

A photograph of a community garden with several raised wooden beds containing various plants. A purple semi-transparent rectangle is overlaid on the top half of the image, containing white text. The background shows a clear blue sky and some buildings in the distance.

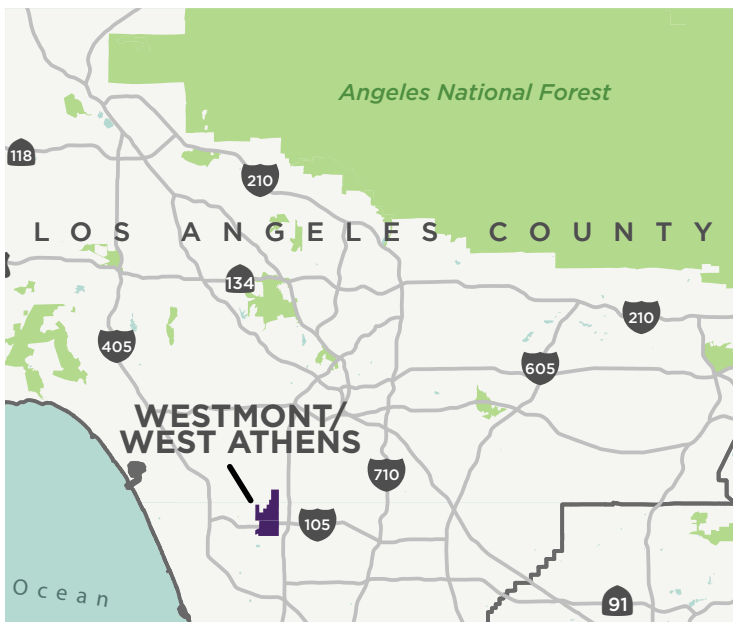
ch. 9

WESTMONT/
WEST ATHENS
COMMUNITY PEDESTRIAN PLAN

COMMUNITY PROFILE

Together, the communities of Westmont and West Athens are just over three square miles.

Westmont/West Athens has a combined population of approximately 41,000. The Westmont/West Athens area is bordered by the City of Los Angeles to the north and east, the cities of Inglewood and Hawthorne to the west, and the City of Gardena to the south. The communities are served by the Metro C Line Vermont/Athens Station, located at the intersection of Vermont Avenue and I-105, which runs east/west through West Athens. The campus of Los Angeles Southwest College is located between Westmont and West Athens on Imperial Highway.



Thank You

Pedestrian Plan Community Advisory Committee Members:

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

Demographics

Understanding the demographics of a community helps decision-makers plan for and target appropriate pedestrian projects and programs. Factors such as income, poverty level, and education can help to paint a picture of the current struggles or opportunities within a community. The Westmont/West Athens median household income, \$29,429, is much lower than the county average. The community also has a significantly higher poverty rate than the county average, with more than half of children living in poverty. Compared to the county as a whole, more Westmont/West Athens residents have completed less than a high school degree.

The community is relatively young, with 29 percent of households in Westmont/West Athens containing a child under 18, compared to 23 percent in the county overall. A fifth of households are run by a single parent. About half of Westmont/West Athens residents identify as Hispanic or Latino, and slightly less than half as Black or African American. A significantly smaller percent of residents are foreign born, with more households experiencing some difficulty with English compared to the county average (Table 9-1).¹

¹ American Community Survey, 5-year 2010-2014

Table 9-1: Westmont/West Athens Demographics

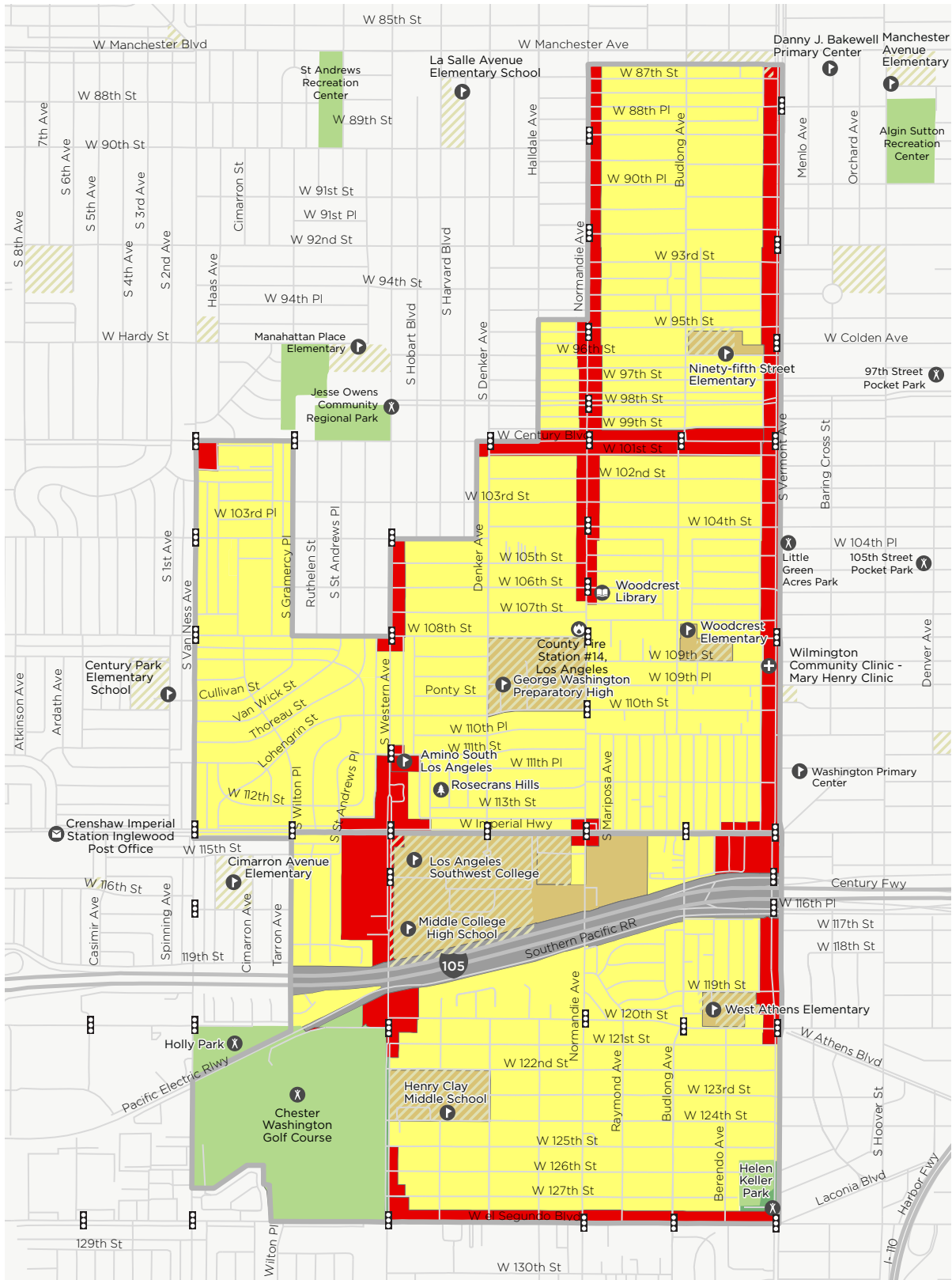
	Percent in Westmont/ West Athens	Percent in Los Angeles County
Education		
Less than high school diploma	30.5	21.4
High school graduate, GED or alternative	28.3	20.5
Some college or Associate's degree	31.1	26.5
Bachelor's degree or higher	10.2	26.5
Poverty		
Persons in Poverty	33.0	18.7
Children in Poverty	53.5	29.5
Age		
Under 18 Years	29.1	23.2
18-64 Years	62.0	64.9
65 and Older	8.9	11.9
Race/Ethnicity		
Hispanic or Latino	50.6	48.4
White (Non-Hispanic)	1.2	26.6
American Indian and Alaska Native	0.4	0.7
Asian	0.5	15.0
Black or African American(Non-Hispanic)	46.0	8.7
Other	1.7	1.3

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

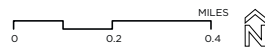
Land Use

Land use and urban design policies impact residents' health and physical activity levels. As one of the densest communities in Los Angeles County, the majority (64 percent) of land use in Westmont/West Athens is designated as residential, while only 30 percent is commercial. Figure 9-1 shows land uses in Westmont/West Athens. In Westmont/West Athens, a diversity of uses like convenience stores, retail shops, restaurants, schools, churches and park space are within walking distance (one-quarter mile) of the residential areas.

Figure 9-1: Westmont/West Athens Zoning Map



DATA SOURCE: WEST ATHENS/WESTMONT COMMUNITY PLAN, DEPARTMENT OF REGIONAL PLANNING, 2011



LAND USE

DESTINATIONS

- SCHOOL
- LIBRARY
- POST OFFICE
- HOSPITAL
- FIRE STATION
- PARK/RECREATION

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

LAND USES

- PARKS/OPEN SPACE
- RESIDENTIAL
- PUBLIC/QUASI PUBLIC USE
- COMMERCIAL
- EDUCATION FACILITIES

Park Access

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

The County's General Plan includes a goal to provide four acres of local parkland per 1,000 residents. Currently Westmont/West Athens has just 0.2 acres of park space per 1,000 people, and 74 percent of residents do not live within a half-mile walk of a park (Figure 9-2).²

Westmont/West Athens' single park, Helen Keller Park, is almost seven acres and provides recreational and open space amenities in the south-eastern portion of the community.

Additionally, two new parks are planned for development. A pocket park is planned for a vacant lot at Normandie Avenue and 95th Street. Community members envision this park will be an active space that is buffered from adjacent streets. At Woodcrest Library, an activity plaza is in development.

Algin Sutton Park, Holly Park, and Jessie Owens Park (located in adjacent communities) are technically within walking distance of Westmont/West Athens. However, these parks are separated from Westmont/West Athens by major roadways and are not easily accessible by Westmont/West Athens residents. Further, the perceived and actual crime and presence of gangs may prevent residents from walking to these parks.

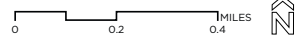
¹ Department of Parks and Recreation. Westmont/West Athens Park Needs Assessment. 2016.

² The distance from each household in Westmont/West Athens 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. Westmont/West Athens Park Needs Assessment. 2016.

Figure 9-2: Westmont/West Athens Park Access



DATA SOURCE: PARK NEEDS ASSESSMENT, DEPARTMENT OF PARKS AND RECREATION, 2016



PARK ACCESS

DESTINATIONS

- SCHOOL
- HEALTHCARE
- COLLEGE
- FIRE STATION
- LIBRARY
- POST OFFICE
- PARK/RECREATION
- PARK

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

PARK ACCESS

- WALKABLE AREA, ONE-HALF MILE FROM PARK

Health

Understanding which health issues and behaviors are prevalent in Westmont/West Athens can help decision-makers target appropriate pedestrian interventions.¹ For both Westmont/West Athens and Los Angeles County, heart disease and cancer are the two leading causes of death. Both of these diseases are highly correlated with diet, physical activity, exposure to toxins (tobacco and pollution), and stress. Life expectancy at birth for Westmont/West Athens residents is 72.4 years, nearly eight years less than the county average of 80.3 years. Homicide is a public health issue for young adult men (ages 17-25) in Westmont/West Athens in particular.² Homicide is the second leading cause of premature death in the South Bay region of the county.³

Ten percent of adults self-reported psychological stress in Westmont/West Athens, which is slightly higher than the county average of eight percent. Westmont/West Athens is ranked in the bottom half of unincorporated communities for adult and child obesity rates. Adult obesity is almost 42 percent higher than in the county as a whole. Overweight children are also more prevalent in Westmont/West Athens than in the county. In fact, Westmont/West Athens has one of the highest rates of overweight and obese teens in

the state.⁴ Childhood asthma rates in Westmont/West Athens are 13.9 percent, which is close to the same levels as the county.

