



**View Park-Windsor Hills and Ladera Heights  
COMMUNITY TRAFFIC SAFETY PLAN**





COUNTY OF LOS ANGELES  
VIEW PARK-WINDSOR HILLS AND LADERA HEIGHTS  
COMMUNITY TRAFFIC SAFETY PLAN  
November 2023 | **DRAFT**

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**Prepared for**  
Los Angeles County Public Works



Los Angeles County Supervisor  
Holly J. Mitchell



# TABLE OF CONTENTS

## CHAPTER 1: PROJECT BACKGROUND

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Background	7
Timeline and Process	8
Goals and Objectives	10

## CHAPTER 2: EXISTING CONDITIONS

---

Project Area	12
Collision History	14
Proximity to Destinations	17
Traffic Patterns	21

## CHAPTER 3: COMMUNITY ENGAGEMENT

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Community-Wide Engagement Workshops	24
Community Based Organization Meetings	27
Online Survey	28
Online Interactive Map	29

## CHAPTER 4: METHODOLOGY AND PROCESS

---

Focused Corridor Selection	31
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## CHAPTER 5: RECOMMENDATIONS

---

Toolbox	37
Recommendations and Concept Plans	42

## CHAPTER 6: IMPLEMENTATION PLAN

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Project Prioritization	57
Project Phasing	61
Funding Opportunities	62
Next Steps	66

## LIST OF FIGURES

Figure 2.1.1 Project Area and Vicinity Map	13
Figure 2.2.1 Collision Density (2017-2022)	15
Figure 2.2.2 Killed and Seriously Injured Collision Density (2017-2022)	16
Figure 2.3.1 Proximity to Schools	17
Figure 2.3.2 Proximity to Parks	18
Figure 2.3.3 Proximity to Community Centers	19
Figure 2.3.4 Proximity to Hospitals and Medical Centers	19
Figure 2.3.5 Proximity to Places of Worship	20
Figure 2.3.6 Proximity to Day Care Centers	20
Figure 2.4.1 Average Daily Traffic Patterns	21
Figure 2.4.2 85th Percentile Speed Patterns	22
Figure 3.3.1 Summary of Online Survey Input	28
Figure 3.4.1 Online Interactive Map	29
Figure 4.1.1 Focused Corridor Selection Composite Map	33
Figure 4.1.2 Focused Corridors	34
Figure 5.1.1 Toolbox Recommendation Categories	37
Figure 5.2.1 Proposed Recommendations	43

## LIST OF TABLES

Table 3.2.1 Community Based Organization Meeting Schedule	27
Table 4.1.1 Arterial Corridor Prioritization Criteria	32
Table 4.1.2 Residential Corridor Prioritization Criteria	32
Table 4.1.3 Focused Corridors	35
Table 6.1.1 Project Prioritization Criteria	58
Table 6.1.2 Project Rankings	59
Table 6.3.1 Funding Sources	62



# APPENDICES

Appendix A - Community Workshop#1 Materials

Appendix B - Community Workshop#2 Materials

Appendix C - Corridor Selection Methodology

Appendix D - Complete List of Recommendations

Appendix E - Project Prioritization Calculations

# ACRONYMS

ADT	Average Daily Traffic	HSIP	Highway Safety Improvement Program
ATP	Active Transportation Program	KSI	Killed or Seriously Injured
BUILD	Better Utilizing Investments to Leverage Development	MUTCD	Manual on Uniform Traffic Control Devices
CA MUTCD	California Manual on Uniform Traffic Control Devices	NACTO	National Association of City Transportation Officials
CBTP	Community-Based Transportation Planning	OTS	California Office of Traffic Safety
CRS	California Road System	SAFE	Streets are for Everyone
CTSP	Community Traffic Safety Plan	SRTS	Safe Routes to School
DAC	Disadvantaged Community	SS4A	Safe Streets and Roads for All
FHWA	Federal Highway Administration	STBG	Surface Transportation Block Grant Program
FTA	Federal Transit Administration	TIGER	Transportation Investment Generating Economic Recovery
GIS	Geographic Information System	USC	United States Code
HDM	Highway Design Manual	USDOT	United States Dept. of Transportation

# CH 1. PROJECT BACKGROUND





## 1.1 Background

On August 4, 2022, a devastating collision occurred at the intersection of La Brea Avenue and Slauson Avenue in the View Park-Windsor Hills and Ladera Heights neighborhoods, claiming the lives of six individuals. This tragic incident prompted the affected communities to unite in addressing longstanding concerns about traffic safety.

In response to the heightened awareness of these safety issues and the residents' calls for action, Supervisor Holly J. Mitchell directed to develop a Community Traffic Safety Plan (CTSP) in the View Park-Windsor Hills and Ladera Heights neighborhood with traffic engineering reviews.



# 1.2 Timeline and Process

## Existing Conditions Research and Data Collection

Researching and collecting data on the current conditions to gain insight related to the community's concerns.

## Community Engagement *(Understand community concerns)*

Focused Meetings with Community Based Organizations  
January - March, 2023



Community Workshop #1  
March 15, 2023

## Identify Focus Points

Develop Methodology

Volume and Speed Data Collection

Field Review



Project Kickoff

Project Management Meetings held bi-weekly from November 2022 to November 2023



**Community Engagement**  
*(Review the draft recommendations with public)*

Focused Meetings with Community Based Organizations  
 June - July, 2023



Community Workshop #2  
 July 15, 2023

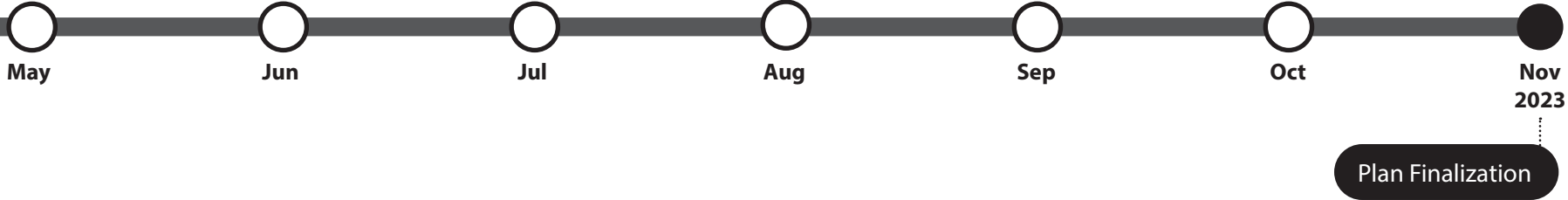


Online Survey  
 July 24 - August 18, 2023

**Network and Program Development**

Develop Improvement & Prioritization Strategies

Prepare Final Plan



# Goals and Objectives

The CTSP is a comprehensive and proactive process that encompasses all modes of transportation. It is designed to provide guidance for the development of both current and future infrastructure to ensure the safety of all road users, both in the short and long term. Below are the project goals and objectives.

## SAFETY



**GOAL 1:** Reduce traffic collisions and minimize injuries and fatalities.

*Objective 1.1:* Identify and address high-risk areas by implementing traffic calming measures, improving intersections, installing traffic signals, and enhancing road markings.

**GOAL 2:** Improve street facilities and bring up to current standard, where possible.

*Objective 2.1:* Where possible, provide separate facilities for each mode to minimize conflict between modes.

*Objective 2.2:* Provide safety recommendations for areas around community centers (schools, library, parks, etc.)

**GOAL 3:** Improve street conditions for all

*Objective 3.1:* Create an environment that is comfortable for pedestrians by improving crosswalks, sidewalks, and other infrastructure.

*Objective 3.2:* Improve street infrastructure with the goal of reducing pedestrian and bicycle fatalities and injuries resulting from collisions at intersections and along corridors.

## ACCESS



**GOAL 4:** Help people access employment, education, health care, and recreation facilities.

*Objective 4.1:* Support the development of infrastructure that improves mobility access to and from key origins and destinations.

**GOAL 5:** Manage traffic flow

*Objective 5.1:* Optimize traffic flow to reduce the likelihood of collisions.

*Objective 5.2:* Install signs and road markings to guide and inform drivers.



# CH 2. EXISTING CONDITIONS



## 2.1 Project Area

The View Park-Windsor Hills and Ladera Heights neighborhoods are unincorporated communities in Los Angeles County located approximately eight miles southwest from Downtown Los Angeles. They are adjacent to the Cities of Los Angeles, Culver City, and Inglewood. Additionally, the area is located to the east of the San Diego Freeway (I-405), and the Marina Freeway (SR-90). Figure 2.1.1 displays the project area and vicinity.

