



LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
COMMUNITY PEDESTRIAN AND
ACTIVE TRANSPORTATION PLANNING



Los Angeles County Department of Public Works Community Pedestrian and Active Transportation Planning

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Executive Summary

A. Introduction

This Community Pedestrian Planning Framework is an outline for how the County will approach the planning and implementation of community-based pedestrian and active transportation improvements in the unincorporated areas of Los Angeles County. Because the unincorporated areas of the County consist of 124 separate, diverse, non-contiguous land areas with a variety of built environments, a traditional master plan outlining a network of pedestrian facilities is probably not an effective approach. Instead, this document proposes a community-based planning approach that considers the unique characteristics and needs of individual communities.

Much of this Framework follows planning concepts outlined in the Department of Regional Planning's General Plan Update currently under way. The Planning Area Framework, Transit-Oriented District, and Opportunity Areas strategies of the General Plan update present opportunities to coordinate Community Pedestrian and Active Transportation Planning with the County's broader community planning efforts. Community Pedestrian and Active Transportation Planning should be closely coordinated with implementation of these three strategies to ensure the planning efforts are integrated and consistent with the proposed contexts of particular neighborhoods.

B. Foundation

The Foundation for Community Pedestrian and Active Transportation Planning is based on eight principles:

1. The Department of Public Works Strategic Plan: Desired Results, and Objectives and Actions for the coordinated planning and implementation of Bikeways, Local Public Transit, and Pedestrian Facilities.



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2. The County of Los Angeles General Plan Update: the Planning Areas Framework Program, Transit Oriented Districts, Opportunity Areas, Planning for Sustainable and Livable Communities, and Public Health in Land Use Planning.
3. Healthy Living Initiatives: the Healthy Design Ordinance, the Healthy Communities Report: Active Transportation Design Guidance and Recommendations, and the County's Healthy Design Phase II Initiative.
4. Design Guidelines: The Model Design Manual for Living Streets.
5. Benefits of Active Transportation: Environmental/climate change, public health, economic, community/quality of life, safety.
6. Public Participation: Community involvement is vital to the development of the County General Plan update and will remain so during its implementation and in the coordinated development of Community Pedestrian and Active Transportation Planning.
7. Department of Public Works Community Sidewalk Planning: Including the Suggested Routes to School Program.
8. Goals:
 - Goal 1 County Pedestrian and Active Transportation Network**: Expanded, improved, and interconnected system of County pedestrian and active transportation infrastructure and facilities.
 - Goal 2 Safety, Education, and Encouragement**: Pedestrian and active transportation improvements and programs that promote safety of all roadway users, education of safe behavior, support traffic enforcement activities to increase pedestrian, bicyclist, and transit user safety, and encouragement of active transportation as a viable transportation alternative and part of healthy lifestyles.



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Goal 3 Community Support: A community supported active transportation network.

Goal 4 Funding: A balanced transportation funding plan that supports pedestrian, bicycle, roadway, and transit improvements and programs.

C. Planning Implementation Priorities

1. General Plan Community Planning Coordination

The General Plan's Planning Area Framework and Transit-Oriented District (TOD) Planning Strategy present the best opportunity to coordinate Community Pedestrian and Active Transportation Planning with the County's broader community planning efforts. The Planning Area Framework identifies specific TODs and Opportunity Areas particularly conducive to this coordination effort.

2. Suggested Routes to Schools

Public Works will continue to aggressively pursue funding for pedestrian improvements and programs under the Federal (SRTS) and State (SR2S) Safe Routes to Schools grant programs. Public Works will incorporate planning and implementation of improvements to promote safe and viable pedestrian and active transportation access to schools into a balanced transportation funding plan.

3. Healthy Living Initiatives

The Board of Supervisors' January 24, 2012 actions establishing a Healthy Design Ordinance along with other policies and implementation directives give further guidance to Public Works and other County departments for Community Pedestrian and Active Transportation Planning and implementation. The Chief Executive Office, as directed by the Board of Supervisors, established the Department of Public Health as the lead for the Healthy Design Phase II Working Group that involves the Departments of Parks and Recreation, Regional Planning, Fire, Beaches and Harbors, Public Works, Community Development, Internal



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Services, and the Arts Commission. The purpose of the Working Group is to foster cross-department and awareness and set out strategies to implement the Board's policies and directives.

The Board of Supervisors approval of the County Bicycle Master Plan instructed the Director of Public Works, in coordination with the Director of Public Health, to identify the ten unincorporated communities within the County of Los Angeles with the highest rates of obesity and develop an implementation and funding plan to construct high-priority bikeways. The Department of Public Works collaborated with the Department of Public Health and identified 43 corridors covering approximately 41 miles of bikeways to focus initial implementation efforts.

4. Community Sidewalk Planning

Many older neighborhoods in unincorporated areas were constructed without sidewalk. The Department of Public Works has historically programmed sidewalk construction where recommended to improve safety, to facilitate walking paths to schools and parks, and where property owners specifically request it. A program of wholesale construction of sidewalk in areas where it is absent is not a viable strategy due to limited funds and conditions present in many neighborhoods such as limited right of way width, utility facility conflicts, healthy mature trees, and property owner preferences.

Recognizing some communities may desire sidewalks, Public Works has recently conducted studies of the unincorporated West, South, and East Whittier areas and the Azusa/Covina Islands area and an initial screening of the East Los Angeles area. These studies will be used to identify potential sidewalk projects to collaborate with property owners on and possibly build as part of the County's Road Construction Program. In furtherance of its Community Sidewalk Planning efforts, the Department of Public Works has also identified 25 additional unincorporated areas, communities, and neighborhoods as candidates for future sidewalk planning studies.



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I. INTRODUCTION

Setting

The unincorporated areas of the County of Los Angeles comprise 2,656.6 square miles of Los Angeles County's 4,083.2 square miles, equivalent to approximately 65% of the County's total land area. These unincorporated areas are climatically and ecologically diverse. The majority of unincorporated County land is located in the northern part of the county and includes expansive open space. The unincorporated areas of the County consist of 124 separate, non-contiguous land areas. These areas in the northern part of the County are covered by large amounts of sparsely populated land and include the Angeles and Los Padres National Forests, and the Mojave Desert. The unincorporated areas of the southern portion of the County consists of 58 communities, located among the other urban incorporated cities in the county, which are often referred to as the County's unincorporated urban islands. The County's southwestern boundary consists of 70 miles of Pacific Ocean coastline and encompasses two islands, Santa Catalina and San Clemente. Representing about 11% of the County's total population, the unincorporated area population is estimated to be approximately 1,051,000 people per the 2010 Census.