Only 19.8 percent of Westmont/West Athens adults walk the recommended length of 150 minutes per week, compared with 34.1 percent of adults countywide. Youth in Westmont/West Athens actually have a slightly higher level of regular physical activity (21 percent) compared with the county as a whole (18.9 percent).⁵ Approximately 6.6 percent adults in Westmont/West Athens have a disability.

All factors combined, Westmont/West Athens qualifies as a disadvantaged community on common statewide indicators, which considers median household income, participation in the National School Lunch Program, pollution burden, and other health determinants.⁶ Based on these indicators, Westmont/West Athens may receive funding prioritization from the Caltrans Active Transportation Program and potentially other funding sources. Health data for Westmont/West Athens is shown in Tables 9-2 and 9-3.

⁴ Adults with a body mass index greater than or equal to 30.0 are considered obese. Children 2-11 whose combination of weight, sex, and age ranks higher than the CDC's 2001 95th percentile are considered obese, as are children 12-17 who ranked higher than the CDC's 2010 85th percentile for body mass index. Source: California Health Interview Survey, Neighborhood Edition, 2014.

⁵ Regular physical activity for children between 5 and 17 is defined as "at least 60 minutes of physical activity daily in the past week, excluding physical education." Source: California Health Interview Survey, Neighborhood Edition, 2014. The Centers for Disease Control and Prevention (CDC) recommends that adults do at least 150 minutes per week of moderate-intensity activity "for substantial health benefits." Source: CDC, 2008 Physical Activity Guidelines for Americans.

⁶ These indicators include CalEnviroScreen 2.0, National School Lunch Program Free and Reduced Lunch Program participation, median household income, and the Healthy Places Index, produced by the Public Health Alliance of Southern California.

¹ This plan uses health data at the zip code level when necessary. Westmont/West Athens is in zip code 90044 and 90047.

² Mortality in Los Angeles County 2012 Leading Causes of Death and Premature Death with Trends for 2003-2012. County of Los Angeles Dept. of Public Health.

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

Table 9-2: Westmont/West Athens Causes of Death

(Selected) Causes of Death Death rate (per 100,000 population)	Percent in Westmont/ West Athens	Percent in Los Angeles County
Heart Disease	26.7	26.9
Cancer	23.4	24.2

Table 9-3: Westmont/West Athens Health Indicators

	Percent in Westmont/ West Athens	Percent in Los Angeles County
Serious Psychological Distress (Adults age 18 years +)	10.2	8.0
Obesity		
Children overweight for age (2-11)	15	12.4
Teens overweight or obese (12-17)	48.3	37.9
Adult obesity	36.7	25.9
Physical Activity		
Regular physical activity (ages 5-17)	21.0	18.9
Walked at least 150 minutes (age 18+)	19.8	34.1
Respiratory Illness		
Children ages 0-17 years ever diagnosed with asthma	13.9	13.1
Adults (18 years plus) ever diagnosed with asthma	10.9	12.6
Disability		
With a Disability, under age 65	6.6	6.0

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

PREVIOUS PLANS AND PROJECTS

This Plan builds on numerous Westmont/West Athens planning efforts

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

West Athens/Westmont Community Plan (1990)

The West Athens/Westmont Community Plan is a component of the Los Angeles County General Plan, and establishes a framework of goals, policies, and programs to guide the pattern, density, and character of development in the community.

Vermont Green Line Station TOD Technical Assistance Panel Report (2010)

This report analyzes existing conditions and provides recommendations for developing the Vermont Avenue I-105 freeway overpass and the Vermont/Athens Station into a plaza, reducing the excessively wide center median, and expanding the sidewalks to link the community north and south of the freeway. The study proposes intersection projects for pedestrian and bicycle access at multiple locations across the community.

LA County TOD Access Study (2015)

This study assesses station access capacity and needs within nine proposed Transit Oriented Districts throughout the county. It includes recommendations for enhancing multiple intersections in Westmont/West Athens. Projects are recommended along Vermont Avenue at 110th Street, 112th Street, Imperial Highway, I-105, and 120th Street. Projects include continental crosswalks, advance yield markings, and curb extensions. As of this writing, there are currently 11 such planning districts identified in the TOD program.

West Athens/Westmont Community Parks and Recreation Plan (2016)

The plan provides a vision and road-map for a greener and safer Westmont/West Athens, including a more extensive network of publicly-accessible green spaces and recreational facilities, as well as environmental enhancement projects. Recommendations include pocket parklets on Normandie Avenue and a new park at Woodcrest Library.

COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (DPH), the Los Angeles Neighborhood Initiative (LANI) led outreach efforts to gather community input for the development of the Westmont/West Athens Community Pedestrian Plan. The community outreach strategy was developed based on the Plan's goals, as well as an understanding of community-identified issues.

Outreach was conducted in two phases. The first phase was to understand barriers and opportunities for walking in Westmont/West Athens. The second phase of outreach was to have community stakeholders respond to the preliminary draft Plan and provide additional input on needed pedestrian projects. These efforts took place between August 2016 and December 2017, and included attending existing meetings held by community organizations, schools and neighborhood groups; tabling at community events; focus groups; stakeholder interviews; surveys; two community workshops; community data collection activities; and community walks. A summary of the outreach activities and key findings on barriers to walking in the community and desired pedestrian facilities, amenities, and programs is provided below.

Community Advisory Committee

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

Community Collaboration

To maximize community participation, the project team reached out to existing community organizations and groups to learn about their work and identify meetings and events that community members already regularly attend or participate in. This enabled the project team to reach stakeholders where they already convene. This also

helped the team identify specific populations in the community with which to host focus groups and stakeholder interviews to better understand concerns and opportunities for walking in the community.

At each existing meeting, participants were asked to identify challenges to walking in Westmont/West Athens on a large scale map. Participants identified locations where crossing the street was an issue, streets and intersections where crime and violence concerns presented barriers to walking, and a need for pedestrian-scale lighting. Lastly, many community representatives expressed the need to slow down drivers and provide lighting at crossings.



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

- ▶ Westmont West Athens Task-force
- ▶ Southwest Community Association
- ▶ Los Angeles Southwest Community College
- ▶ Best Start West Athens
- ▶ West Athens Victory Gardeners
- ▶ Westmont West Athens Community Action for Peace
- ▶ Encanto Court Senior Group
- ▶ Youth group at Washington Preparatory High School
- ▶ Youth group at Duke Ellington High School
- ▶ Parent group at West Athens Elementary School

Stakeholder interviews were conducted with a parent coordinator at Woodcrest Elementary, and with the Southwest Community Association.

Community leaders identify key walking issues and opportunities at a CAC meeting in Westmont/West Athens

Community Events

Project staff identified numerous existing community events that provided an opportunity to reach stakeholders who may not typically attend County workshops. At each event, stakeholders provided input on a map of Westmont/ West Athens, identifying barriers and challenges to walking. Education was also provided to stakeholders on the types of pedestrian infrastructure projects that could address the identified issues. Community events the project team attended included:

- ▶ Mark Ridley-Thomas Tree Planting Event
- ▶ West Athens Victory Garden Holiday Event
- ▶ Parks After Dark at Helen Keller Park
- ▶ Westmont/West Athens Unity Summit
- ▶ I'm a Movement not a Monument Toy Giveaway Event
- ▶ Art installation unveiling at Woodcrest Library
- ▶ Casa Honduras Facade Improvement Project

Community members on a walk audit in Westmont/ West Athens

Stakeholders were encouraged to complete a survey on their current walking habits, concerns, and desired projects. DPH and LANI collected a total of 234 surveys. The surveys were available in English and Spanish. Respondents identified obstacles on sidewalks, fear of theft or robbery, fear of physical violence, and lack of street lights as their primary challenges faced while walking in Westmont/West Athens. Respondents indicated that they would feel safer walking with additional street lighting, more community policing, and more marked street crossings, and would walk more often with slower/safer drivers, more trees/shade along sidewalks, good lighting, and better accessibility.



Community Data Collection

To further integrate the community in the planning process, project staff trained community residents in data collection methods such as walk audits. Walk audits allowed Westmont/West Athens community members to further shape the proposed projects in the Plan. A walk audit is an unbiased evaluation of the walking environment, and its general purpose is to analyze the safety, accessibility, comfort, and convenience of the walking environment. In addition to identifying problem areas, an audit can be used to identify potential alternatives or solutions such as engineering treatments, policy changes, or education and enforcement measures.

The project team conducted two walk audits in February and March 2017, with a total of 11 community participants. Prior to each walk audit, training was provided to residents. After the training, participants split into teams of two and were assigned a specific corridor to conduct the walk audit on. After each team finished their audit, participants regrouped to debrief about issues they

noticed and data that they gathered along the corridor. The corridors included in the walk audit were identified by community members through feedback received from surveys, community events, and CAC meetings. The information collected from this activity is included in the Existing Pedestrian Facilities section of this chapter.

Community Workshop 1

The Department of Public Health and the Department of Regional Planning (DRP) co-hosted an evening workshop on October 6, 2016. Twenty-one community members attended the workshop at Helen Keller Park. The joint workshop provided information and solicited input from stakeholders for the Westmont/West Athens Community Pedestrian Plan and the Connect Southwest LA Transit Oriented Development Specific Plan. During the workshop, attendees were divided into groups for facilitated discussions on three topic areas: existing barriers to walkability, pedestrian projects, and priority intersections.

ACTIVITY #1 GROUP DISCUSSION ON BARRIERS TO WALKING

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

Concerns and opportunities included:

- ▶ Speeding on Vermont Avenue, 120th Street, El Segundo Boulevard, Imperial Highway, and Western Avenue
 - ▶ Need for pedestrian-scale lighting on Denker Avenue, Raymond Avenue, Budlong Avenue, Vermont Avenue, and Western Avenue
- ▶ Crossing enhancements at various intersections, including:
 - ▶ Crosswalks at Normandie Avenue/112th Street
 - ▶ Longer pedestrian crossing times at Imperial Highway/Vermont Avenue
 - ▶ A crossing guard at 120th Street/Vermont Avenue

Community members identify key issues and opportunities at Workshop 1 in Westmont/West Athens



ACTIVITY #2 PRIORITY FACILITY TYPES

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

- ▶ Pedestrian-scale lighting
- ▶ Shared-use paths
- ▶ Street trees
- ▶ Countdown pedestrian signals
- ▶ Traffic calming measures
- ▶ Continental crosswalks

ACTIVITY #3 PRIORITY LOCATIONS FOR PROJECTS

Participants were provided three blue dot stickers and asked to identify their priority locations for pedestrian projects on a large-scale map of Westmont/West Athens.

