevard & 106th Street	South leg	Install Pedestrian Hybrid Beacon
		South and east legs	Stripe continental crosswalk
		North-south direction	Install advance yield marking
		Southeast and southwest corners	Install curb extension
		Southbound	Reconfigure median to directional median for right-in, right-out traffic flow



Table 6: Proposed pedestrian enhancements in Lennox (continued)

JURISDICTION	LOCATION	CORNER/LEG/SIDE OF STREET	PROJECT DESCRIPTION
County	Hawthorne Boulevard & 111th Street	All directions	Modify traffic signal to accommodate a longer all-red clearance interval
		North leg	Install pedestrian refuge island
		Northeast and northwest corners	Install permanent curb extensions
		Eastbound bus stop	Install bus shelter
Inglewood Avenue			
County	Inglewood Avenue (104th Street to 111th Street)	Both sides of street	Study for road reconfiguration to narrow traffic lanes
			Widen sidewalks on both sides of street
County	Inglewood Avenue (between 104th Street and Lennox Boulevard)	Midblock	Install Rectangular Rapid Flashing Beacon
			Stripe continental crosswalk
		North-south direction	Install advance yield marking
		Both sides of midblock crossing	Install curb extension
County	Inglewood Avenue (between 111th Place and 112th Street)	East side of midblock	Install bulb-out to wrap around existing electric pole to create an ADA compliant walkway
County	Inglewood Avenue (between 111th Street and Lennox Boulevard)	Midblock	Install Rectangular Rapid Flashing Beacon
			Stripe continental crosswalk
		North-south direction	Install advance yield marking
County	Inglewood Avenue & 104th Street	Both sides of midblock crossing	Install curb extension
			Install hardened centerline
		All legs	Remove centerline painted through crosswalk
County	Inglewood Avenue & 111th Street	All directions	Modify traffic signal to accommodate a longer all-red clearance interval
		North Leg	Remove centerline painted through crosswalk
		All legs	Install hardened centerline
		Southbound bus stop	Install bus shelter



Table 6: Proposed pedestrian enhancements in Lennox (continued)

JURISDICTION	LOCATION	CORNER/LEG/SIDE OF STREET	PROJECT DESCRIPTION
County	Inglewood Avenue & 112th Street	West leg	Stripe continental crosswalk
Larch Avenue			
County	Larch Avenue (between Lennox Boulevard and 111th Street)	Midblock	Stripe continental crosswalk
		North-south direction	Install advance yield marking
		Both sides of midblock crossing	Install curb extension
Lennox Boulevard			
County	Lennox Boulevard (Burin Avenue to 84' west of Burin Avenue)	South side of street	Stripe red curb in front of Lennox Blvd & Burin Ave Eastbound bus stop
County	Lennox Boulevard (Burl Avenue to 56' east of Burl Avenue)	South side of street	Stripe red curb in front of Lennox Blvd & Burl Ave Eastbound bus stop
County	Lennox Boulevard (Condon Avenue to Firmona Avenue)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	Lennox Boulevard (Hawthorne Boulevard to Freeman Avenue)	Both sides of street	Install pedestrian-scale lighting on both sides of street
County	Lennox Boulevard (between Larch Avenue and Freeman Avenue)	North side of midblock	Install bulb-out to wrap around existing electric pole to create an ADA compliant walkway
County	Lennox Boulevard (between Freeman Avenue and Eastwood Avenue)	South side of midblock	Install bulb-out to wrap around existing electric pole to create an ADA compliant walkway
County	Lennox Boulevard (between Osage Avenue and Prairie Avenue)	South side of midblock	Install bulb-out to wrap around existing electric pole to create an ADA compliant walkway
County	Lennox Boulevard & Condon Avenue	All corners	Install permanent curb extensions*
		North, west, south legs	Stripe continental crosswalk
		Eastbound bus stop	Install bus shelter
County	Lennox Boulevard & Dalerose Avenue	Northwest corner	Install bulb-out to wrap around existing electric pole to create an ADA compliant walkway



Table 6: Proposed pedestrian enhancements in Lennox (continued)