County of Los Angeles Transportation Program

The core purpose of the County's transportation program is to provide safe, clean, and efficient transportation choices, from municipal airports to streets and roads, community transit, and bicycle and pedestrian options, to enhance the mobility and quality of life for our residents and communities.

With almost ten million people and 7 1/2 million registered vehicles, people in Los Angeles County drive about 215 million miles every single day. This incredible amount of travel will only increase as our population does. This requires a strategy to balance the public's transportation needs in 3 major areas.

First, the County's taxpayers have made a tremendous investment into their street and road pavements, sidewalks, drainage systems, and traffic control devices. It is important that County government continue to invest in the maintenance, operation, and improvement of our transportation infrastructure to ensure that the integrity of the public's assets is preserved.



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Secondly, we have safety and operation of the public's transportation system. This is to ensure that we continue to invest in projects and programs that improve the safety and effectiveness for all users of our transportation system including motorists, transit users, pedestrians, and bicyclists.

Lastly, there is a need for good transportation choices. County government has an obligation to pursue projects and programs that provide our residents and communities with good transportation options to the automobile like local public transit service, bikeways, and pedestrian improvements. When we provide the means for residents to use alternative modes of transportation, we are encouraging them to make healthier choices for themselves and our communities. By reducing our dependency on automobiles, we are encouraging healthier active lifestyles while reducing greenhouse gases and other pollutants. With the increasing costs of gasoline, alternate modes of transportation are becoming more important. County residents are looking for alternate transportation choices, whether it's for economic reasons or as a healthy and green alternative. Sustainable transportation choices like transit, bicycling, and walking are healthy alternatives to driving. By providing safe and efficient facilities and encouraging residents to use these alternate modes, we are improving the quality of life for everyone in Los Angeles County.

Transportation Choices

The County's unincorporated neighborhoods are served by community-based fixed route transit and paratransit services that provide local transportation to almost 4 million passengers a year. Over the years, we've seen the need for these localized services increase to give our residents more convenient access to the businesses and cultural resources in their neighborhoods as well as better connections with Metro's regional rail and bus lines. The County's new Bicycle Master Plan for our unincorporated communities will add over 800 miles of facilities to the County bicycle network over the next 20 years. The Bicycle Master Plan's goals are to close gaps in the existing bicycle network, create linkages between neighborhoods, community shopping and service destinations, recreational areas, and transit hubs, and encourage, educate, and promote bicycling as a viable transportation option and a healthy lifestyle choice.

To bring together transportation choices, the Public Works will collaborate with its partner County departments and other community planning partners to conduct community pedestrian and active transportation planning for our unincorporated neighborhoods that will lay the groundwork for facilities and amenities in unincorporated



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areas that promote more walkable and bikeable communities and connectivity between transportation choices.

Community Pedestrian and Active Transportation Planning - Consistency with the County General Plan and Other County Initiatives

This Framework for Community Pedestrian and Active Transportation Planning proposes a vision intended to guide the planning and implementation of pedestrian and active transportation improvements in unincorporated communities of the County of Los Angeles. Much of this vision can be accomplished through a collaboration of County departments on the implementation of the General Plan update, the Healthy Design Phase II Working Group, and with the Department of Public Work's transportation infrastructure construction programs. In some cases, this vision may result in a significant transformation of communities, for which transportation facilities will be only a part. Therefore, the success of Community Pedestrian and Active Transportation Planning relies on the continued collaboration of several County departments, the Board of Supervisors, resident and business interests of unincorporated communities, Federal, State, Regional and local funding partners, and advocates throughout the County who support the reality of walking, bicycling, and transit use as viable transportation modes and components of healthy living.

This Framework and the Community Pedestrian and Active Transportation Planning that evolve from it will be components of the County of Los Angeles General Plan. The General Plan is the long-range policy document that guides growth and development in the unincorporated County. The County's Department of Regional Planning is the lead agency in the current General Plan revision and the update is currently under way. Once the General Plan Update is adopted, this Framework and the resulting Community Pedestrian Plans will become components of the General Plan Mobility Element.

A critical necessary prerequisite for Community Pedestrian and Active Transportation Planning is that it be closely coordinated with implementation of the General Plan and its Mobility Element to ensure the planning efforts are integrated and consistent with the proposed contexts of particular neighborhoods as envisioned in the General Plan.



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II. THE FOUNDATION FOR COMMUNITY PEDESTRIAN AND ACTIVE TRANSPORTATION PLANNING

A. Department of Public Works Strategic Plan

The Department of Public Works' Strategic Plan includes initiatives for Bikeways, Local Public Transit, and Pedestrian Facilities which are all components of Active Transportation. It is essential that integration of these components be considered in Community Pedestrian and Active Transportation Planning. Following are the stated Goals of these initiatives.

Bikeways

Promote intermodal transportation connectivity by implementing improvements identified in the new 2012 County of Los Angeles Bicycle Master Plan.

Local Public Transit

Provide effective and efficient local fixed route transit service and paratransit service in unincorporated areas that meets the needs of community residents and promotes intermodal transportation connectivity.

Pedestrian Facilities

Provide pedestrian facilities and amenities in unincorporated areas that promote walkable communities and intermodal transportation connectivity.

Additional information on the Desired Results, Status, and Objectives and Actions for these initiatives can be found on the Department of Public Works website at:

<http://dpw.lacounty.gov/landing/transportation.cfm>

Additional information on the 2012 County of Los Angeles Bicycle Master Plan can be found at the following website: <http://dpw.lacounty.gov/pdd/bike/>.

Additional information on the County's Local Public Transit Program can be found at the following website: <http://dpw.lacounty.gov/pdd/Transit/>.



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B. County of Los Angeles General Plan Update

Planning Areas Framework Program

The Planning Areas Framework Program outlined in the Department of Regional Planning's General Plan Update entails the completion of an Area Plan for each of the 11 Planning Areas. The goal of the Area Plans is a land use policy map for each Area that takes into account the County's existing Community Plans, Specific Plans, and zoning, including CSDs. The 11 Planning Areas include the identification of Opportunity Areas, which are important areas within each Planning Area due to their potential for infill development or redevelopment; access to public services and infrastructure; central role within a community; or potential for increased design and improvements to promote bike-friendly and pedestrian-friendly streets. Opportunity Areas should be considered for further study when preparing community-based plans. Information on the Planning Areas Framework Program and Opportunity Areas can be found at: http://planning.lacounty.gov/assets/upl/project/gp_2035_Chapter5_2013.pdf.