Top priority locations were:

- ▶ Vermont Avenue/Imperial Highway
- ▶ Vermont Avenue/Southern Pacific Rail Corridor

- ▶ Vermont Avenue/116th Street
- ▶ Western Avenue/108th Street
- ▶ Western Avenue/Imperial Highway
- ▶ Vermont Avenue/120th Street

Other locations identified included:

- ▶ Vermont Avenue at 108th Street and El Segundo Boulevard
- ▶ Normandie Avenue at 120th Street, 112th Street, and 124th Street
- ▶ Denker Avenue at Imperial Highway and at 111th Street
- ▶ Western Avenue at 120th Street
- ▶ Budlong Avenue at 87th Street and 110th Street
- ▶ 110th Street at Western Avenue and Hobart Avenue
- ▶ 122nd Street at Western Avenue and Halldale Avenue

Community Workshop 2

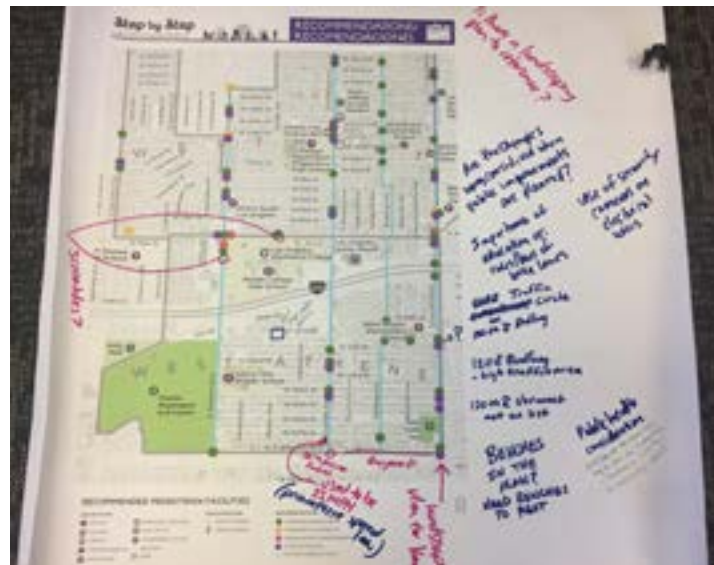
On September 27, 2017, Public Health and Public Works co-hosted a second community workshop to provide information and gather feedback about the preliminary draft Westmont/West Athens Community Pedestrian Plan. The workshop also included a presentation of information on upcoming pedestrian and bikeway projects being implemented by Public Works. Nineteen community members attended the workshop, which was held at the South Los Angeles Sheriff Station.

Following staff presentations, participants were asked to visit four stations to learn about and provide feedback on the proposed program, policy, and infrastructure projects made in the Plan. Each attendee was provided a 'passport' and feedback worksheet at the start of the meeting. At each station, participants received a stamp on the passport, and once the passport and feedback worksheet were complete, participants were given a raffle ticket for a chance to win a refurbished bicycle.

Community input on infrastructure projects at Workshop 2 in Westmont/West Athens

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

- ▶ More pedestrian education programs
- ▶ Reduced speeds on Imperial Highway
- ▶ Increased pedestrian lighting in the area
- ▶ Pedestrian scramble on 120th Street/ Vermont Avenue and Imperial Highway/ Western Avenue
- ▶ More benches and trash cans
- ▶ Culturally-relevant wayfinding signage



Demonstration Event

On April 24, 2018, the Public Health, in collaboration with Public Works, hosted a demonstration event at the intersection of 110th Street and Denker Avenue to gather feedback on a revised draft of the Westmont/West Athens Community Pedestrian Plan and some of its proposed projects.

A demonstration event is a temporary reconfiguration of the roadway that allows for residents to participate, get informed, and provide input on changes to the roadway that occur in their community. The County demonstrated bulb outs on all four sides of the intersection and a high visibility crosswalk on the east leg of the intersection. Approximately 50-75 people were intercepted, including students from Duke Ellington High School and Washington Prep High School, patrons of the adjacent clinic (Washington Prep Wellness Center Clinic), members of the Westmont Community Task Force, and motorists that stopped at the intersection or pulled over to ask questions.

Stakeholders were asked to express whether or not they were in support of the proposed projects using stickers with happy and sad faces; of the feedback collected, there were 29 happy faces and no sad faces.

County staff also used this event as an opportunity to inform residents of the Westmont/West Athens Pedestrian Plan, and the array of upcoming active transportation projects that will be implemented in the community of Westmont/West Athens. Stakeholders provided input on additional projects and garnered support for the projects identified in this plan; as in the previous workshop, participants received a raffle ticket for a chance to win a bicycle.



The County demonstrated a roadway reconfiguration, bulb outs, and high-visibility crosswalks in Westmont/West Athens

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

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

The number of vehicles in a household may impact reliance on transit use or ones' decision to walk for their commute. Compared to the county, both West Athens (30.4 percent) and Westmont (38.9 percent) have higher proportions of commuters who do not have access to a car, or only have access to one car in their household. Westmont commuters in particular may be significantly reliant on other modes of travel.

Where residents and visitors are traveling is critical in understanding local mobility patterns. Westmont/West Athens residents commute by walking far less than the Los Angeles County average (1.0 percent in Westmont and 0.2 percent in West Athens vs. 2.9 percent county-wide), however the number of Westmont/West Athens commuters who take public transit to work is higher than the county average (15

percent in Westmont, 11 percent in West Athens, and only 7 percent in Los Angeles County). It is likely that a majority of these transit riders walk to numerous bus stops or rail stations in their community (see map in Appendix B).¹ Overall, more people commute in Westmont by walking and by using public transit, while more people in West Athens carpool than in Westmont (16 percent versus 9 percent).

Automatic machine pedestrian counts were conducted at 16 locations in Westmont/West Athens for two, two-week periods in April and May 2016 to help measure trends in facility use, put collision data in context, and observe pedestrian behaviors. The counts in Table 9-4 show us what pedestrian activity looks like in this community at these locations. Though count data is also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals, counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in Westmont/West Athens may seem low in another community.

¹ Based on Metro 2016 Quality of Life Report, 86 percent of bus riders and 68 percent of rail riders in Los Angeles County access transit by walking.

From the analysis, peak pedestrian activity tends to occur in the afternoon hours during weekdays. Locations on east-west corridors encounter less volumes and pedestrian to vehicle traffic ratios compared to north-south corridors. This is particularly true for volumes on El Segundo Boulevard and Century Boulevard. A summary of the data may be found in Table 9-4. More details on pedestrian counts can be found in Appendix C.

MOTOR VEHICLE VOLUMES

Westmont/West Athens experiences heavy traffic congestion community-wide due to its proximity to the I-105 and I-110 freeways. Normandie Avenue, Vermont Avenue, Western Avenue, Century Boulevard, El Segundo Boulevard, and Imperial Highway carry most of the traffic that runs through the communities. All of the corridors have two-way left turn lanes in the center of the

Table 9-4: Westmont/West Athens Pedestrian Counts Summary

Location	Pedestrian Average Daily Traffic	Peak Day of Week
Western Avenue, south of 106th Street	807	Friday
120th Street, east of Western Avenue	459	Wednesday
Century Boulevard, east of Denker Avenue	67	Monday
Century Boulevard, west of Normandie Avenue	126	Thursday
Normandie Avenue, north of 97th Street (traveling west)	996	Saturday
Normandie Avenue, north of 97th Street (traveling east)	262	Sunday
Normandie Avenue, north of 107th Street	336	Thursday
Normandie Avenue, north of 108th Street	198	Tuesday
El Segundo Boulevard, west of Budlong Avenue	67	Thursday
El Segundo Boulevard, east of Budlong Avenue	212	Monday
Imperial Highway, west of New Hampshire	183	Sunday
Imperial Highway, west of Vermont Avenue	779	Tuesday
Vermont Avenue, south of Manchester Street	1196	Saturday
Vermont Avenue, south of 88th Street	978	Wednesday
Vermont Avenue, north of 104th Street	351	Monday
Vermont Avenue, south of 104th Street	499	Monday

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

roadway, except for Vermont Avenue, which has a landscaped median in the center which limits left turns.

MOTOR VEHICLE SPEEDS

Throughout Westmont/West Athens, the posted vehicle speed is generally 25 to 35 mph, with speed limits on major streets ranging from 45 mph (Century Boulevard), 40 mph (El Segundo Boulevard, Imperial Highway, and Western Ave), and 35 mph (Vermont Avenue). During field observations, the project team noted higher prevailing speeds in many locations along major streets.

Challenges to Walking

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

COLLISIONS

Between 2009 and 2016, there were 240 total pedestrian-involved collisions in Westmont/West Athens.¹ The highest concentration of these

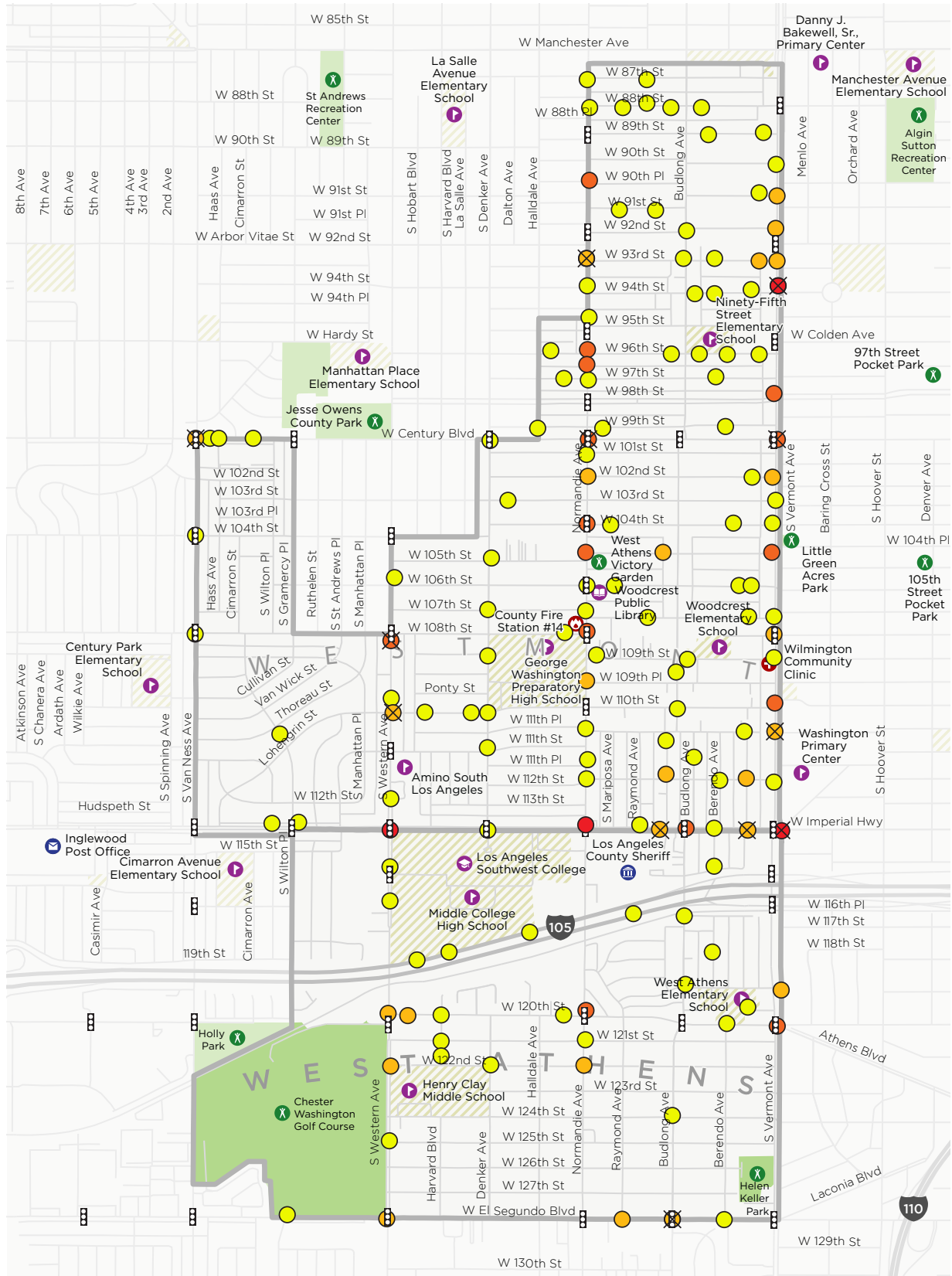
collisions occurred on Vermont Avenue (54), Normandie Avenue (52), Imperial Highway (32), Western Avenue (28), and 120th Street (15) (Figure 9-3).