JURISDICTION	LOCATION	CORNER/LEG/SIDE OF STREET	PROJECT DESCRIPTION
County	Lennox Boulevard & Hawthorne Boulevard	East-west directions	Install protected left turn signal
		All directions	Modify traffic signal to accommodate a longer all-red clearance interval
		All corners	Install permanent curb extensions*
		North and south legs	Install pedestrian refuge island
		Southbound bus stop	Install bus shelter
County	Lennox Boulevard & Inglewood Avenue	All directions	Modify traffic signal to accommodate a longer all-red clearance interval
		All corners	Upgrade existing curb ramps to meet ADA compliance standards
		All legs	Install hardened centerline
County	Lennox Boulevard & Larch Avenue	South and east legs	Stripe as yellow continental crosswalk
County	Lennox Boulevard & Acacia Avenue	South leg	Stripe as yellow continental crosswalk
County	Lennox Boulevard & Buford Avenue	All legs	Install hardened centerline
			Remove centerline painted through crosswalk
County	Lennox Boulevard & Burin Avenue	Southeast corner	Install curb extension
County	Lennox Boulevard & Eastwood Avenue	South leg	Stripe as yellow continental crosswalk
		Southwest corner	Install bulb-out to wrap around existing electric pole to create an ADA compliant walkway
County	Lennox Boulevard & Felton Avenue	Northeast and southeast corners	Install ADA compliant curb ramp
		Northeast, southeast, and northwest corners	Install permanent curb extensions*
County	Lennox Boulevard & Firmona Avenue	Eastbound bus stop	Install bus bulb
			Install bus shelter
		All legs	Stripe continental crosswalk
		All legs	Install hardened centerline
		East and west legs	Remove centerline painted through crosswalk