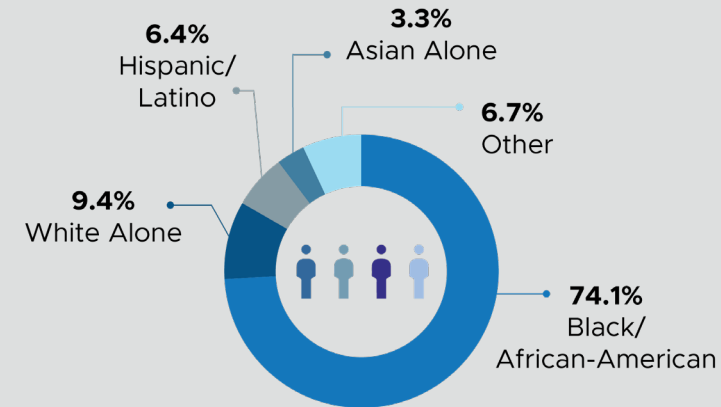
A total of 18,145 individuals live in the View Park-Windsor Hills and Ladera Heights neighborhoods, with 74.1 percent of the population identifying as Black/African-American.

Approximately 80 percent of residents use personal vehicles for their daily commute, while only 4.6 percent of the population opts for active transportation including walking, biking, and public transit. It is worth noting that this is 4 percentage points lower than the average in Los Angeles County. This preference for personal vehicles highlights a strong dependence on car-centric mobility in the project area, contrasting with the county-wide trends.

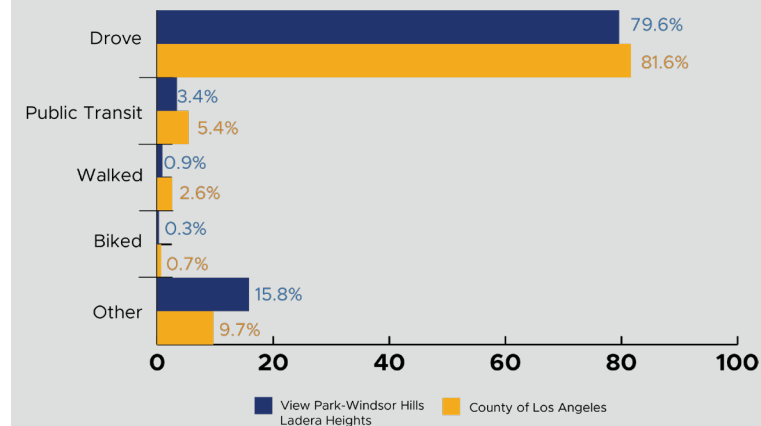
### Total Population

18,145

### Race and Ethnicity

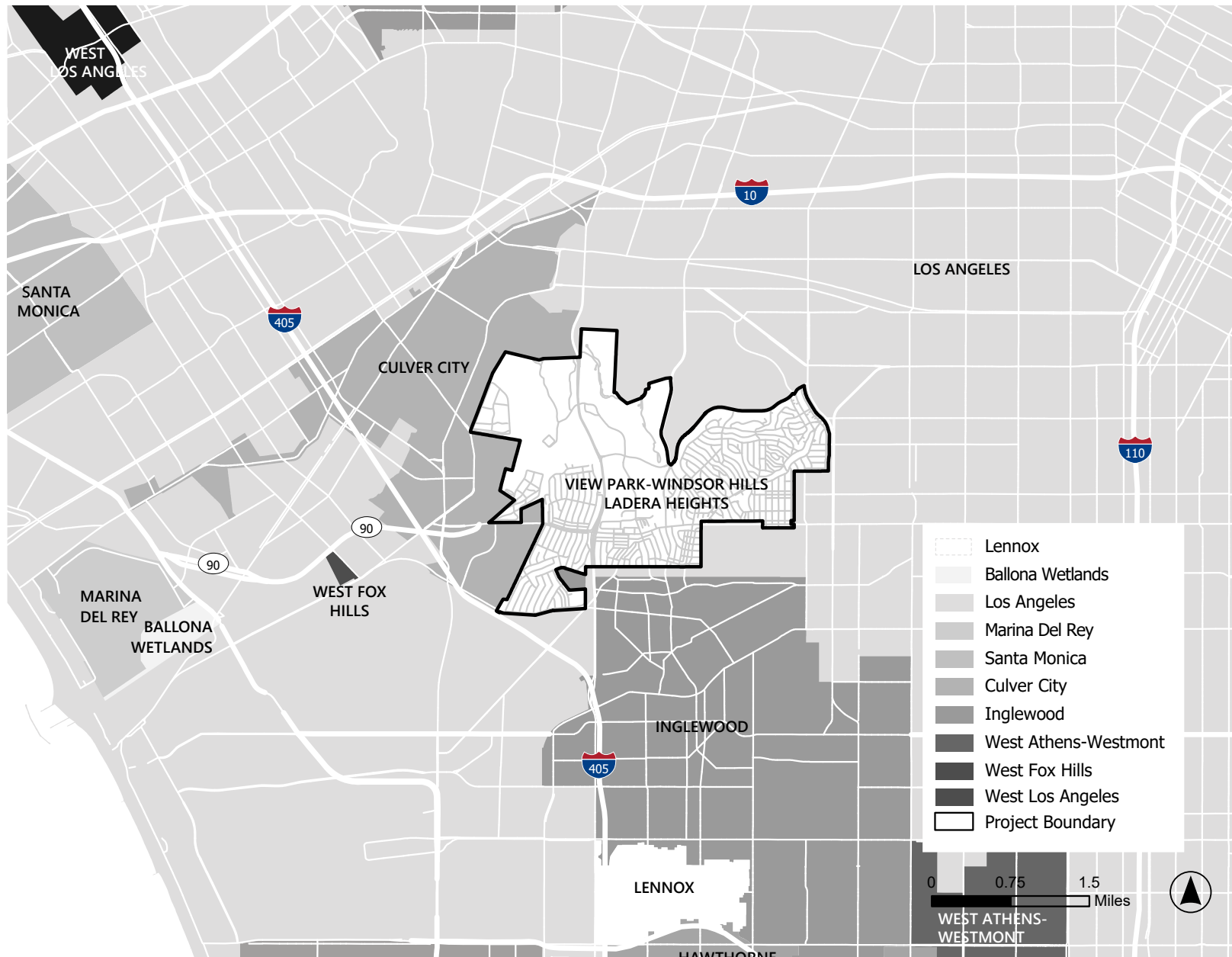


### Means of Transportation to Work



Source: American Community Survey 5-Year Estimates 2020

Figure 2.1.1 Project Area and Vicinity Map





## 2.2 Collision History

Examining historical on-street collision data to identify patterns and trends plays a pivotal role in deciding the targeted enhancements to be implemented. Collision data was collected from January 2017 to December 2022 (source: Los Angeles County Public Works' Collision Database).

From 2017 to 2022, there were 1,981 collisions reported in the project area, an average of 330 collisions per year.

Based on the frequency of collisions at specific locations, a higher frequency of collisions occur along Slauson Avenue, La Cienega Boulevard, La Brea Avenue, Overhill Drive, Angeles Vista Boulevard, Stocker Street, and Centinela Avenue. Figure 2.2.1 shows the overall collision hotspots and Figure 2.2.2 illustrates Killed or Seriously Injured (KSI) collision hotspots from 2017 to 2022.



Figure 2.2.1 Collision Density (2017-2022)



Source: Los Angeles County Public Works' Collision Database 2017-2022

Figure 2.2.2 Killed and Seriously Injured Collision Density (2017-2022)



Source: Los Angeles County Public Works' Collision Database 2017-2022



## 2.3 Proximity to Destinations

To identify areas in the community with a higher probability of walking and biking activity, a 1/4-mile buffer was applied around all key destinations within the project area. A 1/4-mile was used as it represents a typical reasonably comfortable distance for walking and biking, approximately a five minute walk or three minute bike ride. The key destinations identified in the project area included schools, day care centers, parks, community centers, and places of worship that attract a diverse range of residents including children, elderly, and persons with disabilities.