The highest percentage of pedestrian-involved collisions occurred during nighttime hours (8PM - 6AM) (42 percent). The largest proportion of those involved in collisions (39 percent) were under 18 years old. Age groups 45 to 54 (15 percent) and 18-24 (12 percent) also had relatively high pedestrian-involved collision rates. The majority of collisions involved either a severe or visible injury (53 percent), and 11 were fatalities.

The largest number of these collisions (45 percent) involved pedestrians who did not follow traffic rules and were found to be at fault for the collision (e.g., crossing mid-block outside of a crosswalk). The second largest percentage involved a motorist that did not yield to a pedestrian who had the legal right-of-way (28 percent). About 25 percent of the Westmont/West Athens pedestrian-involved collisions were classified as 'Hit and Run.' A full collision analysis for Westmont/West Athens can be found in Appendix B.

¹ SWITRS, 2016.

Figure 9-3: Map of pedestrian-involved collisions in Westmont/West Athens (2009-2016)



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



PEDESTRIAN-INVOLVED COLLISIONS

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- GOVERNMENT OFFICE
- HEALTHCARE
- EMERGENCY SERVICES
- POST OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

COLLISIONS

- LOCATION WITH FATALITY
- 1
- 2
- 3-4
- 5-9

NUISANCE ACTIVITIES

Nuisances—unwanted, undesirable or illegal uses, can impact the real and perceived safety, comfort and attractiveness of the pedestrian environment (Figure 9-4). In Westmont/West Athens,¹ these activities include:

- ▶ **Alcohol retail outlets.** Living within close proximity to a liquor store is associated with negative health outcomes, increased crime and nuisance activities.² Approximately 73.8 percent of Westmont/West Athens residents live within a quarter mile walking distance of a liquor store.
- ▶ **Illegal dumping.** Illegal dumping creates a negative visual impact that affects the perception of safety and can discourage walking. Illegal dumping incidents are reported throughout Westmont/West Athens but there are high concentrations along Budlong Avenue and 116th Street.

1 Graffiti, vandalism, and illegal dumping are documented through community requests through the County's online and mobile 211 service. Mapping these requests provides general guidance on the location and prevalence of these issues. However, lower rates of English proficiency, and low civic participation may result in lower service requests from the Westmont/West Athens community. Illegal dumping can be reported on the County's Clean LA website: <http://dpw.lacounty.gov/epd/illdump/>. Graffiti can be reported at <http://dpw.lacounty.gov/itd/dispatch/publicgraffiti/index.cfm?action=report>.

2 A study conducted in Los Angeles found that each new liquor store in a neighborhood resulted in an additional three or more assaults per year. Source: The risk of assaultive violence and alcohol availability in Los Angeles County. 1995. American Journal of Public Health. www.ncbi.nlm.nih.gov/pmc/articles/PMC1614881/. Other studies have demonstrated an association between alcohol retail outlets in Los Angeles County and alcohol-related vehicle crashes. Source: Alcohol outlet density and motor vehicle crashes in Los Angeles County cities. 1994. Journal Study of Alcohol. <http://www.ncbi.nlm.nih.gov/pubmed/7934052>.

Community members also report that alleyways are problematic in Westmont/West Athens due to occurrences of illicit activities and dumping. Residents can report illegal dumping online and via the County's mobile application, The Works, while illicit activities are reported to the Sheriff's Department.

Alternatively, an alleyway can be closed by gating the public alleyway, which makes access difficult for the Fire Department and utilities, or by vacating the easement and making the alleyway private by moving adjacent property lines. Public Works does not maintain private alleyways. Community members interested in vacating an alleyway need to follow Public Works' process, which involves writing a request letter including a sketch of the area to be vacated, reason for vacation, and signatures from all adjacent property owners.³

3 A full explanation of the vacation process can be found here: <https://dpw.lacounty.gov/idd/lib/fp/Road/How%20to%20Start%20a%20Public%20Easement%20Vacation.pdf>

Figure 9-4: Map showing nuisance activities in Westmont/West Athens, 2016



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

NUISANCES

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- GOVERNMENT OFFICE
- HEALTHCARE
- EMERGENCY SERVICES
- POST OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

NUISANCES

- DUMPING
- LIQUOR STORE

CRIME

Crime and safety are connected with health in several ways. Because fear of crime may impact participation in healthy activities and increase depression, addressing and reducing crime may promote health benefits.

Between January and July 2016, Westmont/West Athens experienced 197 crimes per 10,000 people. Property crimes, which include burglary, theft,¹ grand theft auto, and theft from vehicles, only accounted for a little over half of the crimes reported.

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

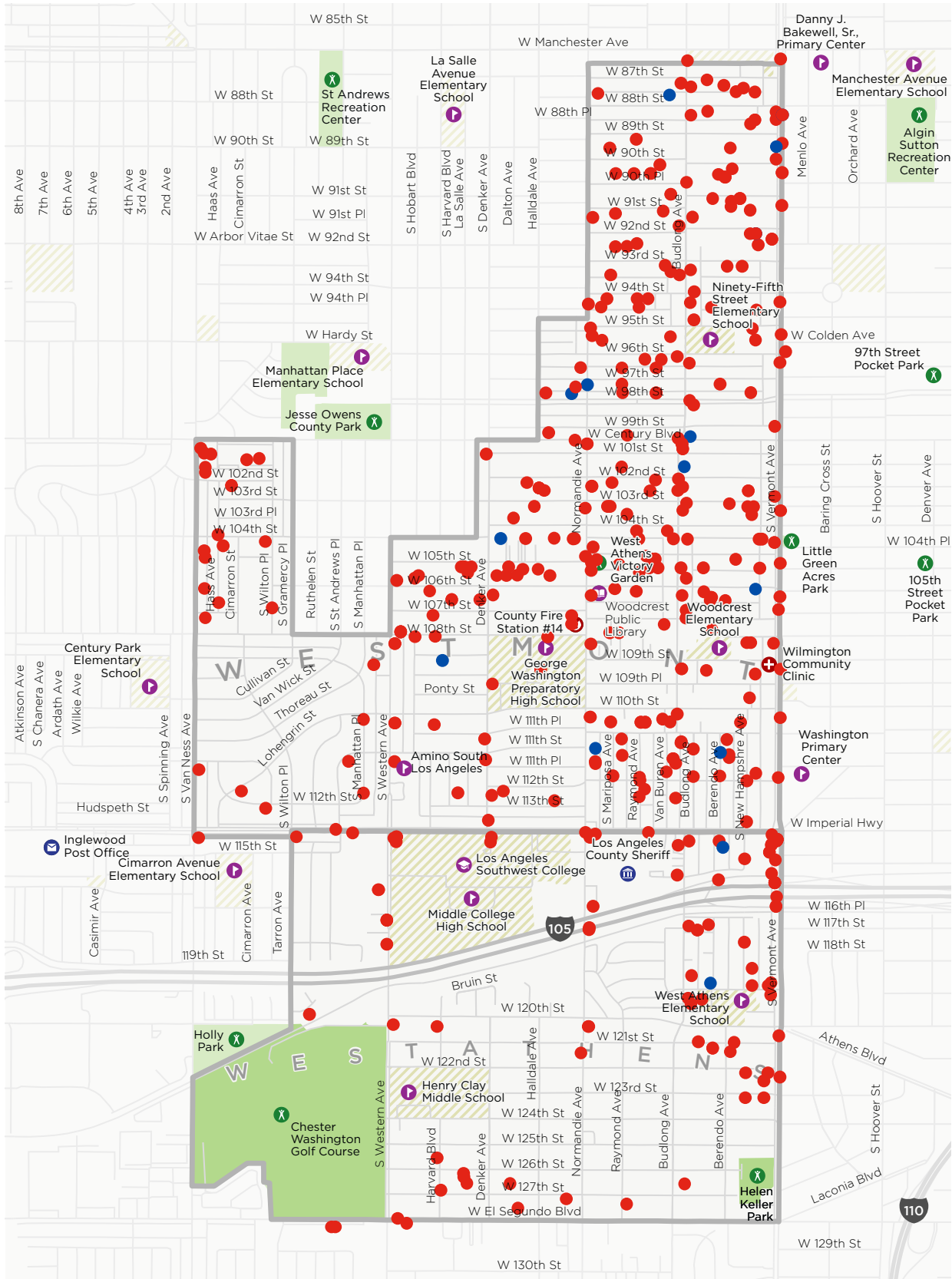
Of 209 communities in Los Angeles County, Westmont/West Athens is ranked 13th for violent crimes per capita. The community's violent crime rate is higher than that of the county, and likely is a factor in deterring people from walking in the community.² Violent crimes, which include homicide, rape, aggravated assault, and robbery, accounted for nearly half of crimes committed in Westmont/West Athens.³⁴ Of these violent crimes, 14 were reported as homicides. Most violent crimes reported in Westmont/West Athens between January and July 2016 were concentrated in the north and east portion of the community (Figure 9-5).

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

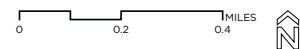
3 Robbery, in contrast to theft, is a taking of property that involves person-to-person interaction with force, intimidation, and/or coercion. Nancy King Law, 2018.

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

Figure 9-5: Map showing violent crime in Westmont/West Athens (January – June 2016)



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



CRIME

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- HEALTHCARE
- EMERGENCY SERVICES
- POST OFFICE
- GOVERNMENT OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK

CRIME

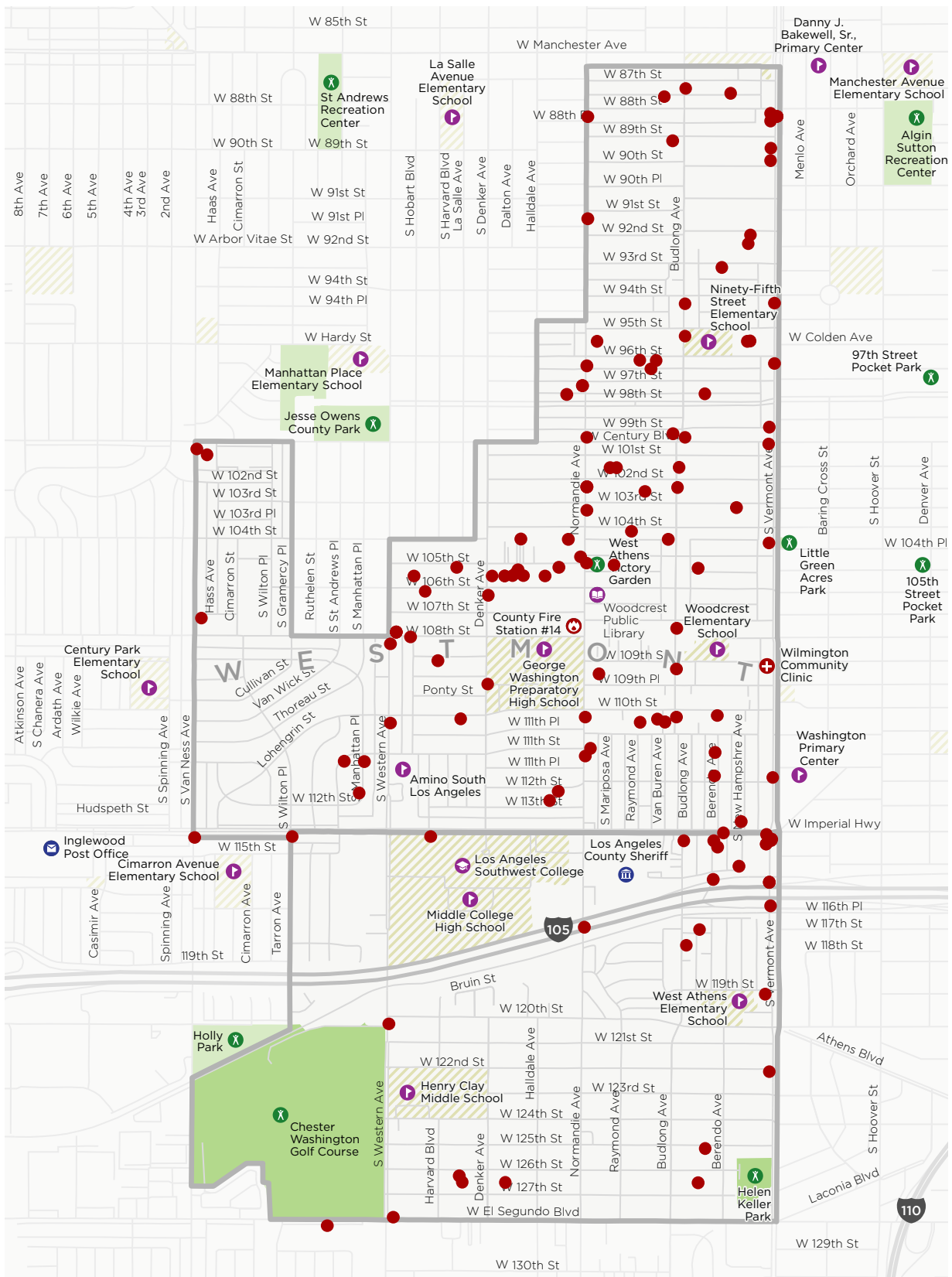
- HOMICIDE
- ALL OTHER VIOLENT CRIMES

GANG ACTIVITY

In 2016, there were 112 documented instances of gang-related crime in the community (Figure 9-6). Los Angeles County leads the nation in gang crime, with more than 1,000 gangs and 80,000 gang members countywide, which means a significant number of Los Angeles County students are exposed to chronic gang violence and increased levels of stress.¹

¹ Best and Promising Practices to Address Violence and Personal Safety in Safe Routes to School Programs. Urban Peace Institute. 2015.

Figure 9-6: Map showing crime related to gang activity in Westmont/West Athens (January – June 2016)



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



GANG ACTIVITY

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- HEALTHCARE
- EMERGENCY SERVICES
- POST OFFICE
- GOVERNMENT OFFICE

EXISTING INFRASTRUCTURE

- ROAD NETWORK

GANG ACTIVITY

- GANG-RELATED CRIME

EXISTING PEDESTRIAN FACILITIES

This section examines existing pedestrian facilities, identifying opportunities for enhancement in Westmont/West Athens. These opportunities are recorded in Figure 9-7 and Figure 9-8, including sidewalks, crosswalks, curb radii, traffic signals, and lighting conditions.

Sidewalks and Alleyways

Residential streets within Westmont/West Athens generally have four to five feet of sidewalk available for pedestrian use, while major and minor streets generally have six-foot sidewalks. In many instances, sidewalks on highways have pedestrian clear zones of less than six feet due to obstructions like hydrants, bus stops, utilities, and benches.

There are opportunities to enhance maintenance on both residential streets and major corridors – streets such as Vermont Avenue have tree roots that have damaged the sidewalk creating a pathway that is difficult to navigate with a wheelchair or other mobility devices. Some segments of Western Avenue and Vermont Avenue have no sidewalks on one side of the road.

Overall, the sidewalks in the Westmont/West Athens area have large trees and are often narrow (i.e., less than four feet wide). For example, the pedestrian infrastructure along Normandie Avenue and Century Boulevard share all of these characteristics. Also, drivers entering or exiting commercial driveways were observed not yielding to pedestrians. Consolidating commercial driveway entrances along commercial roadways could create less points of conflict between pedestrians and motorists.

Community members also report that alleyways are problematic in Westmont/West Athens due to crumbling, uneven pavement. Residents can report maintenance issues to the County's mobile application, The Works. Public Works has a set road resurfacing schedule, including alleyways, where the roadways with the worst condition are prioritized.¹

¹ More information about Public Works' pavement management process can be found here: <http://dpw.lacounty.gov/gmed/lacroads/Pm.aspx>

Crosswalks

Marked crosswalks exist at select locations in Westmont/West Athens, typically at intersections along major streets. There are many locations in Westmont/West Athens with crossing challenges, which means one or more of the following conditions exist: faded crosswalk striping, challenges with visibility of pedestrians in crosswalks, or unmarked crosswalks. In residential areas, on-street parking shortens the ability for cars to see pedestrians crossing at numerous unmarked crosswalks.

Many intersections in Westmont/West Athens have unmarked crosswalks on some or all legs. This can create inconveniences for pedestrians, leading them to travel greater distances to get across the street. The project team also observed multiple drivers that failed to yield to pedestrians at several unsignalized crossings along five major corridors: Century Boulevard, Imperial Highway, El Segundo Boulevard, Western Avenue, and Vermont Avenue (Figure 9-8).

Curb Ramps and Radii

Curb ramps are located in the center of the curb radius throughout the Westmont/West Athens community. Like most urban environments, a curb radii of 15 feet is typical in Westmont/West Athens. However, there are locations where greater radii exist. For example, the curb radii at the western corners of 112th Street and Normandie Boulevard are much larger due to 112th Street's curved road alignment. Larger radii assist cars making right turns by allowing cars to



Unsignalized crosswalk at the intersection of Vermont Avenue and 94th Street, where the project team observed motorists not yielding to pedestrians

have faster turning speeds. These higher speeds increase the severity of impact if there were to be a collision. Larger curb radii also set back the curb ramp, thus requiring greater right-of-way and increasing a pedestrian's crossing distance.

Traffic Signals

Most major intersections in Westmont/West Athens are controlled by traffic signals. Pedestrian movement at intersections is controlled by pedestrian signal heads.¹ Typically, pedestrians request the walk phase of the signal by pressing a push button.

Lighting

Lighting at crosswalks and intersections meets state regulations throughout Westmont/West Athens; however many community members have expressed dissatisfaction with lighting along sidewalks. Limited lighting along sidewalks

can increase fear about the perception of personal safety, and discourage pedestrian activity. Community members have identified a particular need for pedestrian-scale lighting on Western Avenue and Budlong Avenue.

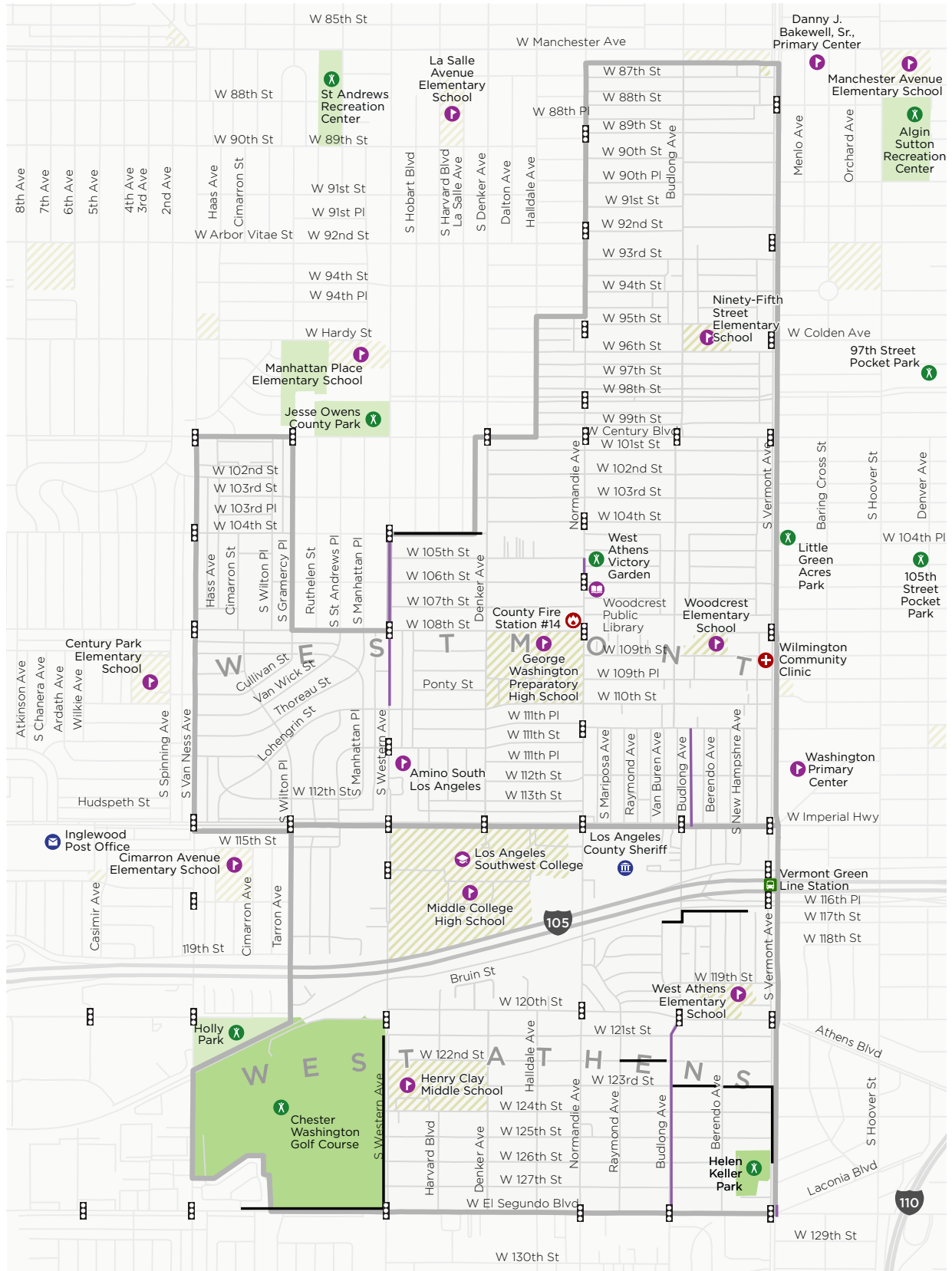
Tree Canopy

Tree canopy can make walking feel safer and more pleasant, can address heat islands, beautify the community, and increase overall quality of life. Westmont/West Athens is ranked in the lowest 15th percentile for tree canopy coverage.² The northern and eastern portion of Westmont/West Athens has the least tree canopy coverage relative to population, with over 80 percent of the census-weighted population lacking canopy coverage. Tree canopy coverage in the southern and eastern portion is at approximately 50 percent.

1 A signal head is an assembly of one or more signal faces together with the associated signal housings. A pedestrian signal head is a signal head, which contains the symbols WALKING PERSON (symbolizing WALK) and UPRAISED HAND (symbolizing DONT WALK), that is installed to direct pedestrian traffic at a traffic control signal.