Transit Oriented Development

Transit corridors, Transit Oriented Districts (TODs) and mixed use areas in the County have the most potential for infill development. Transit-oriented development is well-suited for higher density housing and mixed uses, and nodes of commercial and civic activities. Transit-oriented development provides opportunities to connect neighborhoods to a broader network of pedestrian, bicycle, transit, and roadway facilities that are connected to adjacent neighborhoods, centers, corridors, and employment. The General Plan establishes 11 Transit Oriented Districts (TODs). TODs are areas that are within a 1/2 mile radius from a major transit stop, with development and design standards, and incentives to facilitate transit-oriented development. All TODs shall have a TOD Station Area Plan with additional standards, regulations, and capital improvement plans, which tailor to the unique characteristics and needs of each community.



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Transit Oriented District Program

The General Plan Update proposes to amend the TOD Ordinance to include more incentives and design and development standards, and to reflect the expanded 1/2 mile radius TOD boundaries.

- Establish additional TODs along light rail lines and major bus routes, as applicable.
- Prepare a Station Area Plan for each TOD. The goals of Station Area Plans are to:
 - 1) increase ridership; 2) facilitate compact, mixed use development; 3) improve pedestrian amenities and public safety; 4) increase economic activity; and 5) facilitate the public investment of infrastructure improvements. A Station Area Plan shall consist of the following:
 - Background Report. Station Area Plans shall consider input from stakeholders, including residents and County staff, and set priorities for transportation, housing, open space, and public safety within the TODs. The Plan shall consider the local context and existing neighborhood character.
 - Land Use Plan and Zoning. The Station Area Plan shall detail land uses and zoning that support transit ridership, discourage automobile use, reduce parking requirements, and promote pedestrian and bicycle activity. Land uses within the TOD should strategically focus compact development, and encourage a mix of housing types and commercial uses. Multifamily dwellings are encouraged.
 - Transportation Coordination Plan. The Station Area Plan shall identify pedestrian, bicycle, and automobile routes and multimodal connections. The Plan should encourage transit and bike commuting by addressing safety concerns and improving facilities (e.g. bike racks). In addition, the Plan should address parking demand, explore opportunities for parking reductions, pricing strategies, and shared or “park-once” parking facilities. The Plan should identify opportunities to coordinating a light rail system or bus rapid transit with local bus service in conjunction with Metro, and local and regional operators.
 - Design Guidelines. The Station Area Plan shall include detailed design guidelines that will promote livability within the TOD. The standards should include well-designed streetscapes with facilities for pedestrians and links to adjacent neighborhoods.



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- Economic Development Program. The Station Area Plan shall contain a program to facilitate economic development and redevelopment. The Plan should include a market analysis and strategies to encourage the activities and services needed to attract economic opportunities to the TOD and surrounding area. The Plans should consider existing or planned County Redevelopment activities, or other state or federal programs. Other strategies to consider are partnerships with financial institutions and local community development organizations to pool capital investments for TOD projects.
- Capital Improvement Plan. The Station Area Plan shall identify needed public amenities and infrastructure improvements, and funding and resource allocations, for each TOD to reach its potential. Public amenities and infrastructure can include streetscapes, bikeways, shared parking structures, sewers, and other public and semi-public facilities.
- Implementation Program. Station Area Plans shall detail implementation actions to be undertaken within a five-year period.

Information on the Department of Regional Planning's Transit Oriented District Program can be found at: <http://planning.lacounty.gov/tod/studies>.

Planning for Sustainable and Livable Communities

Improving and fostering good community design, understanding the importance of public health in land use planning and design, and encouraging sustainable subdivision design are important considerations in planning for sustainable and livable communities. Community design relates to the physical character and order of a community, and the relationship between people and their environment and with each other. Community design is the understanding that what constitutes good design is entirely dependent on the context and perspective of each individual community. Good community design for rural areas in the Antelope Valley could be different from good community design in urbanized communities, such as East Los Angeles and Florence-Firestone. Community design does not focus on the architectural style of a specific building or site, but rather groups of related elements that when taken together, define a community. Community design considers the adjacency of building entry and sidewalk, the scale of new buildings relative to neighboring structures, and the relationship of the street to the sidewalk. Other examples include designing neighborhood gateways, streetscape improvements on a commercial corridor, consistent landscaping for major roads and



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streets, and uniform signage that can designate a special district within a community. Successful community design standards build upon the characteristics of both the natural and man-made environments that are unique to each community. The General Plan establishes the foundation for general community design policies that help create a sense of place and uniqueness within the diverse communities of the unincorporated areas.

Public Health in Land Use Planning

The General Plan addresses public health issues by facilitating the creation of communities in which residents can be physically active, safe, and healthy. Land use that promotes physical activity is a strategy to address the obesity epidemic and corresponding high rates of chronic diseases in the County. In addition, policies to address environmental conditions such as air quality have a direct impact on public health. Furthermore, promoting safety through improvements in the County's bikeway network, the creation of pedestrian-friendly environments and complete streets that are accessible to all users produce positive outcomes from a land use and public health perspective.

C. Healthy Living Initiatives

On January 24, 2012, the Board of Supervisors approved establishment of a Healthy Design Ordinance incorporating the recommendations of the Regional Planning Commission to amend Title 21 (Subdivision Ordinance) and Title 22 (Zoning Ordinance) of the Los Angeles County Code to modify and establish uses, development standards, and permit requirements to encourage more walking, bicycling and exercise and encourage better access to healthy foods. The Board declared its intent and the policy of the County to encourage design of public and private facilities in a manner that encourages pedestrian activity, bicycling, the comfortable use of public transit, and outdoor physical activities. The Board directed the Chief Executive Officer to coordinate a department-wide effort to review the approaches contained within the "Healthy Communities Report: Active Transportation Design Guidance and Recommendations" as well as the best practices contained within the "Model Design Manual for Living Streets" and report back with recommendations as to: a) which of these practices should be either mandated or encouraged by the County; b) the appropriate mechanism by which these practices should be implemented; c) an implementation program to ensure these recommended practices are carried out, as appropriate, in both public and private facilities; and d) potential funding mechanisms to implement these policies,



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including from future Public Health grants or other sources; The Board further directed every County Department, specifically including Public Works, Regional Planning, Fire, and Public Health, to actively cooperate in this effort, and to assist in achieving the intent of the Board and the policy of the County. The Chief Executive Office, as directed by the Board of Supervisors, established the Department of Public Health as the lead for the Healthy Design Phase II Working Group that involves the Departments of Parks and Recreation, Regional Planning, Fire, Beaches and Harbors, Public Works, Community Development, Internal Services, and the Arts Commission. The purpose of the Working Group is to foster cross-department and awareness and set out strategies to implement the Board's policies and directives.