### Schools

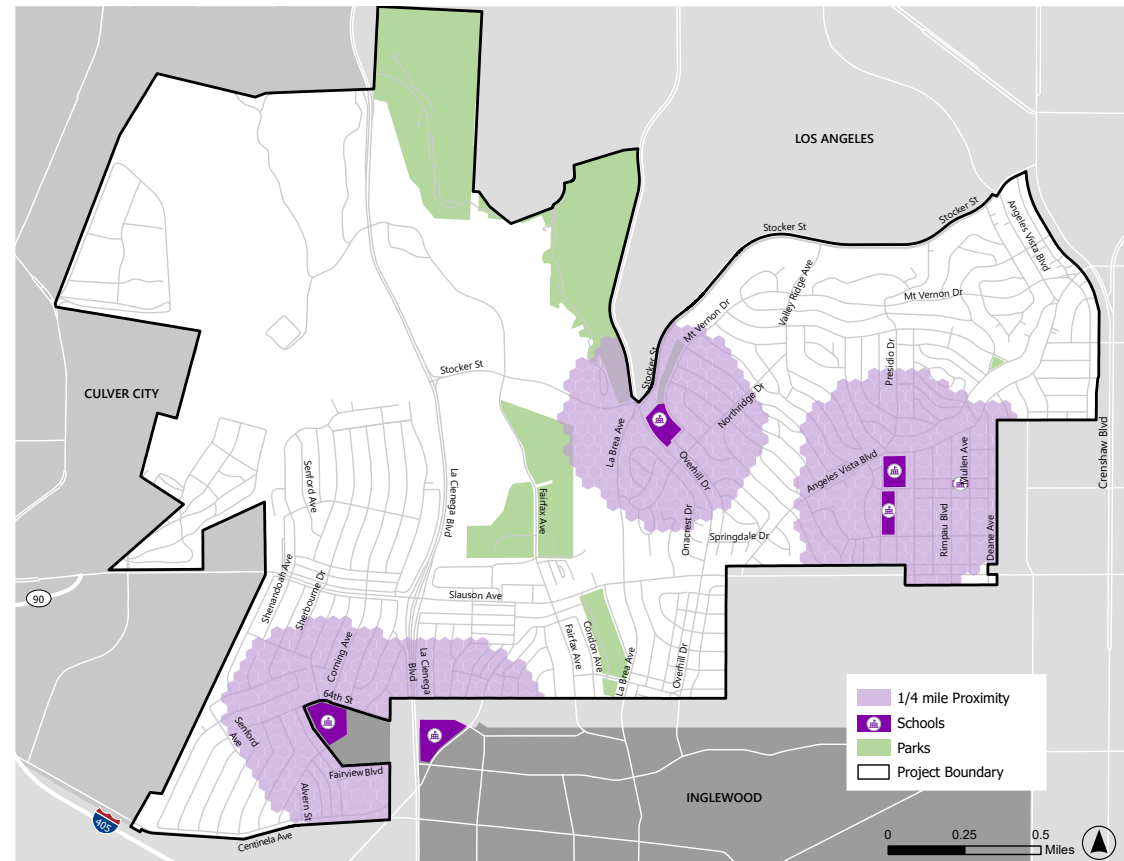
Public schools, a private school, and a special family service organization within the project area, as well as two elementary schools that are part of the Inglewood Unified School District were considered when analyzing proximity to schools.

#### School List:

- 54th Street Elementary School
- Windsor Hills Elementary School
- Tiny Babe's Preparatory Academy
- Way Finder Family Services
- Frank D. Parent Elementary School
- La Tijera Elementary School

Figure 2.3.1 shows the proximity of a 1/4-mile radius to schools.

Figure 2.3.1 Proximity to Schools



Source: Google Maps; Los Angeles Unified School District; Inglewood Unified School District

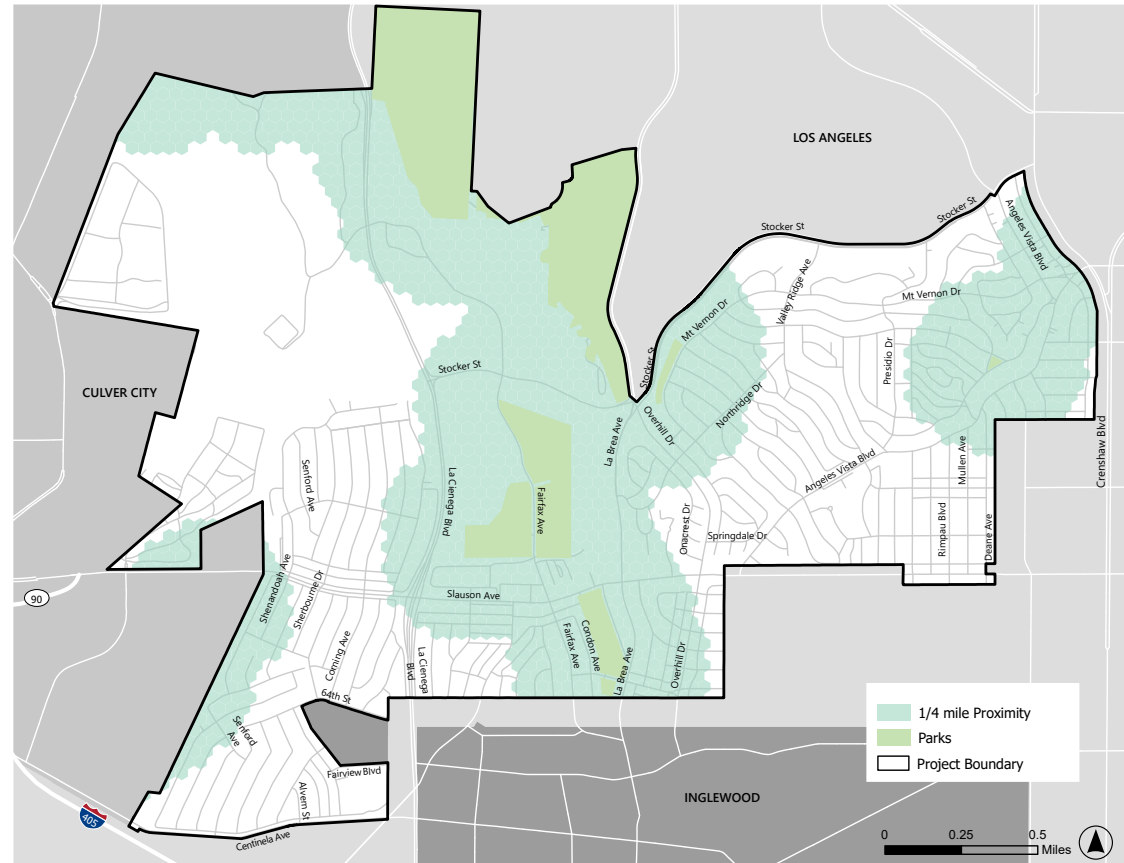
## Parks

Kenneth Hahn State Recreation Area is a State-owned and County-maintained park located north of Stocker Street between La Cienega Boulevard and La Brea Avenue. The park is a destination for family gatherings and has various picnic areas, several playgrounds, a basketball court, a volleyball field and a fishing lake. In addition, Yvonne B. Burke Sports Complex Baseball fields and Soccer fields are located on Fairfax Avenue as a part of Kenneth Hahn Recreation Area.

Rueben Ingold Park is located on a bluff on the western edge of the View Park-Windsor Hills neighborhood, overlooking Baldwin Hills. The park is a part of the Park to Playa Trail network, a 13-mile regional network of 7 trails and is connected to the Stocker Corridor Trail by a flight of stairs.

Ladera Park is located on the southwestern edge of the View Park-Windsor Hills neighborhood adjacent to the Ladera Heights neighborhood and provides opportunities for activities such as family reunions, church picnics, and numerous organized recreational activities. In addition, the park offers programs and services for all ages from youths to adults. Figure 2.3.2 shows the proximity of a 1/4-mile radius to parks.