2 Public Health Alliance's Healthy Places Index, 2016

Figure 9-7: Map of walk audit observations related to sidewalks and paths in Westmont/West Athens



WALK AUDIT OBSERVATIONS IN WESTMONT/WEST ATHENS



SIDEWALKS

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- PARK/RECREATION
- METRO GREEN LINE STATION
- EMERGENCY SERVICES
- POST OFFICE
- GOVERNMENT OFFICE
- HEALTHCARE

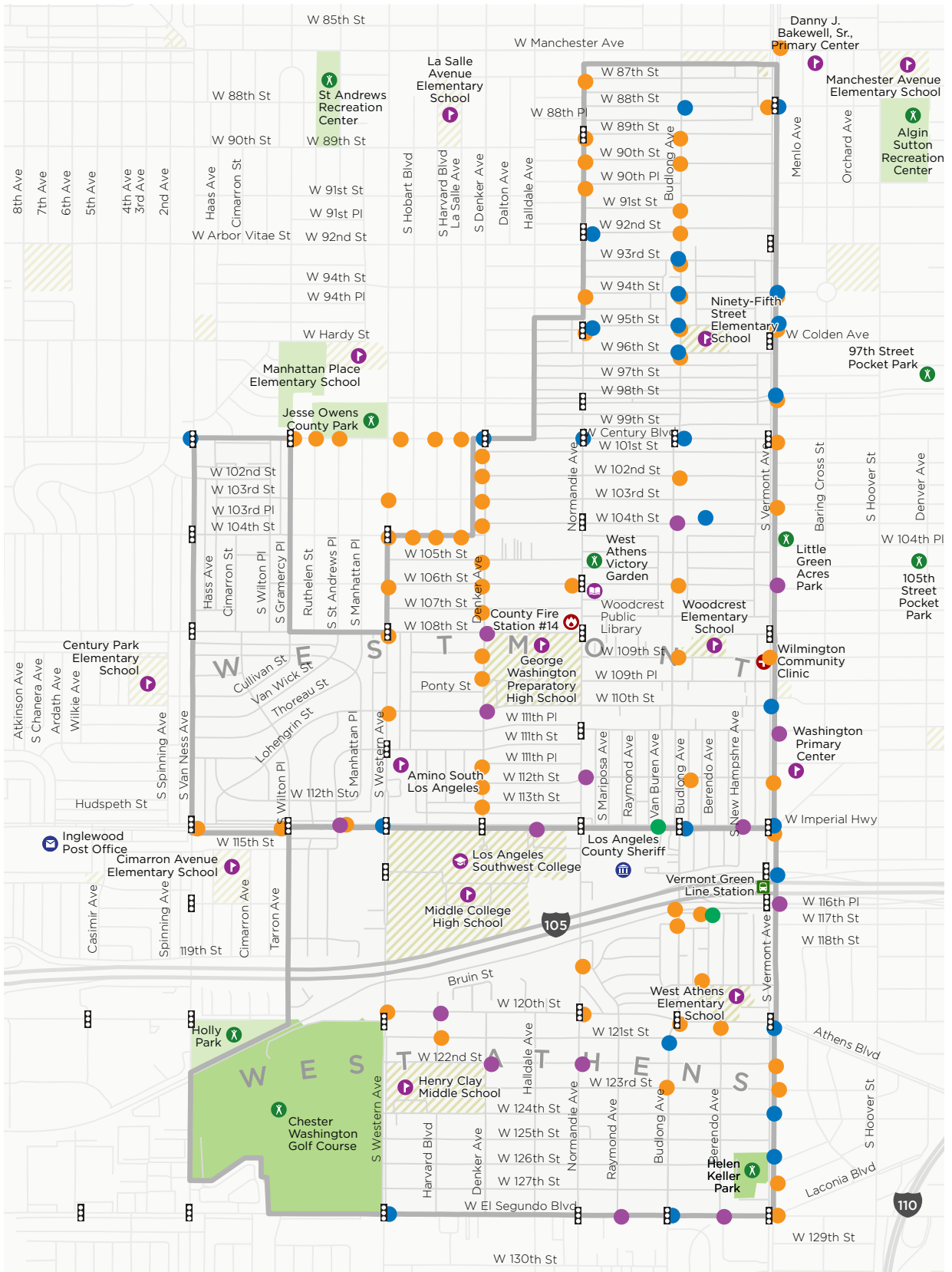
EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

SIDEWALK OBSERVATIONS

- DISCONTINUOUS SIDEWALK
- LIMITED LIGHTING

Figure 9-8: Map of walk audit observations related to intersections in Westmont/West Athens



WALK AUDIT OBSERVATIONS IN WESTMONT/WEST ATHENS INTERSECTIONS

DESTINATIONS

- SCHOOL
- COLLEGE
- LIBRARY
- HEALTHCARE
- PARK/RECREATION
- METRO GREEN LINE STATION
- EMERGENCY SERVICES
- POST OFFICE
- GOVERNMENT OFFICE
- PARK/RECREATION

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

INTERSECTION OBSERVATIONS

- FADED CROSSWALK STRIPING
- VISIBILITY CHALLENGES
- UNMARKED CROSSWALK
- NOT TO CURRENT ADA STANDARDS/DAMAGED CURB RAMPS

PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for Westmont/West Athens' pedestrian network. In general, the proposed pedestrian projects focus on enhancing safety, comfort, and accessibility for people walking or wheeling in Westmont/West Athens. Proposed projects in Westmont/West Athens (Figure 9-9) include:

- ▶ **Corridor Studies:** Potential roadway reconfigurations that could enhance walking conditions and potentially add more green space to the community, but need more extensive study to implement.
- ▶ **Crossing Projects:** Facilities that enhance crossing the street at intersections and mid-block, including high-visibility crosswalks, advance yield markings, pedestrian-activated warning systems, new traffic signals with pedestrian signal heads, and ADA compliant curb ramps. Any recommendation to stripe a crosswalk (at controlled or uncontrolled locations) should be consistent with the County's Crosswalk Guidelines.
- ▶ **Sidewalk/Path Projects:** Facilities that could enhance walking down the street, including adding new or widened sidewalks and evaluating removal or relocation of driveways.
- ▶ **Pedestrian Lighting:** Human-scaled lights that provide lighting for people walking in Westmont/West Athens, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 for more information about requesting pedestrian-scale lighting in Westmont/West Athens.

Most proposed projects are concentrated on the community's major roadways: Western Avenue, Vermont Avenue, Normandie Avenue, and Budlong Avenue. These corridors have a history of pedestrian-related collisions, high motor vehicle volumes and speeds, and were identified as priorities during community outreach.

On Western Avenue, the outside lane could be studied for the feasibility of restriping to accommodate a marked parking lane and a bicycle lane where feasible and appropriate. This could help slow vehicle traffic without removing any travel lanes from this busy corridor. Crossing enhancements such as median refuge islands, pedestrian-activated warning systems, pedestrian signals, and continental crosswalks are identified at multiple intersections on Western Avenue to enhance safety where crossing may be difficult. Curb extensions could also enhance

visibility and shorten crossing distances for people walking along Western Avenue. Sidewalk enhancements, such as evaluating whether wide or excess driveways can be removed or relocated, may enhance the safety and comfort of those walking. It is important to note that the County cannot remove or relocate driveways without obtaining property owner approval and confirmation that there are no adverse impacts to the prior planning approval.

Vermont Avenue could be considered for a roadway reconfiguration. Reconfigurations are presented as part of future Bus Rapid Transit plans for Vermont Avenue, and could potentially retain the existing bicycle lane and street parking. Longer-range plans for a potential Metro B Line subway extension may also reshape Vermont Avenue and should consider the community's vision for multi-modal access and safety as described in this plan. High-visibility crosswalks, advance yield markings, longer pedestrian crossing times, and curb extensions could help enhance crossing conditions along Vermont Avenue. Traffic signals have been proposed at multiple existing crosswalks on Vermont Avenue to enhance crossing the street.

Additionally, the Vermont Green Line Station Transit-Oriented Districts Technical Assistance Panel report (2010) proposes widening sidewalks on the east and west sides of the I-105 overpass to 22 feet, reducing the excessively wide median to link the community north and south of the freeway.¹ Wider sidewalks adjacent to the Vermont/Athens Station entrances would create room to beautify the street and provide amenities for transferring transit riders. It is important to note that further study by Public Works is required to justify uncontrolled crosswalks at Vermont Avenue/89th Street, Vermont Avenue/Athens Station/I-105 Overpass, and Vermont Avenue/110th Street mid-block.

Normandie Avenue could be considered for a roadway reconfiguration, which could help slow traffic and make walking a more appealing option. Additional proposed projects for Normandie Avenue include high-visibility crosswalks, advance yield markings, curb extensions, and traffic signals to enhance safety and comfort.

High-visibility crosswalks are proposed at crossings along Budlong Avenue, which runs north-south near three elementary schools. At

¹ Urban Land Institute, 2010. More information can be found here: <https://la.ulii.org/wp-content/uploads/sites/26/2011/06/County-of-LA-Planning-Dept-Vermont-Green-Line-Station-2010.pdf>

multiple intersections along Budlong Avenue, curb extensions are also proposed to enhance visibility of pedestrians. Curb extensions at 89th Street, 92nd Street, 102nd Street, 122nd Street, and Century Boulevard have already been funded and planned for construction as of this writing. Public Works is also planning to install traffic circles, which may help calm traffic and curb speeding, on Budlong Avenue at 88th Street, 110th Street, 124th Street, and 127th Street.

Per community input, a shared-use path has been proposed along the Southern Pacific Rail Corridor, from Van Ness Avenue to Vermont Avenue. Echoing the vision presented in the Westmont/West Athens Community Parks and Recreation Plan, a fitness path has been proposed around Chester Washington Golf Course and a pocket park has been proposed at Normandie Avenue/90th Place.

These proposed projects are detailed in Table 9-5, and are mapped in Figure 9-9. The project list includes estimated costs and prioritization scores for each project. Public Works often applies for grant funding at the corridor level, rather than individual intersections, so the

average prioritization score for each corridor is included in the list as well. Chapter 6 provides an overview of how the County will implement these projects, Appendix D contains detailed information on potential funding sources and project prioritization scoring, and Appendix E provides additional information on cost estimates.

Implementation of proposed projects in Westmont/West Athens 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 9-5: Proposed pedestrian projects and cost estimates in Westmont/West Athens

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
98th Street				Average Corridor Score: 60.0	
County	98th Street (Halldale Avenue to Vermont Avenue)	Median	Install shared-use path along the median	\$540,000	60.0
110th Street				Average Corridor Score: 65.0	
County	110th Street mid-block (between Denker Avenue and Normandie Avenue)	Mid-block	Install raised/enhanced crossing	\$10,000	65.0
Berendo Avenue				Average Corridor Score: 60.0	
County	Berendo Avenue / 120th Street	West leg	Install pedestrian-activated warning system	\$80,000	60.0
		Northwest and southwest corners	Install curb extension	\$80,000	
Budlong Avenue				Average Corridor Score: 65.0	
County	Budlong Avenue / 88th Street	All	Install traffic circle	\$500,000*	60.0
County	Budlong Avenue / 89th Street	All corners	Install curb extension	\$160,000*	60.0
County	Budlong Avenue / 92nd Street	Northeast and Northwest corners	Install curb extension	\$80,000*	70.0
County	Budlong Avenue / 94th Street	North, east, and west legs	Stripe continental crosswalk	\$7,500	65.0
		South leg	Restripe continental crosswalk	\$2,500	
County	Budlong Avenue / 95th Street	North, east, and south legs	Restripe as yellow continental crosswalk	\$7,500*	60.0
		West leg	Stripe yellow continental crosswalk	\$2,500	
County	Budlong Avenue / 96th Street	North, east, and south legs	Restripe as yellow continental crosswalk	\$7,500*	70.0
		West leg	Stripe yellow continental crosswalk	\$2,500	
County	Budlong Avenue / 98th Street	East leg	Restripe as continental crosswalk	\$2,500	55.0
		North, south, and west legs	Stripe yellow continental crosswalk	\$7,500	
County	Budlong Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	\$10,000*	56.0
		Northeast corner	Remove right-turn slip lane	\$60,000*	