Upon adoption of the County Bicycle Master Plan in March 2012, the Board of Supervisors directed the Department of Public Works to collaborate with the Department of Public Health to identify the ten unincorporated communities with the highest obesity rates and focus some initial implementation efforts on bikeway projects for those communities.

D. Design Guidelines: The Model Design Manual for Living Streets

On November 29, 2011, the Board of Supervisors approved a motion directing the Director of Public Works to, among other items relating to the County Bicycle Master Plan, work with the Directors of Regional Planning and Public Health to identify where the Model Design Manual for Living Streets (Manual) would be appropriate for inclusion in the General Plan Mobility Element. The Manual is a project sponsored by the Department of Public Health as part of the County's effort to address rising obesity rates. Its concept is that the built environment in general and streets in particular can have a major impact on health. The Manual incorporates complete streets principles, which promotes the design of streets in the context of serving people of all ages and physical abilities and accommodating all travel modes. The principles identified in the Manual embody complete streets along with consideration of economic vibrancy and equity, environmental sustainability, improvement of health outcomes, aesthetics, and more. Pedestrian facilities and amenities are essential elements of the Manual's principles.

Under the implementation programs for the General Plan Mobility Element, staff of the Departments of Regional Planning, Public Works, and Public Health will collaborate to integrate elements of the Manual, including its Community Pedestrian and Active Transportation Planning components. Opportunities for such integration from the



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General Plan include the development of Transit Oriented Districts (TODs) Station Area Plans and development of the Planning Areas Framework Program. The elements and design features for pedestrian improvements and amenities can be considered through the development of the community-driven initiatives for these TOD's and Planning Areas. These planning efforts present the County with opportunities to comprehensively study the transportation network and assess the transportation and community improvement needs at a sub-regional level.

E. Benefits of Walking and Active Transportation

A pedestrian, bikeway, and transit-friendly County will contribute to resolving several complex and interrelated issues, including traffic congestion, air quality, climate change, public health, and livability. Community Pedestrian and Active Transportation Planning can affect all of these issues by guiding unincorporated areas toward pedestrian friendly development, which collectively can have a profound effect on the existing and future livability in the County of Los Angeles.

Environmental/Climate Change Benefits

Replacing vehicular trips with alternative mode trips such as walking, bicycling, and transit has a measurable impact on reducing human-generated greenhouse gases (GHGs) in the atmosphere that contribute to climate change. Fewer vehicle trips and vehicle miles traveled (VMT) translate into fewer mobile source pollutants released into the air, such as carbon dioxide, nitrogen oxides, and hydrocarbons. Providing transportation options that reduce VMT is an important component of decreasing GHG emissions and improving air quality.

Public Health Benefits

Public health professionals have become increasingly aware that the impacts of automobiles on public health extend far beyond asthma and other respiratory conditions caused by air pollution. There is also a much deeper understanding of the connection between the lack of physical activity resulting from auto-oriented community designs and various health-related problems, such as obesity and other chronic diseases. Although diet and genetic predisposition contribute to these conditions, physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Creating pedestrian, bicycle, and transit-friendly communities is one of several effective ways to



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encourage active lifestyles, ideally resulting in a higher proportion of the County's residents achieving recommended activity levels.

Economic Benefits

Environments that are pedestrian, bicycle, and transit-centric can be economically advantageous to individuals and communities. Supporting economic development with active transportation-oriented improvements can encourage individuals to shop locally while eliminating vehicle trips and entice business to locate in communities closer to its residents. Cost savings associated with active travel are also accompanied by potential savings in health care costs. Further, shifting a greater share of daily trips to active trips reduces the impact on the region's transportation system, thus reducing the need for motor vehicle-based improvement and expansion projects.

Community/Quality of Life Benefits

Fostering conditions that encourage active travel increases a community's livability from a number of different perspectives that are often difficult to measure but nevertheless important. The design, land use patterns, and transportation systems that comprise the built environment have a profound impact on quality of life issues. Studies have found that people living in communities with built environments that promote bicycling, walking, and transit use tend to be more socially active, civically engaged, and are more likely to know their neighbors. The aesthetic quality of a community improves when visual and noise impacts of the transportation system is reduced and when green space is reserved for facilities that enable people of all ages to recreate and commute in pleasant settings.

Safety Benefits

Encouraging development and redevelopment in which active travel is fostered improves the overall safety of the roadway environment for all users. Well-designed active transportation facilities improve security and safety for active users and also encourage more people to utilize them. Providing information and educational opportunities about safe and lawful interactions between pedestrians, bicyclists, transit users, and other roadway users also improves safety.



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F. Public/Community Participation

Community involvement is vital to the development of the County General Plan update and will remain so during its implementation and in a collaborative environment of Community Pedestrian and Active Transportation Planning.

As implementation of the General Plan and Community Pedestrian and Active Transportation Planning progress, the following strategies can be employed to reach out to and receive input from the public.

- Proactive engagement of community members and stakeholders in the planning of active transportation facilities in conjunction with other non-transportation community improvements.
- Electronic mail blasts to stakeholders, including adjacent cities and communities.
- Posting meeting flyers and notices on project websites.
- Distributing press releases.
- Mailing comment cards to local libraries, community centers, and parks and recreation facilities.
- Presentations at unincorporated Town Council meetings and at meetings held by the Department of Regional Planning for community specific plans.
- Posting public service announcements on County websites, Bus Shelters in unincorporated areas, and on buses and shuttles that operate within or near unincorporated areas.
- Enlisting the assistance of the Department of Public Health to promote the planning efforts through its various public health outreach channels.
- Retaining advocacy groups to assist with the outreach and to encourage attendance at the workshops.

G. Department of Public Works Sidewalk/Pedestrian Planning and Construction

Community Sidewalk Planning

Many older neighborhoods in unincorporated areas were constructed without sidewalk. The Department of Public Works has historically programmed sidewalk construction where recommended to improve safety, to facilitate walking paths to schools and parks, and where property owners specifically request it. A program of wholesale construction



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of sidewalk in areas where it is absent is not a viable strategy due to limited funds and conditions present in many neighborhoods such as limited right of way width, utility facility conflicts, healthy mature trees, and property owner preferences.