Figure 2.3.2 Proximity to Parks

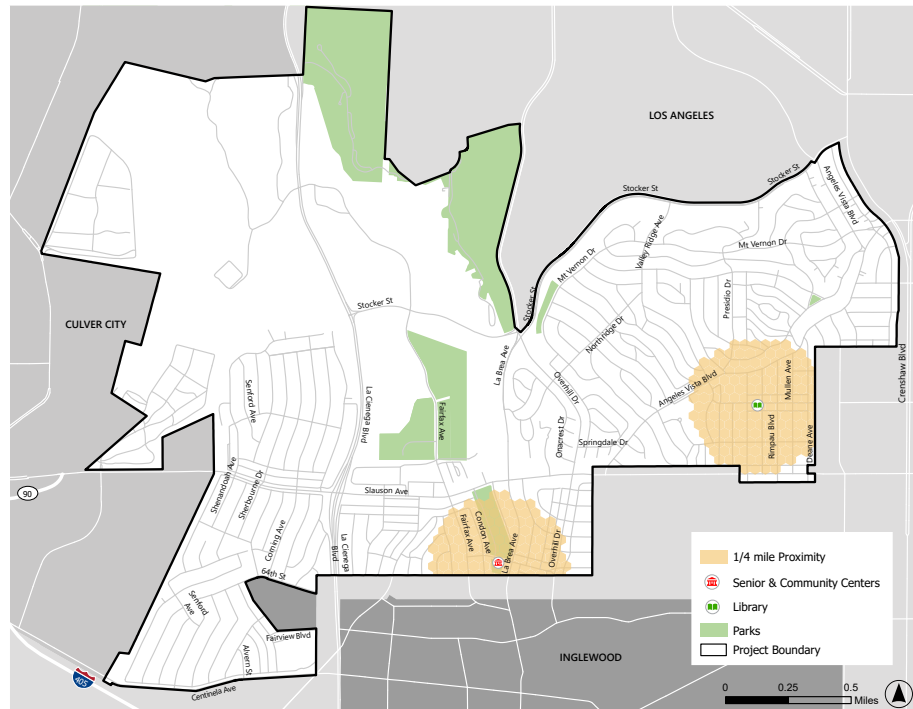


Source: Google Maps

## Community Centers

Community centers attract a diverse range of people, including pedestrians, bicyclists, public transit users, and individuals of various age groups. Developing a comprehensive plan for these areas ensures the safety of all these user groups. Within the project area, Yvonne B Burke Senior & Community Center is located on 62nd Street near Ladera Park, and View Park Bebe Moore Campbell Library is located on 54th Street, adjacent to 54th Street Elementary School. Figure 2.3.3 shows the proximity of a 1/4-mile radius to community centers.

Figure 2.3.3 Proximity to Community Centers

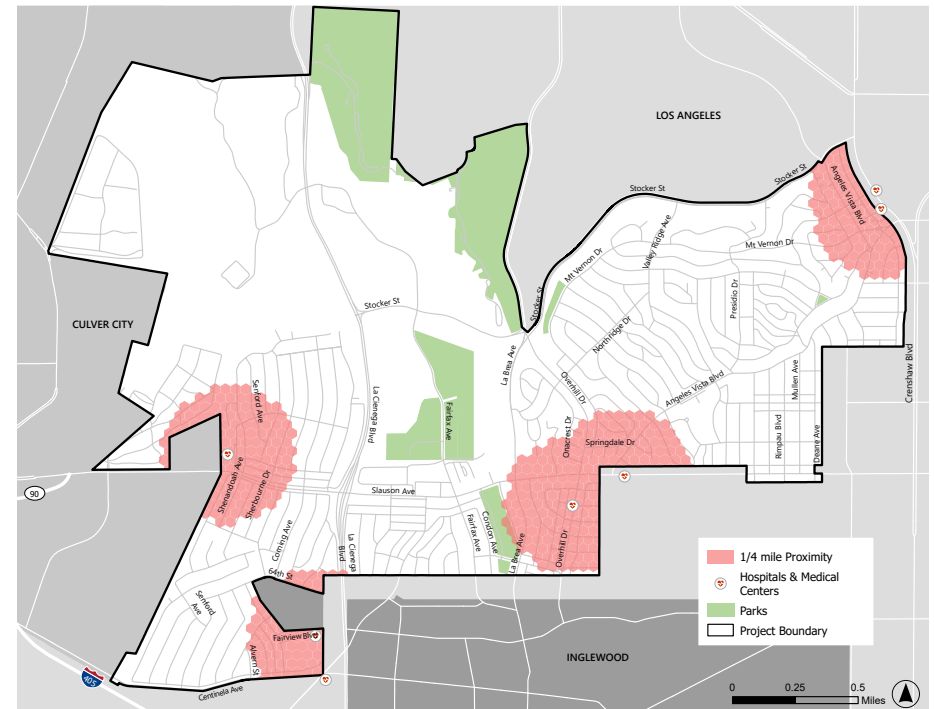


Source: Google Maps

## Hospitals and Medical Centers

Hospitals and medical centers provide essential services for residents, particularly older adults. The medical facilities within the neighborhoods are located near the boundary with adjacent jurisdictions. For instance, Kindred Hospital is situated near the western boundary of the project area, while Ladera Heights Urgent Care is located at the southeastern edge, adjacent to La Cienega Boulevard. Figure 2.3.4 shows the proximity of a 1/4-mile radius to hospitals and medical centers.

Figure 2.3.4 Proximity to Hospitals and Medical Centers



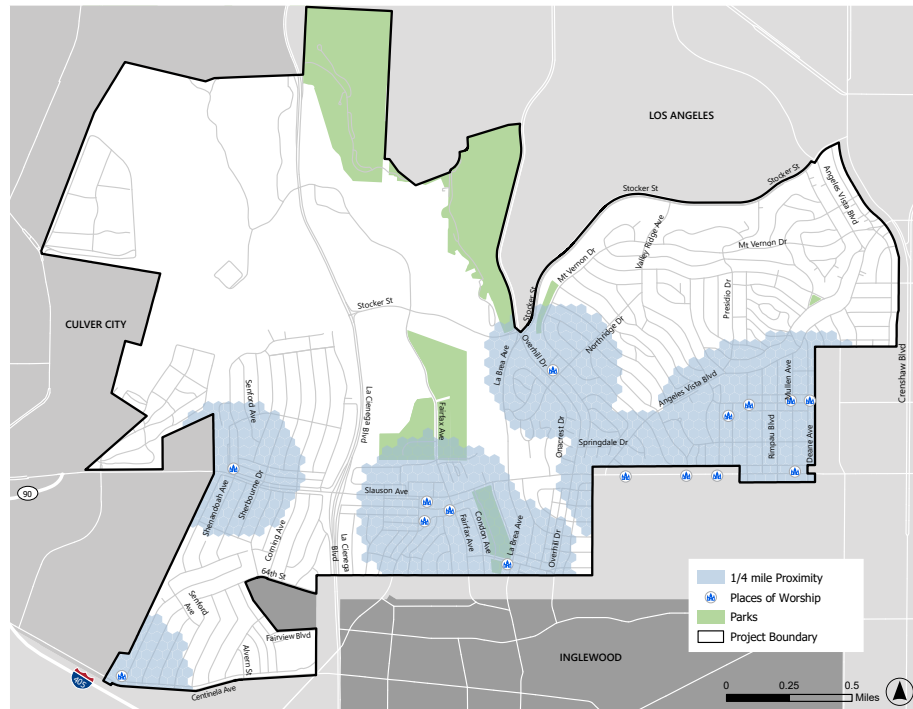
Source: Google Maps



## Places of Worship

Places of worship are considered key destinations because they often attract large congregations, particularly during religious services and events. The influx of people can lead to increased pedestrian and vehicular traffic. In addition, places of worship cater to a wide range of age groups, from young children to elderly individuals. In the project area, numerous places of worship are situated between La Cienega Boulevard and La Brea Avenue, primarily south of Slauson Avenue. There are also a number of places of worship located along Slauson Avenue and 54th Street. Figure 2.3.5 illustrates the proximity of 1/4-mile radius to places of worship.

Figure 2.3.5 Proximity to Places of Worship

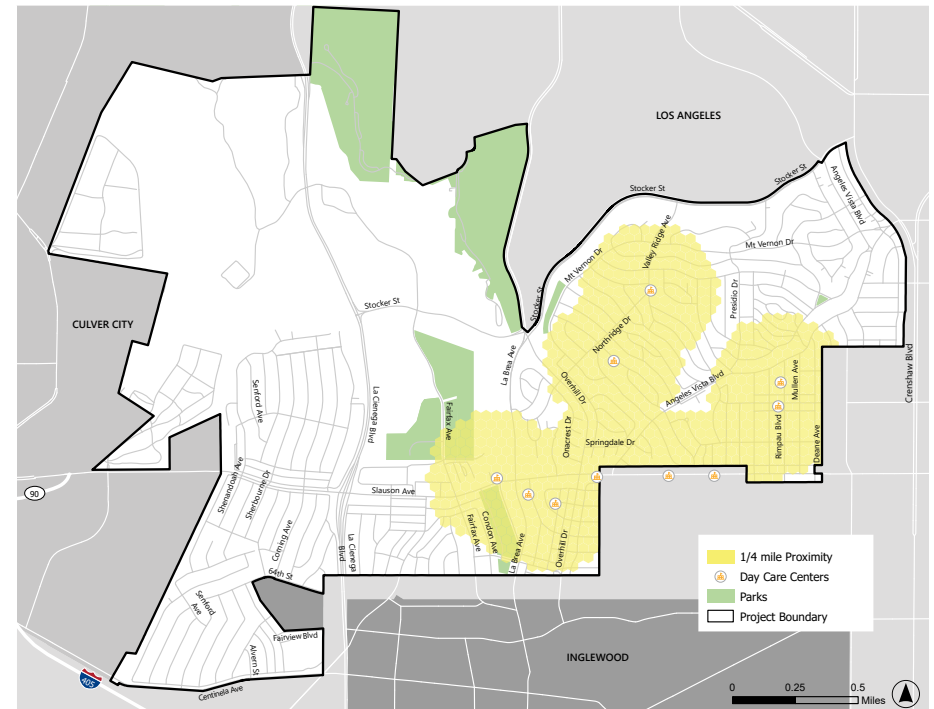


Source: Google Maps

## Day Care Centers

Day care centers provide supervision and care for young children. Ensuring safe transportation to and from these centers is vital, given that young children are a more vulnerable population. Within the project area, the majority of day care centers are located in the View Park-Windsor Hills neighborhood, predominantly along Slauson Avenue. Figure 2.3.6 shows the proximity to day care centers within a 1/4-mile radius.