*Project is funded and will be implemented by Public Works

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
County	Budlong Avenue / 102nd Street	West leg	Relocate stop bar before beginning curb return	\$500*	55.0
		All corners	Install curb extension	\$160,000*	
County	Budlong Avenue / 104th Street	West and east legs	Relocate stop bar before beginning curb return	\$1,000	60.0
County	Budlong Avenue / 106th Street	East and west legs	Restripe as yellow continental crosswalk	\$5,000*	65.0
County	Budlong Avenue / 107th Street	North, south, and east legs	Restripe as yellow continental crosswalk	\$7,500*	70.0
		West leg	Stripe yellow continental crosswalk	\$2,500	
County	Budlong Avenue / 109th Place	East and west legs	Restripe as yellow continental crosswalk	\$5,000*	75.0
County	Budlong Avenue / 109th Street	All legs	Restripe as yellow continental crosswalk	\$10,000*	70.0
County	Budlong Avenue / 110th Street	All	Install traffic circle	\$500,000*	55.0
County	Budlong Avenue / 112th Street	All corners	Install curb extensions	\$160,000	60.0
County	Budlong Avenue / 119th Street	South leg	Restripe as continental crosswalk	\$2,500*	70.0
County	Budlong Avenue / 120th Street	North, east, and south legs	Restripe as yellow continental crosswalk	\$7,500*	75.0
County	Budlong Avenue / 122nd Street	All corners	Install curb extension	\$160,000*	55.0
County	Budlong Avenue / 124th Street	All	Install traffic circle	\$500,000*	55.0
		All	Install traffic circle	\$500,000*	
County	Budlong Avenue / 127th Street	All	Install traffic circle	\$500,000*	70.0
		East and west legs	Relocate stop bar before beginning curb return	\$1,000*	
County	Budlong Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	\$10,000	85.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
		All corners	Install curb extension	\$160,000	
County	Budlong Avenue (87th Street to El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	85.0

¹Project is funded and will be implemented by Public Works

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

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
Century Boulevard				Average Corridor Score: 76.0	
County / City of Inglewood	Century Boulevard / Van Ness Avenue	All legs	Restripe as continental crosswalk	\$10,000	85.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County	Century Boulevard / Haas Avenue	Frontage road intersection (east of driveway)	Stripe continental crosswalk	\$2,500	85.0
County	Century Boulevard / Wilton Place	South leg, west leg of frontage road	Stripe continental crosswalk	\$5,000	70.0
		Southwest frontage road median	Extend median to reduce corner radii	\$30,000	
County	Century Boulevard / Gramercy Place	East leg	Restripe as continental crosswalk	\$2,500	70.0
		Southeast corner, northeast mid-block	Install curb extension	\$80,000	
County	Century Boulevard / Denker Avenue	All corners	Install curb extension	\$160,000	70.0
		All legs	Restripe as continental crosswalk	\$10,000	
Chester Washington Fitness Path				Average Corridor Score: 75.0	
County	Chester Washington Golf Course (Van Ness Avenue, El Segundo Boulevard, Western Avenue, Southern Pacific Rail Corridor)	Around golf course	Install a fitness path around the golf course, using pedestrian-friendly surface material like rubber or decomposed granite	Varies	75.0
Denker Avenue				Average Corridor Score: 60.0	
County	Denker Avenue / 103rd Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	55.0
County	Denker Avenue / 105th Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	50.0
County	Denker Avenue / 108th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	65.0
County	Denker Avenue / 109th Place	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	50.0

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
County	Denker Avenue / 110th Street	All corners	Install curb extension	\$160,000	70.0
		All legs	Stripe yellow continental crosswalk	\$10,000	
County	Denker Avenue / 111th Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively, install an all-way stop	\$500,000	55.0
County	Denker Avenue (Century Boulevard to Imperial Highway)	Both sides of street	Install pedestrian-scale lighting	Varies	75.0
Imperial Highway				Average Corridor Score: 73.8	
County / City of Hawthorne	Imperial Highway / Van Ness Avenue	North, south, and east legs	Restripe as continental crosswalks	\$7,500	70.0
		Northeast and southeast corners	Install curb extension	\$80,000	
County	Imperial Highway / Haas Avenue	Frontage road intersection (west mid-block)	Install new ADA compliant curb ramp where nonexistent	\$8,000	60.0
County	Imperial Highway / Denker Avenue	All legs	Restripe as yellow continental crosswalk	\$10,000	75.0
County	Imperial Highway / Raymond Avenue	North and east legs	Stripe continental crosswalk	\$5,000	65.0
		All legs	Install traffic signal	\$300,000	
		East leg	Install median refuge island	\$30,000	
County	Imperial Highway / Budlong Avenue	All legs	Install traffic signal	\$300,000	70.0
			Stripe continental crosswalk	\$12,500	
			Install accessible pedestrian push button	\$12,000	
		East-west direction	Install advance stop marking	\$1,000	
		East jog - all corners	Install curb extension	\$160,000	
County	Imperial Highway / Berendo Avenue	West leg of east jog	Stripe new continental crosswalk	\$2,500	75.0
		All legs	Install traffic signal	\$300,000	
County	Imperial Highway (Western Avenue to Vermont Avenue)	Both sides of street	Plant street trees	\$53,000	95.0
County	Imperial Highway (Western Avenue to Vermont Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	80.0

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

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
Normandie Avenue					75.3
County/ City of Los Angeles	Normandie Avenue / 87th Street	Northwest and southwest corners	Install ADA compliant curb ramp	\$16,000	65.0
County	Normandie Avenue / 90th Place	Southeast corner	Install pocket park, per Parks Plan	\$300,000	55.0
County/ City of Los Angeles	Normandie Avenue / 94th Street	Southwest corner	Realign curb ramp to align with existing crosswalk	\$8,000	65.0
		Southwest and northeast corners	Install curb extension	\$80,000	
County	Normandie Avenue / 95th Street	Northwest mid-block	Install new ADA compliant curb ramp where nonexistent	\$8,000	70.0
		All corners	Install curb extension	\$160,000	
County	Normandie Avenue / 97th Street	North-south direction	Install advance yield marking	\$1,000*	75.0
		North leg	Restripe as continental crosswalk	\$2,500*	
		All legs	Install traffic signal	\$300,000	
		Northwest and northeast corners	Install curb extension	\$80,000	
County	Normandie Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	\$10,000	85.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County	Normandie Avenue / 102nd Street	North-south direction	Install advance yield marking	\$1,000*	65.0
		South leg	Restripe as continental crosswalk	\$2,500*	
		All legs	Install traffic signal	\$300,000	
		Southwest and southeast corners	Install curb extension	\$80,000	
County	Normandie Avenue / 105th Street	South leg of north jog	Install new continental crosswalk	\$2,500	85.0
			Install pedestrian-activated warning system	\$80,000	

**Project is funded and will be implemented by Public Works

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
County	Normandie Avenue / 107th Street	North-south direction	Install advance yield marking	\$1,000*	70.0
		North leg of south jog	Restripe as continental crosswalk	\$2,500*	
		All legs	Install traffic signal	\$300,000	
		East leg	Relocate stop bar before beginning curb return	\$500	
		Northeast corner and southwest mid-block	Install curb extension	\$80,000	
County	Normandie Avenue / 108th Street	South and west legs	Restripe as yellow continental crosswalk	\$5,000	85.0
County	Normandie Avenue / 110th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	75.0
County	Normandie Avenue / 112th Street	North and west legs	Stripe new continental crosswalk	\$5,000	70.0
		All legs	Install traffic signal	\$300,000	
		Northwest and southwest corners	Install curb extension	\$80,000	
County	Normandie Avenue / Imperial Highway	All legs	Modify signal timing to include a Leading Pedestrian Interval	Varies	80.0
County	Normandie Avenue / 121st Street	East leg	Relocate stop bar before beginning curb return	\$500	70.0
County	Normandie Avenue / 122nd Street	North-south directions	Install advance yield marking	\$1,000*	65.0
		South leg	Restripe as yellow continental crosswalk	\$2,500*	
		All legs	Install traffic signal	\$300,000	
		Southwest and southeast corners	Install curb extension	\$80,000	
County	Normandie Avenue / 124th Street	North-south directions	Install advance yield marking	\$1,000*	50.0
		North leg	Restripe as yellow continental crosswalk	\$2,500*	
		All legs	Install traffic signal	\$300,000	
		Northwest and northeast corners	Install curb extension	\$80,000	
County / City of Gardena	Normandie Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	\$10,000	60.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	

¹Project is funded and will be implemented by Public Works

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

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
County	Normandie Avenue (87th Street to El Segundo Avenue)	Both sides of street	Plant street trees	\$159,000	95.0
County	Normandie Avenue (87th Street to El Segundo Avenue)	-	Study for roadway reconfiguration	Cost will vary for study, design, and implementation	85.0
Southern Pacific Rail Corridor				Average Corridor Score: 60.0	
County	Southern Pacific Rail Corridor (Van Ness Avenue to Vermont Avenue)	South side of rail	Install shared-use path	\$1,350,000	60.0
Van Ness Avenue				Average Corridor Score: 52.5	
County / City of Inglewood	Van Ness Avenue / 108th Street	East leg	Restripe as continental crosswalk	\$2,500	55.0
County / City of Inglewood	Van Ness Avenue / Cullivan Street	Northeast and northwest corners	Install curb extension	\$80,000	50.0
		East and west legs	Restripe as continental crosswalk	\$5,000	
Vermont Avenue				Average Corridor Score: 73.6	
County / City of Los Angeles	Vermont Avenue / 89th Street	Southwest and northwest corners	Install curb extension	\$120,000	70.0
County / City of Los Angeles	Vermont Avenue / 90th Street	All legs	Install traffic signal	\$300,000	70.0
County / City of Los Angeles	Vermont Avenue / 92nd Street	Northeast corners, north and south mid-block	Install curb extension	\$120,000	75.0
County / City of Los Angeles	Vermont Avenue / 94th Street	All legs	Install traffic signal	\$300,000	85.0
County / City of Los Angeles	Vermont Avenue / Colden Avenue	Northeast and southeast corners, north and south mid-block	Install curb extension	\$160,000	70.0
County / City of Los Angeles	Vermont Avenue / 98th Street	All legs	Install traffic signal	\$300,000	70.0
		West and east legs	Restripe as continental crosswalk	\$5,000	
		All corners	Install curb extension	\$160,000	

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Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
County / City of Los Angeles	Vermont Avenue / Century Boulevard	All legs	Restripe as continental crosswalk	\$10,000	80.0
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County / City of Los Angeles	Vermont Avenue / 103rd Street	All corners	Install curb extension	\$160,000	75.0
		Northwest corner and northeast mid-block	Install curb extension	\$80,000	
		All legs	Install traffic signal	\$300,000	
		West leg	Relocate stop bar before beginning curb return	\$500	
County / City of Los Angeles	Vermont Avenue / 105th Street	Southwest corner and southeast mid-block	Install curb extension	\$80,000	85.0
County / City of Los Angeles	Vermont Avenue / 108th Street	All legs	Restripe as continental crosswalk	\$10,000	85.0
County / City of Los Angeles	Vermont Avenue / 110th Street	Southwest corner and southeast mid-block	Install curb extension	\$80,000	75.0
		All legs	Install traffic signal	\$300,000	
County / City of Los Angeles	Vermont Avenue / 112th Street	All legs	Install traffic signal	\$300,000	70.0
		Northeast mid-block, both sides of median	Install new ADA compliant curb ramps where nonexistent	\$24,000	
		Northwest corner and northeast mid-block	Install curb extension	\$80,000	
		Median	Install paved path across median at existing crosswalk	\$22,500	
County / City of Los Angeles	Vermont Avenue / Imperial Highway	Southwest corner	Evaluate driveway relocation or removal ²	\$10,000	80.0
		All legs	Restripe as continental crosswalk	\$15,000	
		Northeast corner	Reconfigure corner (at Southwest Boulevard) to minimize pedestrian crossing distances	\$200,000	
		All legs	Install accessible pedestrian push button	\$15,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	