Recognizing some communities may desire sidewalk, Public Works has recently conducted studies of the unincorporated West, South, and East Whittier areas and the Azusa/Covina Islands area and an initial screening of the East Los Angeles area. These studies are being used to identify potential sidewalk projects to collaborate with property owners on and possibly build as part of the County's Road Construction Program.

In furtherance of its Community Sidewalk Planning efforts, the Department of Public Works has also identified 25 additional unincorporated areas, communities, and neighborhoods as candidates for future sidewalk planning studies.

Suggested Routes to School Program

Since 2004, the Department of Public Works has made Suggested Route to School maps for public elementary schools in the unincorporated County areas available through the County's Suggested Pedestrian Route to School Web Site.

The Department of Public Works actively participates in both the Federal Safe Routes to School (SRTS) and the State Safe Routes to School (SR2S) programs, which provide competitive grant funding for safety improvements, including sidewalk construction, upon routes designated as suggested routes to schools. Public Works will incorporate planning and implementation of improvements to promote safe and viable pedestrian and active transportation access to schools into a balanced transportation funding plan.



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H. Goals

The overarching goal of Community Pedestrian and Active Transportation Planning is increased active travel throughout the County of Los Angeles through community-based planning and implementation of infrastructure, improvements, and programs to support and promote pedestrian, bicycle, and transit. To achieve this, this Framework identifies the following goals:

- **Goal 1 County Pedestrian Network:** Expanded, improved, and interconnected system of County pedestrian and active transportation infrastructure and facilities.
- **Goal 2 Safety, Education, and Encouragement:** Pedestrian and active transportation improvements and programs that promote safety of all roadway users, education of safe behavior, support traffic enforcement activities to increase active travel safety, and encouragement of walking, bicycling, and transit as viable transportation alternatives and a part of healthy lifestyles.
- **Goal 3 Community Support:** Community-supported pedestrian and active transportation networks.
- **Goal 4 Funding:** A balanced transportation funding plan that supports pedestrian, bicycle, roadway, and transit improvements and programs.

Goal 1 Expanded, improved, and interconnected system of county pedestrian and active transportation infrastructure and facilities to provide a viable transportation alternative and to support the prosperity of communities.

- 1.1 As part of a balanced transportation program, actively incorporate the planning and implementation of pedestrian and active transportation improvements that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks, and other important activity centers consistent with the General Plan Opportunity Areas including Neighborhood Centers, Rural Town Centers, Corridors, and Transit Oriented Districts.**



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- 1.2 Identify and pursue internal and grant funding to accomplish community pedestrian and active transportation planning and implementation.**
- 1.3 Implement planned and funded pedestrian and active transportation improvements as stand-alone projects or by incorporating them into programmed street and road reconstruction and widening projects.**

All roadway reconstruction and widening projects shall implement pedestrian and active transportation improvements identified through community-based planning and subsequently funded. Projects of this type may require extensive community outreach and environmental clearances.

- 1.4 Implement planned and funded active transportation improvements by incorporating them into programmed street and road rehabilitation and preservation projects.**

Roadway rehabilitation and preservation projects should consider implementing planned and funded active transportation improvements if they can be incorporated without significantly delaying the project schedule that would necessitate more costly pavement treatments. Pavement preservation projects are maintenance projects that rely on utilizing timely, appropriate

and successive preservation treatments in order to postpone costly rehabilitation and reconstruction projects. These projects generally follow expedited schedules and do not provide the same opportunity for extensive community outreach and/or environmental clearances as other road construction projects.

- 1.5 Coordinate with developers to incorporate the concepts of General Plan Opportunity Areas into their master planning and subdivision developments and to provide active transportation networks, amenities, and facilities that promote walking, bicycling, and transit use as viable transportation options to reach key community destinations.**



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- 1.6 Consider the use of alternative street cross-sections on major street and highway projects that promote the integration of pedestrian, bicycle, transit, and vehicular mobility that is consistent with the development concept of the area.

Goal 2 Community-based planning and implementation of pedestrian and active transportation improvements and programs that promote safety of all roadway users, education of safe behavior, support traffic enforcement activities to increase pedestrian, bicycle, and transit safety, and encouragement of active modes as a viable transportation alternatives and part of healthy lifestyles.

- 2.1 Consider alternative street cross-sections where appropriate that increase safety such as lane reconfigurations and traffic calming.

- 2.2 Support traffic enforcement activities that increase pedestrian, bicyclist, and transit safety.

- Encourage enforcement of traffic laws including citing bicyclists, pedestrians, and motor vehicle operators consistently for violations to enhance safety.
- Encourage targeted enforcement activities in areas with high active transportation activity.

- 2.3 Ensure a robust County's Suggested Routes to School program.

- Implement improvements that increase the safety of active travel to and from schools.
- Develop incentive programs for students who participate in the Suggested Routes to School Program.
- Continually pursue funding for improvements and programs under the Federal SRTS and the State SR2S grants programs.
- As part of a balanced transportation funding plan, incorporate planning and implementation of improvements to promote safe and viable pedestrian and active transportation access to schools.



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2.4 Provide education for all road users, children and adults

- Continue to partner with DPH and/or non-County agencies to seek funding for non-infrastructure projects and provide safety and skills education for pedestrians, bicyclists, and transit users of all of age groups in unincorporated County areas.
- Develop communication materials aimed to improve safety for active travelers and motorists.
- Create safety information campaigns aimed at active travelers and motorists (e.g., public service announcements, brochures, etc.).
- Continue to work with schools to promote Suggested Routes to Schools programs.

2.5 Encourage County residents to walk, bicycle, and utilize transit for transportation and recreation.

- Partner with the Department of Public Health to identify communities with high rates of obesity and target with improvement and encouragement programs.
- Partner with the Department of Parks and Recreation and other recreation program providers to promote walking as a facet of healthy lifestyles.

2.6 Encourage non-automobile commuting by partnering with transit providers to promote walking, bicycling, and public transportation as viable commuting alternatives.

Goal 3 Engage communities in the support and planning of pedestrian and active transportation networks.

3.1 Support Community Involvement.

- Encourage citizen participation and stakeholder input in the planning and implementation of pedestrian and active transportation improvements by holding public meetings and workshops to solicit community input.



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3.2 Create an online presence to increase the visibility of pedestrian and active transportation issues, projects, and programs in unincorporated Los Angeles County.

Goal 4 Develop a balanced transportation funding plan that supports pedestrian, bicycle, roadway, and transit improvements and programs.

4.1 Balance existing funding mechanisms to support community pedestrian and active transportation planning and implementation.