Figure 2.3.6 Proximity to Day Care Centers



Source: Google Maps

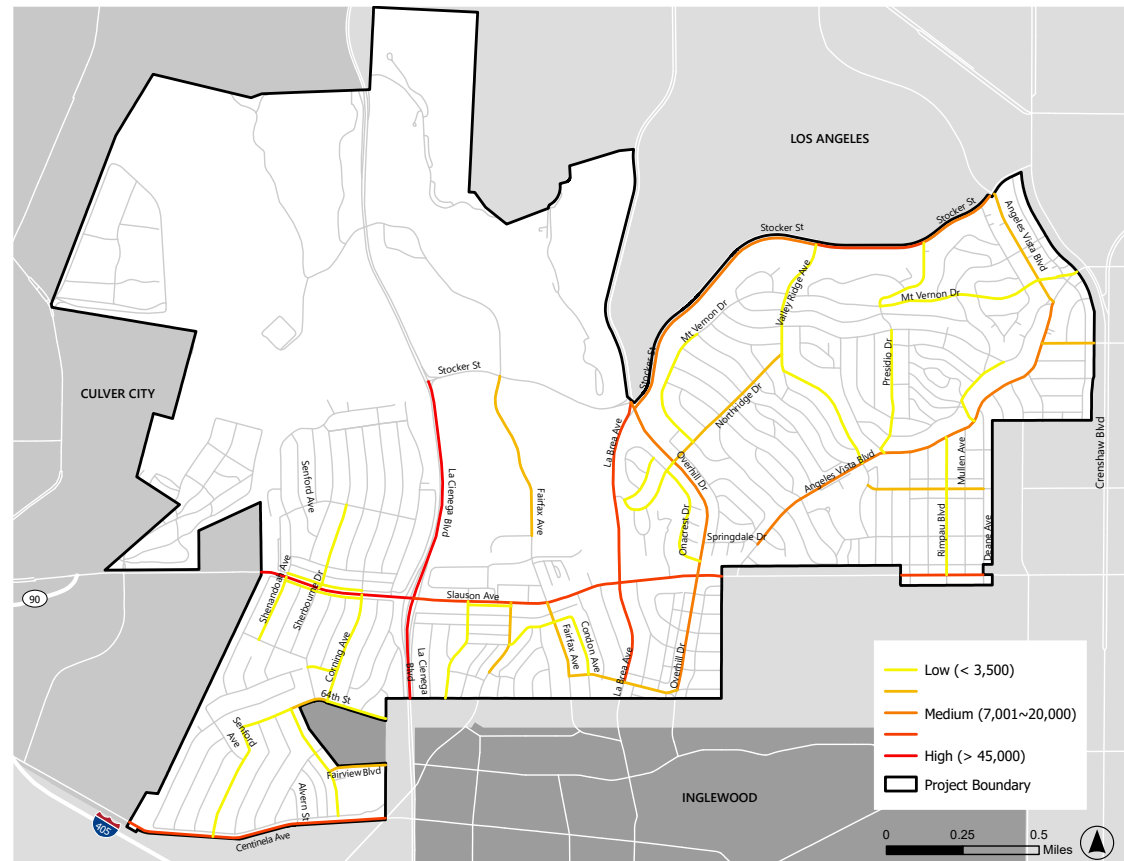
## 2.4 Traffic Patterns

Traffic patterns were analyzed using both Average Daily Traffic (ADT) and 85th percentile speed data that was collected along the key corridors within the project area. Evaluated together, these two data sets offer an integrated view of the traffic conditions in the project area.

### Average Daily Traffic

ADT provides an estimate of the average number of vehicles passing through a particular location on a road or road segment within a 24-hour period, usually on a typical weekday. It serves as a key metric for assessing the total traffic volume on a road. Notably, the busiest corridors in the project area are La Cienega Boulevard, Slauson Avenue, and Centinela Boulevard, closely followed by La Brea Avenue, Stocker Street, and Angeles Vista Boulevard. Figure 2.4.1 visually displays the ADT patterns within the project area.

Figure 2.4.1. Average Daily Traffic Patterns

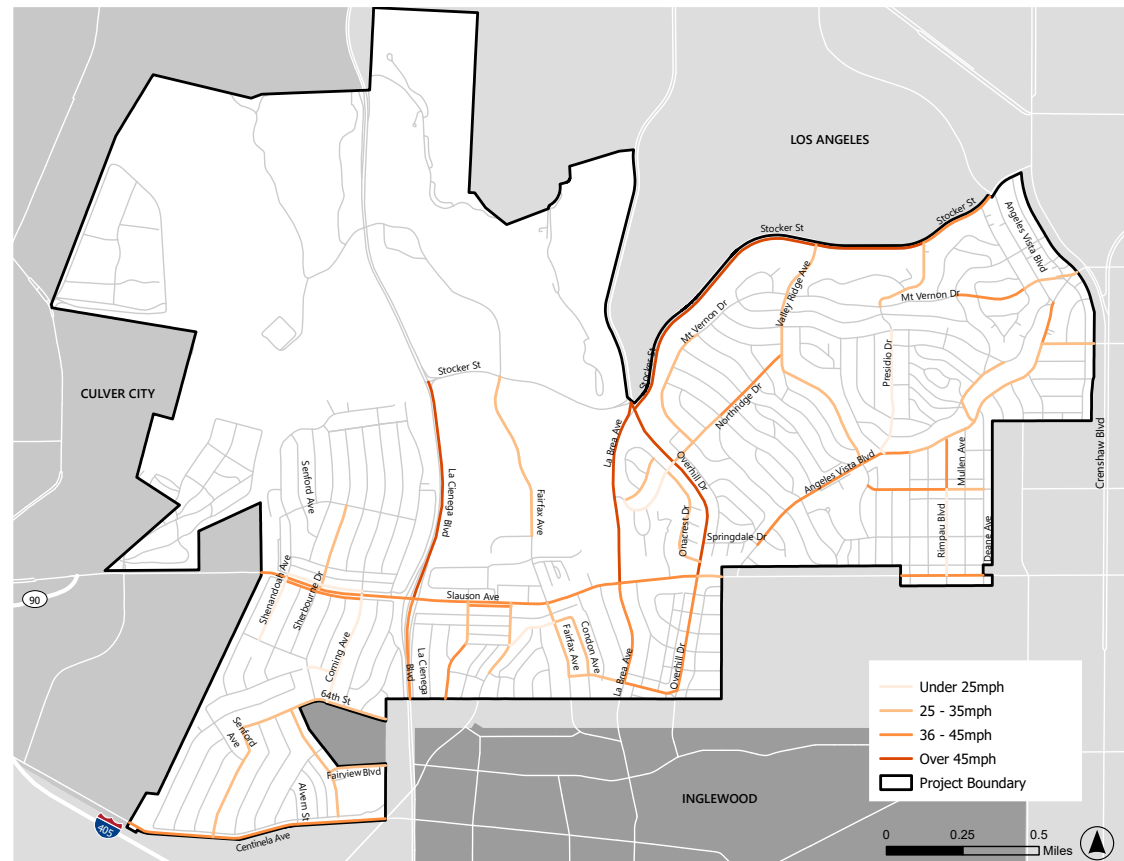


Source: Los Angeles County Public Works' Database; KOA

## 85th Percentile Speed

The 85th percentile speed is the speed at or below which 85 percent of drivers typically operate under typical conditions that are not experiencing congestion. This metric is crucial for understanding the prevailing speed behavior of drivers and offers insights into the "comfortable" or "typical" speed for a given road. Notably, on some segments along La Cienega Boulevard, Stocker Street, La Brea Avenue, and Overhill Drive, the 85th percentile speed data exceeds 45 miles per hour. Figure 2.4.2 illustrates the 85th percentile speeds within the project area.