Table 6: Proposed pedestrian enhancements in Lennox (continued)

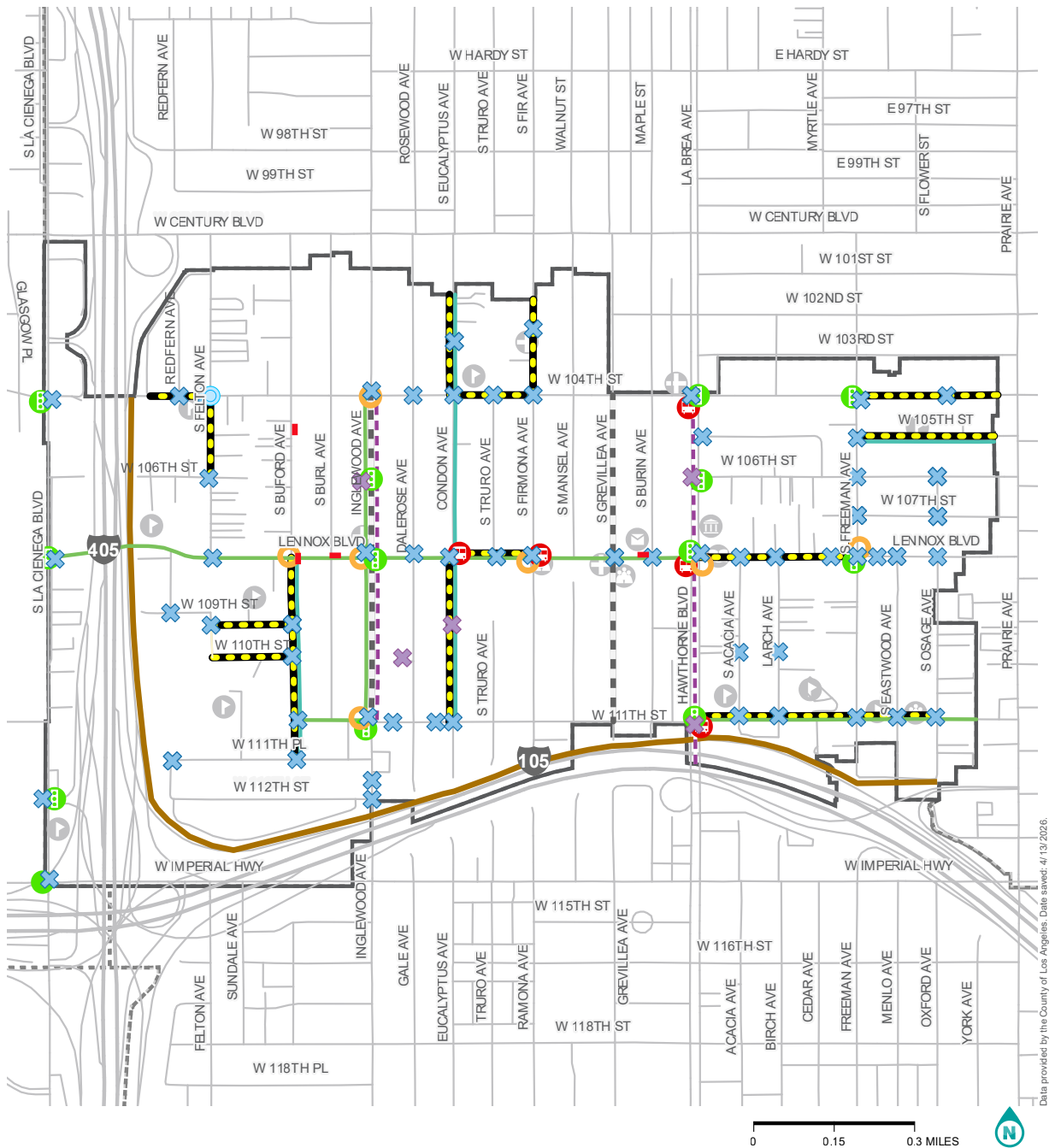
JURISDICTION	LOCATION	CORNER/LEG/SIDE OF STREET	PROJECT DESCRIPTION
County	Lennox Boulevard & Freeman Avenue	East-west directions	Install protected left turn signal
		All directions	Modify traffic signal to accommodate a longer all-red clearance interval
		All corners	Install permanent curb extensions*
		All legs	Install hardened centerline
			Remove centerline painted through crosswalk
County	Lennox Boulevard & Grevillea Avenue	Northeast and southeast corners	Install permanent curb extensions*
County/ City of Westchester	Lennox Boulevard & La Cienega Boulevard	East leg	Install speed feedback signs east of La Cienega Boulevard
		All legs	Modify traffic signal to accommodate a longer all-red clearance interval
			Modify traffic signal to accommodate a Leading Pedestrian Interval
		East and south legs	Stripe continental crosswalk
		South leg	Install pedestrian refuge island
County	Lennox Boulevard & Osage Avenue	Northeast, southeast, and southwest corners	Install curb extension
		South leg	Stripe as yellow continental crosswalk
County	Lennox Boulevard & Truro Avenue	Northeast, southeast, and northwest corners	Install permanent curb extensions*
		North leg	Stripe continental crosswalk
La Cienega Boulevard			
County/ Caltrans/ City of Los Angeles	La Cienega Boulevard & I-405S on/off-ramp	All directions	Blank out signs for right turns on red during a Leading Pedestrian Interval
		All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval
		North and east legs	Stripe continental crosswalk
			Install pedestrian refuge island
		Northeast corner	Reduce curb radius and rebuild corner to reduce turning radius