- Continue to leverage funding for pedestrian and active transportation improvements and programs through the County's road and bikeway construction programs.
- Pursue a balanced approach in assigning available Road, Prop C Local Return, Measure R Local Return, and Article 3 Bikeway funds to address the County's streets and roads, bikeways, and pedestrian improvement and maintenance priorities commensurate with their needs and funding eligibility.

4.2 Identify and apply for grant funding that support the planning and development of pedestrian and active transportation facilities and programs. Support new funding opportunities for such improvements and programs that are proposed at the Federal, State, Regional, and Local levels.



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III. Community Pedestrian and Active Transportation Planning and Implementation Priorities

A. General Plan Community Planning Coordination

The General Plan's Planning Area Framework and Transit-Oriented District (TOD) Planning Strategy present the best opportunity to coordinate Community Pedestrian and Active Transportation Planning with the County's broader community planning efforts. The Planning Area Framework identifies specific TODs and Opportunity Areas particularly conducive to this coordination effort. Appendix A is a listing of these TOD's and Opportunity Areas.

The Los Angeles County Metropolitan Transportation Authority is currently developing a First Mile Last Mile Strategic Plan, which seeks to reduce the time and distance it takes people to travel from their origins to transit stations and from stations to their destinations. The concept is a network of active transportation improvements extending from regional transit stations and hubs along specific access routes that will shorten trip lengths, seamlessly connect transit patrons with their stations, and improve the en-route user experience. This Strategic Plan will be an important component of the planning and implementation of pedestrian and active transportation improvements in and around the County's TODs.

B. Suggested Routes to Schools

Since 2004, the Department of Public Works has made Suggested Route to School maps for public elementary schools in the unincorporated County areas available through the County's Suggested Pedestrian Route to School Web Site.

The Department of Public Works actively participates in both the Federal Safe Routes to School (SRTS) and the State Safe Routes to School (SR2S) programs, which provide competitive grant funding for safety improvements, including sidewalk construction, upon routes designated as suggested routes to schools. Public Works will continue to aggressively pursue funding for pedestrian improvements and programs under these grant opportunities. Public Works will incorporate planning and implementation of improvements to promote safe and viable pedestrian and active transportation access to schools into a balanced transportation funding plan.



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C. Healthy Living Initiatives

The Healthy Design Ordinance

The Board of Supervisors' January 24, 2012 actions establishing a Healthy Design Ordinance along with other policies and implementation directives give further guidance to Public Works and other County departments for Community Pedestrian and Active Transportation Planning and implementation. The Chief Executive Office, as directed by the Board of Supervisors, established the Department of Public Health as the lead for the Healthy Design Phase II Working Group that involves the Departments of Parks and Recreation, Regional Planning, Fire, Beaches and Harbors, Public Works, Community Development, Internal Services, and the Arts Commission. The purpose of the Working Group is to foster cross-department awareness and set out strategies to implement the Board's policies and directives.

To date, the Working Group has identified the Work Plan in Appendix B which includes several elements relating to Community Pedestrian and Active Transportation Planning and implementation.

Another emerging opportunity identified by the Working Group with a nexus to Community Pedestrian and Active Transportation Planning is to identify improvements which improve and encourage active transportation access to and around County park facilities. The County Department of Parks and Recreation is preparing Phase One of a Master Plan for Sustainable Parks and Recreation under the Sustainable Communities Planning Grants and Incentives Program which will address the needs of the County's unincorporated communities. The Master Plan - Phase I will be comprised of individual parks and recreation plans for unincorporated areas. This project will focus on six of the most underserved, economically disadvantaged communities in the County of Los Angeles: East Los Angeles, East Rancho Dominguez, Lennox, Walnut Park, West Athens, and Willowbrook.

East Los Angeles: City Terrace Park, Obregon Park, Belvedere Park, Atlantic Park, Salazar Park, E. Heredia Boxing Club, Saybrook Park, and Parque de los Suenos.

East Rancho Dominguez: E. Rancho Dominguez Park.

Lennox: Lennox Park.



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Walnut Park: Walnut Nature Park.

West Athens: Helen Keller Park.

Willowbrook: Carver Park, Mona Park, Magic Johnson Park, Athens Park, Enterprise Park.

The Master Plan - Phase I will promote infill development by 1) establishing implementation strategies to develop new parks, improve existing ones, and enhance recreational services and programs; and 2) identifying and analyzing potential parkland opportunities in the economically disadvantaged communities that the County should pursue, which may include vacant and underutilized land, joint use projects on school sites, and multi-benefit projects along utility corridors, and flood control and railroad right-of-ways. The Master Plan - Phase I will encourage development of new parks in existing developed urban communities rather than on undeveloped land in outlying areas, and siting of new neighborhood and community parks within a half-mile radius to residents and/or in close proximity to public transit lines wherever possible. The Plan will consider the development new pocket parks on urban infill sites. These parks typically do not include on-site parking, thereby encouraging residents to walk or bike to them. Where appropriate, the Plan will consider multi-use urban trails that can be used for both recreation and non-motorized circulation purposes. For example, urban trails may be established along existing utility corridors and abandoned railroad right-of-ways found in many urban communities.

The Master Plan - Phase I will seek to promote bicycling and walking and reduction of vehicle trips by creating additional opportunities for walking and biking in communities. Increased walking and bicycle riding in and around parks can contribute to cardiovascular fitness and weight control, both of which can make residents healthier and increase the quality of life. Increased physical activity can reduce a number of chronic health risks such as obesity, diabetes, heart disease, cancer and depression.

The Master Plan - Phase I will support the development and improvement of parks, recreational facilities, and trails which will provide multiple health benefits, increase fitness, and enable residents to have contact with nature. A public health issue of particular concern is childhood obesity. The Master Plan - Phase I will focus on communities that have high levels of childhood obesity (30% or more) and very limited local parkland (less than an acre per 1,000 residents).

To engage other entities in the development and implementation of the Master Plan - Phase I, DPR will work collaboratively with various County agencies, including staff from



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the Regional Planning, Public Works, Public Health, and Public Library. These agencies will be asked to participate in stakeholder interviews and invited to all community workshops. DPR will also send drafts of the Master Plan - Phase I to these departments for peer review and comments. These departments will help with more technical issues such as incorporating recommendations into future community plans, managing capital improvement projects at parks, and measuring the public health impacts of future parks and recreation projects.¹

This project provides an excellent opportunity for Public Works to collaborate with DPR and other County departments on the planning and implementation of improvements that will enhance pedestrian and active transportation access and circulation around the targeted parks.