Figure 2.4.2 85th Percentile Speed Patterns



Source: Los Angeles County Public Works' Database; KOA



# CH 3. COMMUNITY OUTREACH





## 3.1 Community-Wide Engagement Workshops

As part of the public outreach and engagement process, the project team organized two community workshops where community members had the opportunity to share their input and have discussions with the team regarding the CTSP. Prior to each event, the team developed a comprehensive engagement and notification strategy which involved leveraging social media and distributing flyers to effectively reach the community members. All feedback was reviewed and consulted during the recommendation-development process to ensure all proposed safety treatments were consistent with the community's needs.



## Community Workshop #1

March 15, 2023

The initial workshop between the project team and the community took place on March 15, 2023 at 54th Street Elementary School. The workshop was set up to accommodate both in-person and virtual participants via *Microsoft Teams*, with a total of 35 attendees present in person and an additional 6 participating virtually.

The workshop provided a chance for the project team to introduce the project, understand the issues, and discuss potential treatments and solutions. The meeting was organized as a workshop/charrette-style presentation. This interactive format enabled the project team to facilitate group sessions thereby providing community members an opportunity to voice their concerns and share their input using map boards.

These boards were instrumental in gaining insights into the community's traffic safety-related concerns, issues, and overall sentiment. Additionally, the project team engaged in conversations with both individuals and groups to gather unique anecdotes and further understand the community's perspective.

The outreach materials for Community Workshop#1 can be viewed in Appendix A.





## Community Workshop #2

July 15, 2023

The second workshop was held on July 15, 2023 at 54th Street Elementary School. The workshop was set up to accommodate both in-person and virtual participants via *Zoom*, with a total of 34 attendees present in person and an additional 9 participating virtually.

The purpose of this outreach event was to present the proposed draft elements of the CTSP. The format of the meeting was open-house style, featuring map boards displaying the draft recommendations. The project team engaged with community members, who interacted with poster boards to provide their comments. The outreach materials for Community Workshop #2 are included in Appendix B.





## 3.2 Community Based Organization Meetings

The project team met with the following three community based organizations:

- Ladera Heights Civic Association
- Streets Are For Everyone (SAFE) and Faith for Safer Streets
- United Homeowners Association II

A total of six virtual meetings were held, with two meetings held with each organization. The first set of meetings were held near the start of the project and the next set were held during the recommendation-development process to present the draft proposed treatments. Meetings were timed to ask questions, acquire more information on the history of traffic issues in the neighborhoods, and learn about what had and had not worked. Table 3.2.1 below shows the list of the focused meetings that took place.

Table 3.2.1. Community Based Organization Meeting Schedule

Community Based Organization	Date
Ladera Heights Civic Association	March 1, 2023
	July 7, 2023
SAFE and Faith for Safer Streets	January 24, 2023
	June 30, 2023
United Homeowners' Association II	January 31, 2023
	June 13, 2023



### 3.3 Online Survey

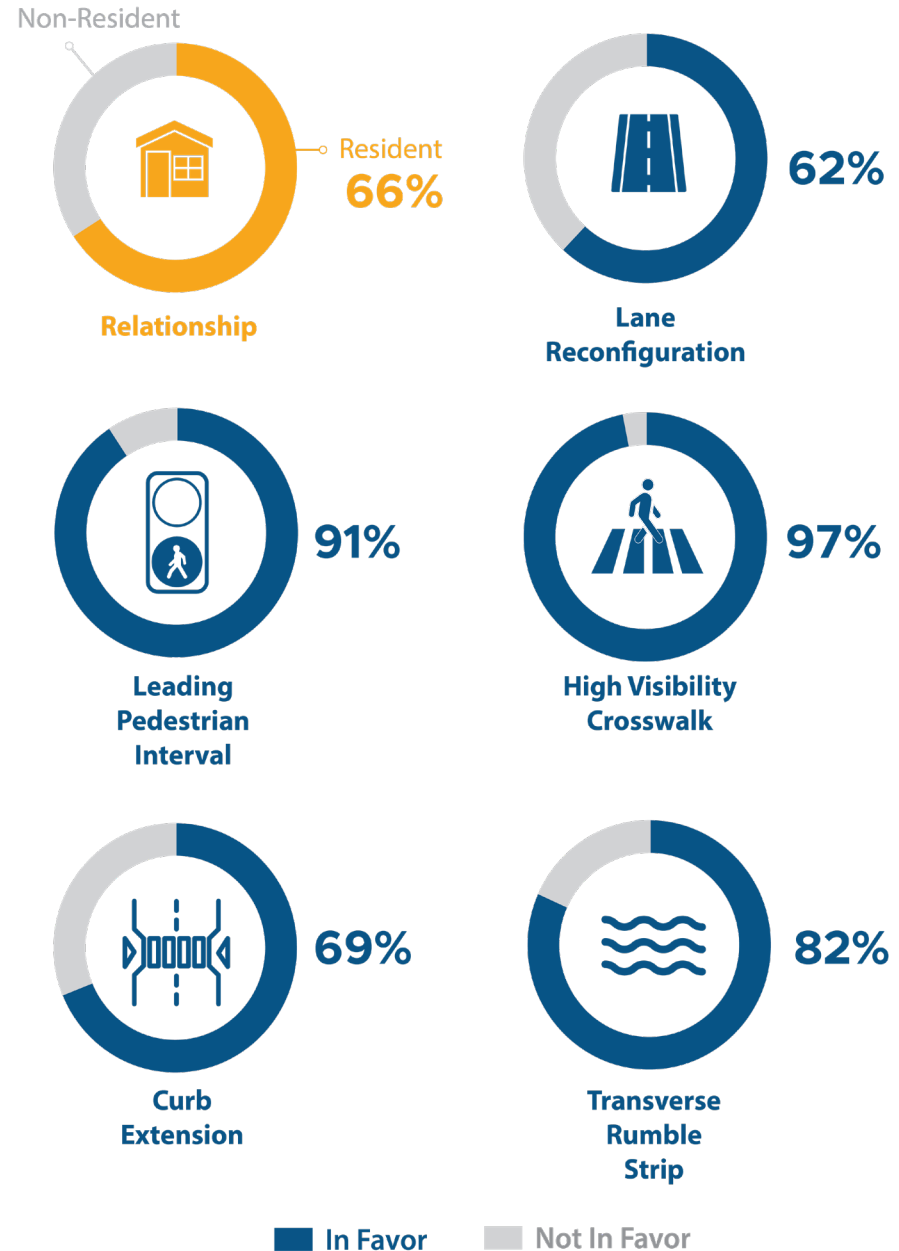
The project team conducted a comprehensive community outreach survey aimed at gathering feedback on the draft treatments for key corridors within the project area.

These corridors included:

- Angeles Vista Boulevard
- Fairfax Avenue
- La Brea Avenue
- Overhill Drive
- 54th Street

The online survey was designed to present the draft recommendations and gauge respondents' preferences for the proposed treatments. The survey was conducted via *Typeform*, and it was promoted through Los Angeles County Public Works' official social media channels, including Twitter and Instagram. Additionally, it was shared on Los Angeles County Supervisor Holly Mitchell's official social media channels and website. The survey was active from July 24, 2023, to August 18, 2023, during which it received a total of 106 responses. A summary of respondents' input is shown in Figure 3.3.1.