Table 6: Proposed pedestrian enhancements in Lennox (continued)

JURISDICTION	LOCATION	CORNER/LEG/SIDE OF STREET	PROJECT DESCRIPTION
County/ City of Los Angeles	La Cienega Boulevard & 104th Street	North, east, and west legs	Stripe continental crosswalk
		North leg	Install pedestrian refuge island
		All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval
County/ City of Los Angeles	La Cienega Boulevard & Imperial Highway	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval
			Stripe continental crosswalk
		East and west legs	Install pedestrian refuge island
		All directions	Blank out signs for right turns on red during a Leading Pedestrian Interval



Map 13 Proposed Pedestrian Projects in Lennox

PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in **Chapter 2** of Step by Step, while **Table 7** lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Lennox. Relevant actions from LA County's Vision Zero Action Plan are listed in **Table 8**.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs are described in **Chapter 5** of Step by Step; those suggested for Lennox are listed in **Table 9**.



Actions for Lennox

Table 7: Countywide Suggested Actions for Lennox

ACTION	LEAD DEPARTMENTS	TIMEFRAME
Action SS-2.10: Evaluate and establish reduced and/or extended school speed limit zones on eligible unincorporated County roadways with the consideration of the provisions of California AB 321. (2025)	Public Works	On-going
Action SS-2.13: Evaluate and establish speed limits on unincorporated County roadway with consideration of the provisions of California AB 43 (2021).	Public Works	On-going
Action EH-2.6a: Develop bus stop design guidelines based on an increased sidewalk width to include elements that enhance the walking experience, such as signage, seating, and shelters; and ensure that transit signs, benches, and shelters do not impede the pedestrian walkway.	Public Works	Short-term
Action EH-3.5: Identify opportunities to pilot pedestrian safety treatments using semi-permanent materials where feasible and appropriate.	Public Works	Medium-term
Action C-2.3: Work with utility companies to underground or relocate utilities as locations are identified where sidewalks do not meet or maintain ADA required widths due to the location of utility boxes or poles.	Public Works	On-going
Action CI-1.4: Continue to work with school districts and individual school site coordinators to enhance safety for students and neighbors during pick-up and drop-off times	Public Works	On-going



Table 8: Vision Zero Actions Suggested for Lennox

ACTION	LEAD DEPARTMENTS	TIMEFRAME
Action A-9: Incorporate traffic safety enhancements into Public Works projects along the Collision Concentration Corridors where feasible and appropriate.	Public Works	On-going
Action A-12: Utilize the Collision Concentration Corridors list when seeking funding from local, regional, state, and federal roadway infrastructure and planning grant opportunities.	Public Works	On-going
Action B-4: Establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling.	Public Works	On-going
Action B-5: Establish a Safe Routes to Parks Program to support safe and equitable access to parks through community engagement and education, park design, signage and wayfinding, and other strategies in the National Recreation and Park Association's Safe Routes to Parks Action Framework.	Parks and Recreation	On-going
Action B-11: Implement leading pedestrian intervals (LPI) at inter-sections along the Collision Concentration Corridors to allow pe-destrians to begin crossing the roadway before the vehicle signal turns green where feasible and appropriate.	Public Works	On-going
Action B-13: Implement curb extensions (paint and flexible posts or bollards and/or curb and gutter) on Collision Concentration Corridors where feasible and appropriate.	Public Works	On-going
Action B-14: Implement left turn phasing at intersections along Collision Concentration Corridors where feasible and appropriate.	Public Works	On-going
Action C-2: Conduct demonstration projects to pilot innovative traffic safety features, which may include using evolving technology, on a semi-permanent basis and obtain community input on the design and implementation before permanent enhancements are implemented.	Public Works	On-going



Programs for Lennox

Table 9: Countywide Programs Suggested for Lennox

ACTION	TIMEFRAME
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2) encouraging active modes of getting to school through new infrastructure and programming; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing cut-through traffic on residential streets near schools due to school drop-off and pickup.
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
Green Streets	The County is dedicated to making its unincorporated streets greener and more sustainable. One way to achieve this is through a Green Streets Program that expands the urban forest, a system of trees, other vegetation, and water within an urban area. Street trees make communities more livable in many ways, including removing air pollutants often associated with respiratory illnesses, reducing stormwater run-off, helping cool the region's hot summer temperatures, beautifying neighborhoods, and even helping calm traffic.
Artistic Streets	The County is interested in highlighting local community identity through artistic expression. While the County has a Civic Art Policy in place, which allocates 1% of design and construction costs for new County capital projects, its primary function is to create civic artworks for County facility sites and public buildings such as libraries, hospitals, and parks. The County is interested in developing new programs that would enable community members and local artists to bring art to the sidewalks and streets in their communities.



CONCLUSION

The Lennox Community Pedestrian Plan (“Plan”) is a guide for enhancing walking for people who live, work, and visit Lennox, and includes proposed projects and programs that, once implemented, will provide safer and more comfortable pedestrian experiences in the community. The proposed projects and programs based on an analysis of recent data, such as Census data and collision data, and extensive community input.

To guide implementation of this Plan, the County developed a prioritization framework to evaluate and score each proposed projects based on a set of objective, data-driven criteria. This process creates a blueprint for enhancing the walking and in Lennox over the next many years and enables the County to focus on projects that will have the greatest impact on enhancing safety, comfort, and mobility for all, as funding becomes available. Further, the Plan will help the County when applying for competitive regional, state, and federal grant opportunities to fund implementation of the projects and programs in the Plan.

Through investment in projects and programs included in this Plan, the County has the potential to encourage Lennox residents and visitors to walk more often for school, work, recreation, shopping, and other trips. Ultimately, this Plan will help the County meet its Vision Zero goals while contributing to a higher quality of life for Lennox residents overall.





Step by Step



COUNTY OF LOS ANGELES
Public Health



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