¹ County of Los Angeles Department of Parks and Recreation, Application for Sustainable Communities Planning Grants and Incentives Program (Proposition 84), February 15, 2012.

The County Bicycle Master Plan

The Board of Supervisors approval of the County Bicycle Master Plan instructed the Director of Public Works, in coordination with the Director of Public Health, to identify the ten unincorporated communities within the County of Los Angeles with the highest rates of obesity and develop an implementation and funding plan to construct high-priority bikeways. The Department of Public Works collaborated with the Department of Public Health to identify the following communities and identified 43 corridors covering approximately 41 miles of bikeways to focus initial implementation efforts.

- Altadena
- East Compton
- Florence Graham
- Valinda
- Vincent
- Walnut Park
- West Athens
- West Carson
- Westmont
- Willowbrook



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D. Community Sidewalk Planning and Construction

See Appendix C for the unincorporated areas, communities, and neighborhoods identified by the Department of Public Works as candidates for future sidewalk planning studies.

IV. Progress Tracking

In accordance with the Department of Public Works Strategic Plan, as Community Pedestrian Planning and Implementation moves forward, progress will be monitored, documented, and tracked, and the Strategic Plan measures of unincorporated population covered through community pedestrian planning and footage of community pedestrian improvements implemented will be periodically updated.

This Community Pedestrian Planning Framework will be updated periodically as planning and implementation activities progress. The County needs to remain flexible to updating and amending the recommendations and proposals contained in this Framework. Over time, additional planning and implementation priorities may arise, or priorities may change. The Department of Public Works will collaborate with stakeholders and the Department of Regional Planning on future updates.



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APPENDIX A

COUNTY OF LOS ANGELES GENERAL PLAN OPPORTUNITY AREAS

PLANNING AREA	OPPORTUNITY AREA
Antelope Valley	Acton Rural Town Center – Soledad Canyon Road/Crown Valley Road
Antelope Valley	Antelope Acres Rural Town Center – 90 th Street West/Avenue E-8
Antelope Valley	Gorman Rural Town Center – Interstate 5/Gorman School Road
Antelope Valley	Lake Hughes Rural Town Center – Elizabeth Lake Road/Trail L
Antelope Valley	Lake Los Angeles Rural Town Center – 170 th Street East/Avenue O
Antelope Valley	Leona Valley Rural Town Center – Elizabeth Lake Road/90 th Street West
Antelope Valley	Littlerock Rural Town Center – Pearblossom Highway from 72 nd Street East to 89 th Street East
Antelope Valley	Pearblossom Rural Town Center – Pearblossom Highway from 121 st Street East to 134 th Street East
Antelope Valley	Quartz Hill Rural Town Center – 50 th Street West from Avenue L-6 to Avenue M-2
Antelope Valley	Roosevelt Rural Town Center – 90 th Street East/Avenue J
Antelope Valley	Sun Village Rural Town Center – Palmdale Boulevard/90 th Street East
East San Gabriel Valley	Charter Oak – Arrow Highway Corridor from Bender Avenue to Valley Center Avenue
Gateway	East Rancho Dominguez Neighborhood Center – Atlantic Avenue at Compton Boulevard
Gateway	East Rancho Dominguez Atlantic Avenue Corridor – McMillan Street to Linsley Street
Gateway	East Rancho Dominguez Compton Avenue Corridor – Harris Avenue to Williams Avenue
Gateway	Rancho Dominguez – Del Amo Boulevard Blue Line Station Transit Oriented District
Gateway	West Whittier/Los Nietos, Whittier Boulevard Corridors – Pioneer Boulevard to Sorensen Avenue
Metro	East Los Angeles, Third Street Gold Line Station Transit Oriented District and Specific Plan
Metro	Florence-Firestone, Slauson Avenue Blue Line Station Transit Oriented District
Metro	Florence-Firestone, Florence Avenue Blue Line Station Transit Oriented District and Neighborhood Center
Metro	Florence-Firestone, Florence Avenue Corridor-Central Avenue to Santa Fe Avenue



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PLANNING AREA	OPPORTUNITY AREA
Metro	Florence-Firestone, Central Avenue Corridor-61 st Street to Firestone Boulevard
Metro	Florence-Firestone, Firestone Boulevard Blue Line Station Transit Oriented District
Metro	Walnut Park, Santa Fe Avenue Corridor from Florence Avenue to Cass Place
Metro	Walnut Park, Florence Avenue Corridor from Santa Fe Avenue to Mountain View Avenue
Metro	Walnut Park, Pacific Boulevard Corridor from Florence Avenue to Santa Ana Avenue
Metro	West Athens-Westmont Neighborhood Center, Imperial Highway at Western Avenue
Metro	West Athens-Westmont, Imperial Highway Corridor from Van Ness Avenue to Vermont Avenue
Metro	West Athens-Westmont, Vermont Avenue Green Line Station Transit Oriented District
Metro	West Rancho Dominguez-Victoria Neighborhood Center – El Segundo Boulevard at Avalon Boulevard
Metro	West Rancho Dominguez-Victoria, El Segundo Boulevard Corridor from Figueroa Street to Central Avenue
Metro	Willowbrook Neighborhood Center, Imperial Highway at Wilmington Avenue
Metro	Willowbrook, Wilmington Avenue Corridor from Imperial Highway to 120 th Street
Metro	Willowbrook, Imperial Highway/Rosa Parks Green Line Station Transit Oriented District
San Fernando Valley	La Crescenta-Montrose, Foothill Boulevard Corridor from Pennsylvania Avenue to Briggs Avenue
South Bay	Alondra Park, Crenshaw Boulevard Corridor from Rosecrans Avenue to Manhattan Beach Boulevard
South Bay	Del Aire, Aviation Boulevard Green Line Station Transit Oriented District
South Bay	Del Aire, Inglewood Avenue Corridors from El Segundo Boulevard to 141 st Street
South Bay	Lennox Neighborhood Center – Lennox Boulevard at Hawthorne Boulevard
South Bay	Lennox, Hawthorne Boulevard Corridor from Lennox Boulevard to I-105
South Bay	Lennox, Hawthorne Boulevard Green Line Station Transit Oriented District
South Bay	West Carson Neighborhood Center – Carson Street
South Bay	West Carson, Vermont Avenue Corridor from 210 th Street to 220 th Street
South Bay	West Carson, I-110 Transitway Station Transit Oriented District
West San Gabriel Valley	Altadena – Lake Avenue Corridor from Altadena Drive to Woodbury Road
West San Gabriel Valley	Avocado Heights, Valley Boulevard Corridor from Temple Avenue to Vineland Avenue