Figure 3.3.1 Summary of Online Survey Input

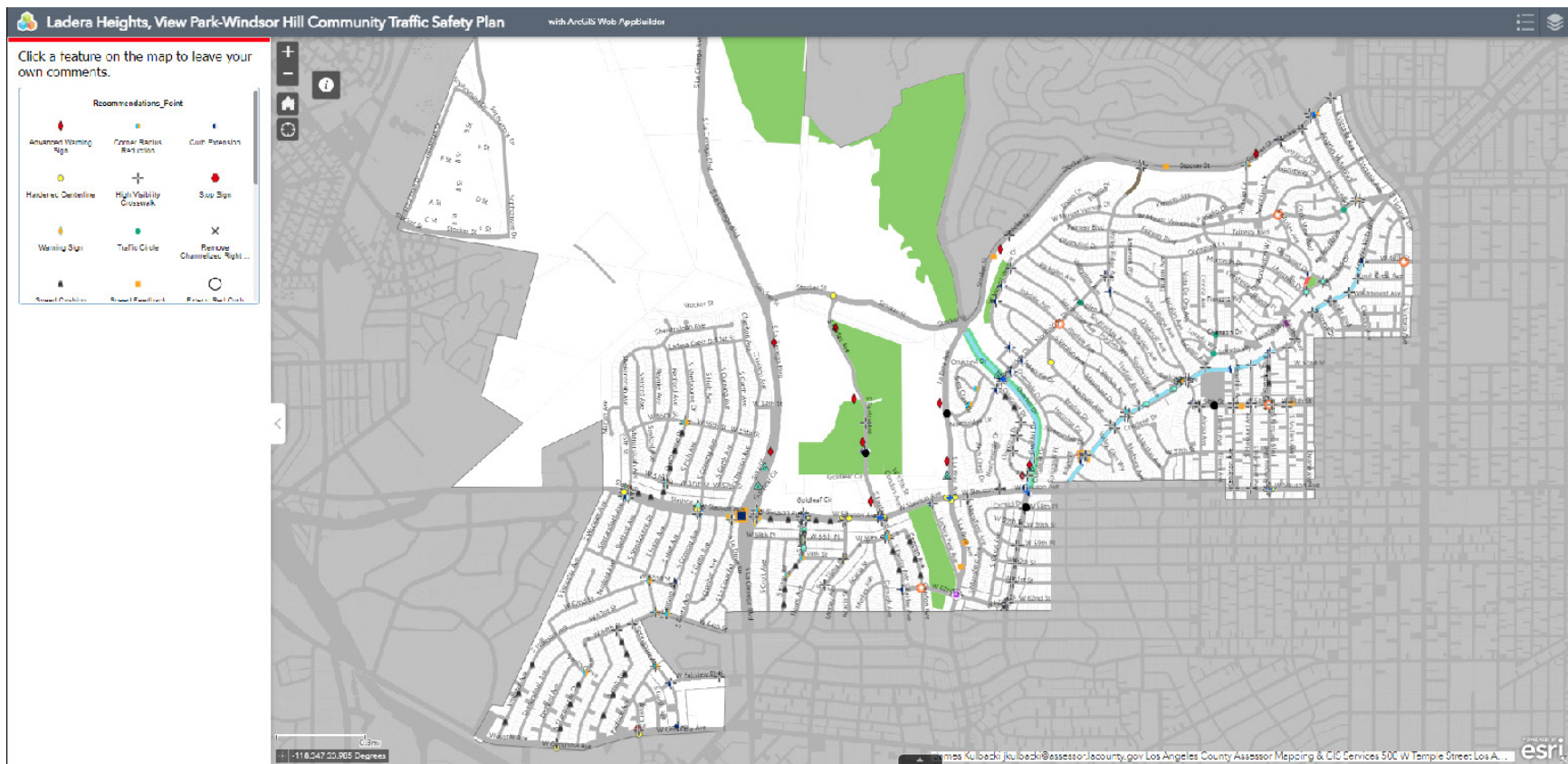


## 3.4 Online Interactive Map

The project team developed and shared an online interactive Geographic Information System (GIS) web map that extended the feedback collection to areas beyond the key corridors. This interactive map provided a platform for people to actively engage with the project and share their input. Furthermore, it allowed individuals to

delve into the proposed treatments, modifications, and potential impacts. This resource was accessible to virtual attendees of community workshop #2 and participants who engaged in the online survey. Figure 3.4.1 displays the front page of the online interactive map.

Figure 3.4.1 Online Interactive Map



# CH 4. METHODOLOGY





## Focused Corridor Selection

The focused corridor selection analysis serves several essential purposes. It allows the project team to make the most efficient use of resources by prioritizing and concentrating efforts where they are most needed. This focused approach enables the team to tackle specific challenges and issues unique to each corridor, resulting in more effective problem-solving.

The focused corridor selection model employed in this CTSP is built upon three key categories, with different weights for arterial and residential corridor selections:

- **Safety:** This category assesses a project's potential impact on overall traffic safety within the project area.
- **Community Support:** This takes into account the level of community backing for each project.
- **Network Connectivity:** This quantifies the potential influence of each project on pedestrian and bicycle behavior within the project area.

The specific measures for each category are shown in Tables 4.1.1 and 4.1.2. Figure 4.1.1 presents a composite map that combines the three categories, incorporating the weightings detailed in Tables 4.1.1 and 4.1.2.

Figure 4.1.2 highlights the selected focused corridors, which are further listed in Table 4.1.3. In addition, a comprehensive explanation of the methodology for selecting focused corridors can be found in Appendix C.



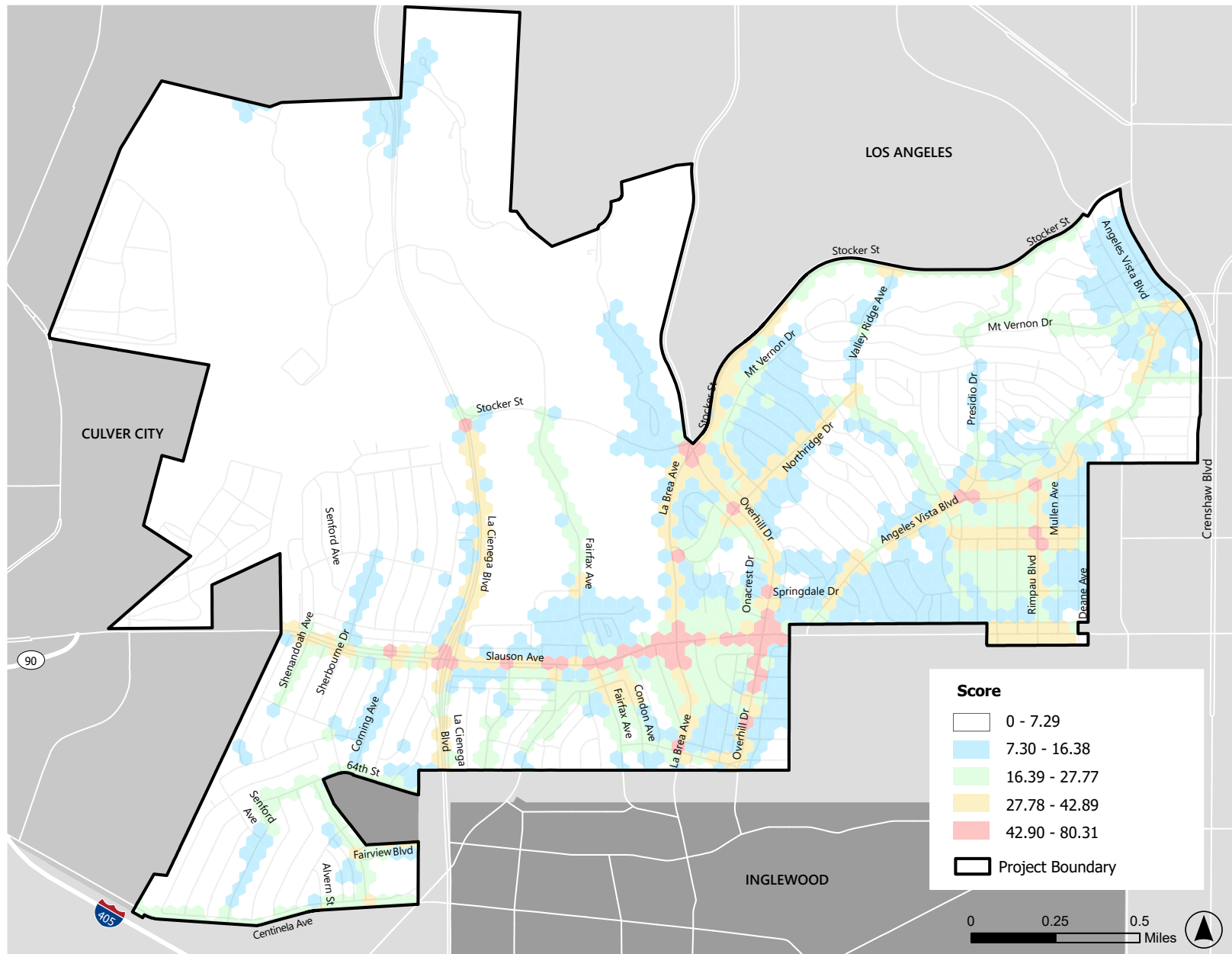
Table 4.1.1. Arterial Corridor Prioritization Criteria