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

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
County / City of Los Angeles	Vermont/Athens Metro C Line Station / I-105 Overpass	Mid-block (Vermont Avenue)	Stripe continental crosswalk	\$2,500	65.0
County / City of Los Angeles	Vermont Avenue / I-105 eastbound and westbound ramps	West, north, and east legs	Restripe as continental crosswalk	\$7,500	65.0
		All legs	Modify signal timing to include a Leading Pedestrian Interval	Varies	
County / City of Los Angeles	Vermont Avenue / 116th Place	West and east leg	Restripe as continental crosswalk	\$5,000*	65.0
County / City of Los Angeles	Vermont Avenue / 120th Street	All corners	Install curb extension	\$160,000	75.0
		All legs	Restripe as yellow continental crosswalk	\$10,000	
			Install accessible pedestrian push button	\$15,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County / City of Los Angeles	Vermont Avenue / 124th Street	South direction	Install advance yield marking	\$1,000*	70.0
		Northwest and northeast corners	Install curb extension	\$80,000	
County / City of Los Angeles	Vermont Avenue / 125th Street	Southwest mid-block and southeast corner	Install curb extension	\$80,000	70.0
County / City of Los Angeles / City of Gardena	Vermont Avenue / El Segundo Boulevard	All legs	Restripe as continental crosswalk	\$10,000	60.0
		All corners	Install curb extension	\$160,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
County / City of Los Angeles	Vermont Avenue (87th Street to El Segundo Boulevard)	-	Study for roadway reconfiguration per future Bus Rapid Transit plans	Cost will vary for study, design, and implementation	85.0
Western Avenue				Average Corridor Score: 77.9	
County / City of Los Angeles	Western Avenue / 104th Street	Northwest, northeast, and southeast corners	Install new ADA compliant curb ramps where currently nonexistent	\$24,000	75.0
		All legs	Restripe as continental crosswalk	\$10,000	

*Project is funded and will be implemented by Public Works

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
County / City of Los Angeles	Western Avenue / 106th Street	West leg	Stripe as yellow continental crosswalk	\$2,500	65.0
		East leg	Restripe as continental crosswalk	\$2,500	
		All legs	Install traffic signal	\$300,000	
		All corners	Install curb extension	\$160,000	
County	Western Avenue / 107th Street	East leg	Stripe yellow continental crosswalk	\$2,500	70.0
County / City of Los Angeles	Western Avenue / 108th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	85.0
		All corners	Install curb extension	\$160,000	
County	Western Avenue / 110th Street	East and west legs	Stripe continental crosswalk	\$5,000	85.0
		South leg	Install pedestrian-activated warning system	\$80,000	
		Southwest and southeast corners	Install curb extension	\$80,000	
County	Western Avenue / 111th Street	All legs	Restripe as continental crosswalk	\$10,000	65.0
		All corners	Install curb extension	\$160,000	
County / City of Los Angeles	Western Avenue / Imperial Highway	All legs	Install high-visibility crossing and modify signal timing to include a Leading Pedestrian Interval or semi-exclusive/exclusive pedestrian movements as appropriate	Varies	80.0
		All corners	Install curb extension	\$160,000	
		Northeast corner	Evaluate driveway relocation or removal ²	\$10,000	
County	Western Avenue / LA Southwest College (south of Imperial Highway)	North, west, and east legs	Stripe yellow continental crosswalk	\$7,500	75.0
County	Western Avenue / 120th Street	All legs	Restripe as yellow continental crosswalk	\$10,000	80.0
		All corners	Install curb extension	\$160,000	
County / City of Los Angeles / City of Gardena	Western Avenue / El Segundo Boulevard	North leg	Modify median to end before or at crosswalk line	\$10,000	75.0
		All legs	Restripe as continental crosswalk	\$10,000	
			Modify signal timing to include a Leading Pedestrian Interval	Varies	
		All corners	Install curb extension	\$160,000	

¹Project is funded and will be implemented by Public Works

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

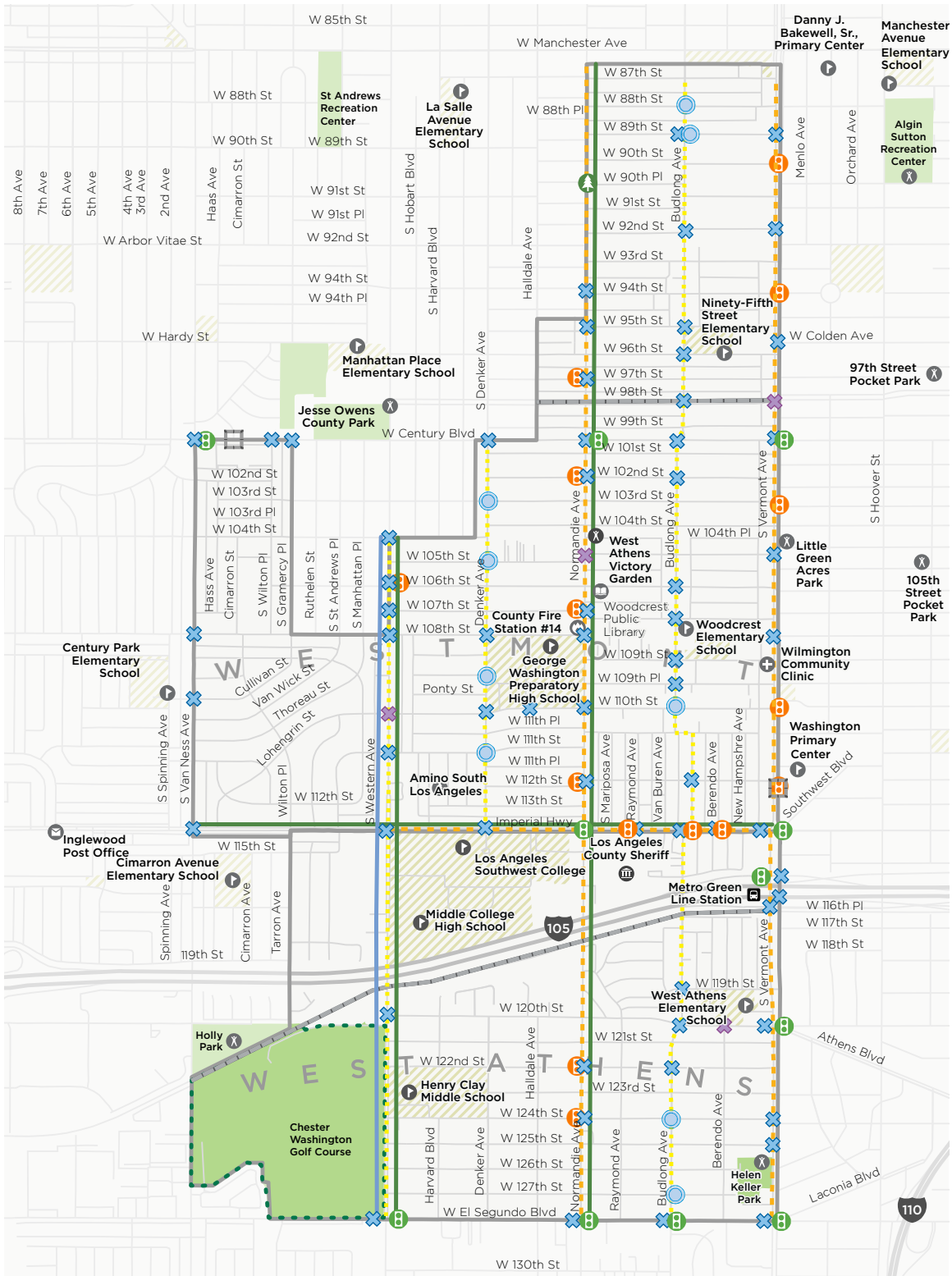
Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost ¹	Prioritization Score
County	Western Avenue (104th Street to El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	90.0
County	Western Avenue (104th Street to El Segundo Boulevard)	Both sides of street	Plant street trees	\$106,000	90.0
			Restripe outside lanes to include 8-foot parking lane, 5-foot bicycle lane, and 10-foot vehicle travel lanes to slow vehicle traffic	\$200,000	
Total Capital Costs ³					\$17,320,000
Contingency (20% of total capital cost)					\$3,464,000
Total P.E. (30% of total capital cost)					\$5,196,000
Total Construction Engineering (50% of total capital cost)					\$8,660,000
Project Total					\$34,640,000

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

²Driveway related projects are contingent upon the County developing a process to consolidate, reduce widths of, or close excessive driveways, where feasible and appropriate, in accordance with Los Angeles County Code Title 16, and considering prior planning approval. See Chapter 4, Driveways section for more detail.

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

Figure 9-9: Proposed pedestrian projects in Westmont/West Athens



PROPOSED PEDESTRIAN PROJECTS

DESTINATIONS

- PARK/RECREATION
- SCHOOL
- HEALTHCARE
- COLLEGE
- GOVERNMENT OFFICE
- LIBRARY
- EMERGENCY SERVICES
- POST OFFICE
- PARK
- METRO GREEN LINE STATION

EXISTING INFRASTRUCTURE

- ROAD NETWORK
- TRAFFIC SIGNAL

PROPOSED PROJECTS

- NEW OR IMPROVED CROSSING
- NEW OR IMPROVED CROSSING WITH BEACON/SIGNAL
- SIGNAL UPDATE
- NEW TRAFFIC SIGNAL
- TRAFFIC CALMING
- POCKET PARK
- NEW OR IMPROVED SIDEWALKS
- PEDESTRIAN-SCALE LIGHTING
- STREET TREES
- STUDY FOR POTENTIAL ROAD RECONFIGURATION
- TRAFFIC CALMING
- FITNESS PATH



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

PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2, while Table 9-6 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Westmont/West Athens.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs can be found in Chapter 5, while programs that are most important for Westmont/West Athens are listed in Table 9-7.

Table 9-6: Actions for Westmont/West Athens

Action	Lead Departments	Timeframe
EH-2.1: Develop guidelines that establish a maximum distance between controlled intersections and marked crosswalks on major and secondary streets, where feasible.	Public Works	On-going
Action EH-2.9: Convert alleyways to multi-use paths and community green spaces, where feasible and appropriate.	Public Works	On-going
C-2.4: Prioritize requests related to illegal dumping when a report indicates the material is impeding safe pedestrian travel.	Public Works, Sheriff, Agricultural Commissioner/Weights & Measures	On-going
SC-1.1: Continue to explore ways to purchase, operate, and maintain pedestrian-scale lighting.	Public Works	On-going
SC-1.2: Support LED light installation on new and existing streetlight poles and, to reduce sidewalk clutter, consider combined street-scale and pedestrian-scale lighting on individual light poles, where feasible and appropriate.	Public Works	On-going
SC-1.4: Identify areas where illicit activities, such as cruising and prostitution, occur and work with Public Works to strategically use traffic calming mechanisms with the goal of reducing these activities, where feasible and appropriate.	Sheriff	On-going

Table 9-7: Programs for Westmont/West Athens

Program	Description
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors. More information can be found in Chapter 5, Program 2: Safe Passages.
Pedestrian Wayfinding	Wayfinding systems help pedestrians navigate to major community-serving destinations such as transit stations, parks, libraries, schools, and business districts. They can also serve as an encouragement program by providing walking time to destination information, helping people orient themselves with less confusion or stress, and encouraging the discovery of new places or services. Wayfinding can also be used to highlight the local identity of a community. A wayfinding system can take many forms, but it typically includes a combination of physical signs, markers, and/or information kiosks. Public Works' Wayfinding Program is centered on enhancing access to Metro rail stations located in Westmont/West Athens. As of 2017, Public Works had secured two grants from Metro to implement pedestrian wayfinding signage around the Vermont/Athens C Line Station in Westmont/West Athens.