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PLANNING AREA	OPPORTUNITY AREA
West San Gabriel Valley	East Pasadena/East San Gabriel, Rosemead Boulevard Corridor from I-210 to Callita Street
West San Gabriel Valley	East Pasadena/East San Gabriel, Sierra Madre Gold Line Station Transit Oriented District
West San Gabriel Valley	South Monrovia Islands, Live Oak Avenue Corridor from Hempstead Avenue to Peck Road
Westside	Ladera Heights/View Park/Windsor Hills Neighborhood Center – Slauson Avenue at La Brea Avenue
Westside	Ladera Heights/View Park/Windsor Hills, Slauson Avenue Corridor from Wooster Avenue to Angeles Vista Boulevard



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APPENDIX B

**HEALTHY DESIGN WORKING GROUP
DRAFT PROPOSED WORK PLAN**

	Activity	Departments
1	Develop criteria to determine whether soil and water is safe for growing food in community gardens and other land identified for agricultural use.	Public Health, Regional Planning, Parks & Recreation
2	Develop bicycle parking design standards and guidelines for County facilities, new development, building renovations, and public rights-of-way. This team will also support ISD in the installation of short and long term bicycle parking at County facilities.	Public Works, Public Health, Regional Planning, Internal Services
3	a. Conduct community-based transportation planning seek to incorporate active transportation and green street infrastructure elements for the future development of public works infrastructure projects in TODs and General Plan Opportunity Areas and other appropriate locations. b. Create a project initiation checklist that incorporates active transportation and green street infrastructure elements into street and highway projects that involve pavement reconstruction and other types of major construction.	Public Works, Regional Planning, Public Health, Parks & Recreation, Community Development
4	Develop educational resources to inform residents and/or community groups about the process to apply for permits for temporary and regularly occurring community events at opportunity sites such as alleys, parking lots, sidewalks, set back landscaped areas, county facilities, and others as appropriate.	Regional Planning, Public Health, Arts, Public Works, Parks & Recreation, Community Development
5	Continue developing the Healthy Design Guidelines as part of the Technical Subgroup of the Healthy Design Workgroup, and present draft guidelines to the board within one year for approval.	Regional Planning, Public Works, Fire, Community Development, Public Health, Parks & Recreation, Beaches & Harbors
6	Implement advanced yield or limit line bars and high-visibility (continental) crosswalks at all intersections in the transit oriented districts (TODs), TOD corridors, General Plan Opportunity Areas, and at 25 intersections with the highest number of pedestrian-vehicle collisions in County unincorporated areas. Evaluate the efficacy of these devices by compiling and evaluating a before and after 36 months traffic collision history to identify any continued recurrence of specific collision patterns at locations where they have been implemented.	Public Works, Regional Planning, Public Health
7	Identify a range of street tree species that meet multiple departmental needs including rainwater infiltration, shade, non-invasive root systems, community character, and low maintenance, and create criteria for use and placement by all affected departments.	Regional Planning, Public Works, Parks & Recreation, Beaches & Harbors, Public Health, Arts, Fire
8	Continue to collaborate on projects including joint outreach and technical advisory committees within Willowbrook, using the GIS Healthy Design Webviewer as a tool for increased collaboration.	Regional Planning, Parks & Recreation, Public Works, Arts, Public Health
9	Bring potential joint grant opportunities to the workgroup's attention at quarterly meetings, to apply for healthy design related funding opportunities.	All participants



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APPENDIX C

PUBLIC WORKS COMMUNITY SIDEWALK PLANNING AND CONSTRUCTION

COMMUNITY/NEIGHBORHOOD	STATUS
Department of Public Works Sidewalk Planning	
A. South, East, and West Whittier areas, Fourth District	Complete
B. Azusa/Covina Islands, First District	Complete
C. East Los Angeles, First District	Initial screening complete
D. Potential New Plan areas	Inventory of potential new study areas along with its general assessment of new sidewalk needs.
South San Gabriel (SD 1)	<u>Assessment:</u> most of the area has existing walk except Kenneydale s/o Hill, Orange from Grand View to Lawrence, Mountain Vista n/o San Gabriel, La Midrino Drive, Walnut Grove and scattered streets with no curb/gutter or full R/W.
Valinda (South San Jose Hills, Valinda, Bassett) (SD 1)	
Pellissier Village (SD 1)	<u>Assessment:</u> equestrian area
Thienes/Rush area (SD 1)	<u>Assessment:</u> has existing walk except e/s of Rush which may not have full R/W
Avocado Heights (SD 1)	<u>Assessment:</u> equestrian area, has some existing walk, major project to narrow streets and better define multi-use trails is in progress
Abbeywood Tract (SD 1)	
Windsor Hills on Overhill Drive from Slauson to Stocker (SD 2)	
Hacienda Heights (SD 4)	<u>Assessment:</u> has some existing sidewalk, some rural areas
Rowland Heights (SD 4)	<u>Assessment:</u> has some existing sidewalk, some rural areas
Spy Glass Hill area (SD 4)	<u>Assessment:</u> has existing sidewalk except on Cliota, Kimbark and Starca
Pioneer/Strong Et Al (SD 4)	<u>Assessment:</u> has some existing walk and a portion with no curb/gutter
Covina Islands including Charter Oak (SD 5)	
Pomona Island (Cal Poly) (SD 5)	<u>Assessment:</u> adjacent to school in rural setting
San Gabriel (SD 5)	<u>Assessment:</u> some areas do not have curb and gutter
Monrovia, Arcadia, Duarte (SD 5)	



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COMMUNITY/NEIGHBORHOOD	STATUS
Gladstone/Ramona and Baseline/Foothill areas (SD 5)	<u>Assessment:</u> has existing walk except Gaillard w/o Lyford, Ghent w/o Lyford, Fernshaw n/o Juanita, Baseline e/o San Dimas Cyn and a portion with no curb/gutter or full R/W
Claremont/La Verne Islands (SD 5)	<u>Assessment:</u> has some existing sidewalk and some is rural
Glendora Islands (SD 5)	
San Pasqual area (SD 5)	
East Pasadena (Chapman Woods, Michellinda, etc) (SD 5)	
La Crescenta (SD 5)	<u>Assessment:</u> has some existing sidewalk and portion with no curb and gutter
Montrose (SD 5)	
Altadena (SD 5)	<u>Assessment:</u> has some existing sidewalk and portion with no curb and gutter
Quartz Hill (SD 5)	
Desert View Highlands (vicinity Elizabeth Lake Road, west of 10 th St. West (SD 5)	