Group	Category	Description	Weight	Category Weight
Safety	Total Collisions	The total count of collisions within each hex cell unit, where they intersect or overlay with each corridor.	30	55
	ADTs	The total traffic volume of each corridor collected during a 24-hour weekday period.	10	
	85th Percentile Speeds	The speed at or below which 85 percent of the drivers travel on each corridor.	15	
Community Support	Community Feedback	A quantification of the level of support provided by the community for each project.	25	25
Network Connectivity	Nearby Attractors	The count of nearby attractors including parks, schools, medical centers, and other local institutions within 1/4 mile of each corridor.	20	20
<b>TOTAL</b>				<b>100</b>

Table 4.1.2. Residential Corridor Prioritization Criteria

Group	Category	Description	Weight	Category Weight
Safety	Total Collisions	The total count of collisions within each hex cell unit, where they intersect or overlay with each corridor.	30	50
	85th Percentile Speeds	The speed at or below which 85 percent of the drivers travel on each corridor.	20	
Community Support	Community Feedback	A quantification of the level of support provided by the community for each project.	25	25
Network Connectivity	Nearby Attractors	The count of nearby attractors including parks, schools, medical centers, and other local institutions within 1/4 mile of each corridor.	25	25
<b>TOTAL</b>				<b>100</b>

Figure 4.1.1 Focused Corridor Selection Composite Map



\* Total scores were broken into classes using Jenks Natural Breaks. The detailed about this method can be found in Appendix C.

Figure 4.1.2 Focused Corridors

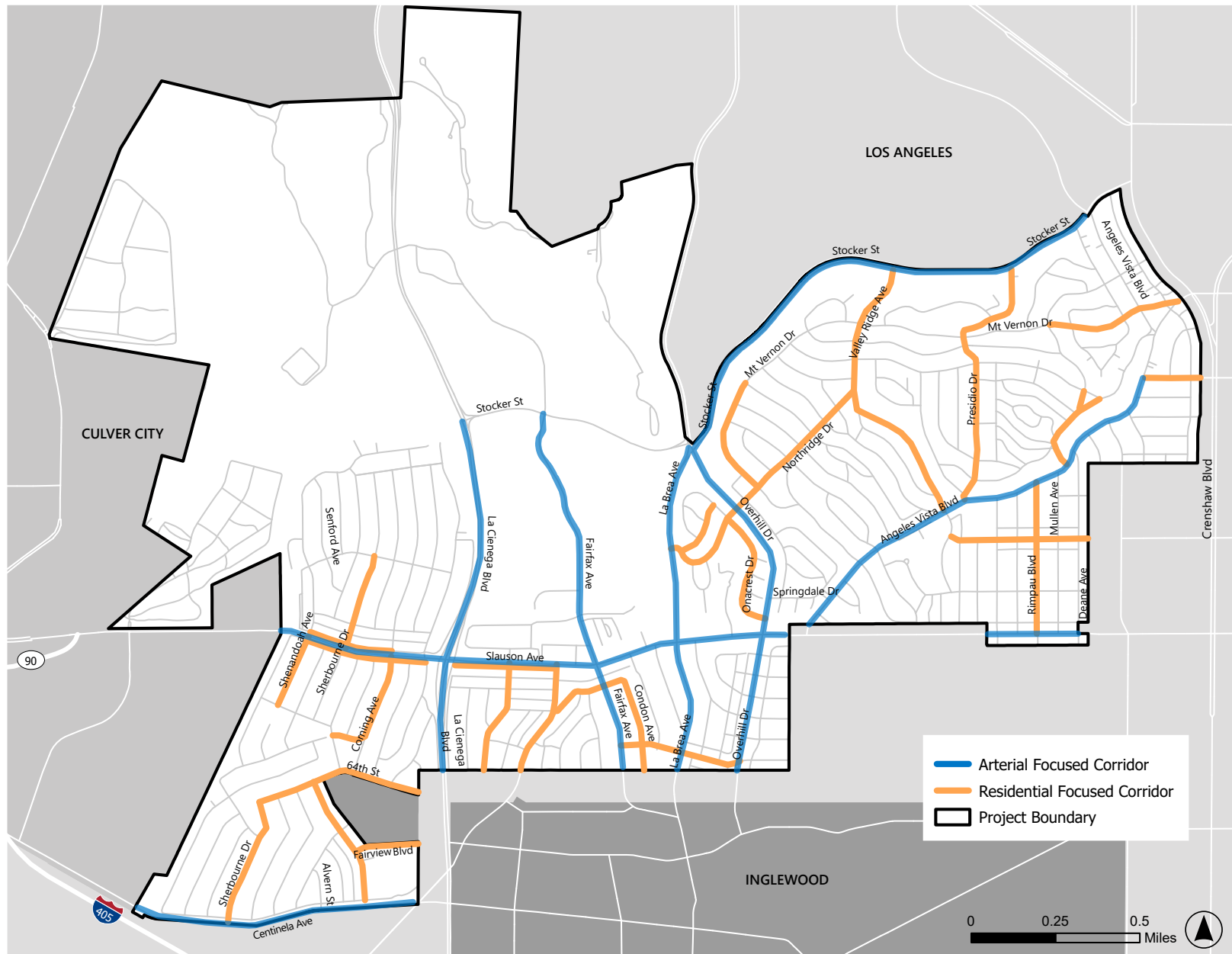




Table 4.1.3 Focused Corridors

#	Roadway	From	To	Class	Score
1	Slauson Ave	West Project Limit	East Project Limit	Arterial	45.02
2	La Brea Ave	Stocker St	South Project Limit	Arterial	39.98
3	Overhill Dr	Stocker St	South Project Limit	Arterial	39.60
4	Slauson Ave (South Frontage Rd)	La Cienega Blvd	La Tijera Blvd	Residential	37.70
5	54th St	Valley Ridge Ave	East Project Limit	Arterial	35.81
6	La Cienega Blvd	Stocker St	South Project Limit	Arterial	33.79
7	Rimpau Blvd	Angeles Vista Blvd	Slauson Ave	Residential	33.01
8	Northridge Dr	La Brea Ave	Valley Ridge Ave	Residential	30.77
9	Stocker St	Overhill Dr	Angeles Vista Blvd	Arterial	29.69
10	Angeles Vista Blvd	South Project Limit	48th St	Arterial	29.02
11	Mioland Dr	Onacrest Dr	Northridge Dr	Residential	28.81
12	Fairview Blvd	Springpark Ave	East Project Limit	Residential	28.13
13	Mt Vernon Dr	Northridge Dr	Southridge Ave	Residential	27.19
14	Slauson Ave (North Frontage Rd)	Shenandoah Ave	Corning Ave	Residential	24.70
15	Mt Vernon Dr	Mullen Ave/Homeland Dr	East Project Limit	Residential	24.45
16	Condon Ave	Fairfax Ave	South Project Limit	Residential	23.70
17	Springpark Ave	64th St	Centinela Ave	Residential	23.25
18	62nd St	Fairfax Ave	Overhill Dr	Residential	23.00
19	Slauson Ave (South Frontage Rd)	Shenandoah Ave	Chariton Ave	Residential	22.76
20	Mullen Ave	Angeles Vista Blvd	Olympiad Dr	Residential	22.68
21	Kings Rd	Slauson Ave	South Project Limit	Residential	22.59
22	59th St	La Tijera Blvd	Fairfax Ave	Residential	22.22
23	Centinela Ave	East Project Limit	West Project Limit	Arterial	21.22
24	Fairfax Ave	Stocker St	South Project Limit	Arterial	20.03
25	Onacrest Dr	Northridge Dr	Overhill Dr	Residential	19.47
26	64th St	Sherbourne Dr	Sherbourne Dr	Residential	19.07
27	Valley Ridge Ave	Stocker St	Angeles Vista Blvd	Residential	19.07
28	La Tijera Blvd	Slauson Ave	South Project Limit	Arterial	19.05
29	Presidio Dr	Stocker St	Angeles Vista Blvd	Residential	18.67
30	48th St	Angeles Vista Blvd	East Project Limit	Arterial	17.66
31	62nd St	Halm Ave	Corning Ave	Residential	16.20
32	Sherbourne Dr	Slauson Ave	55th St	Residential	16.16
33	Sherbourne Dr	Centinela Ave	64th St	Residential	14.53
34	Shenandoah Ave	Slauson Ave	61st St	Residential	12.92
35	Corning Ave	Slauson Ave	62nd St	Residential	12.69

# CH 5. RECOMMENDATIONS



# 5.1 Toolbox

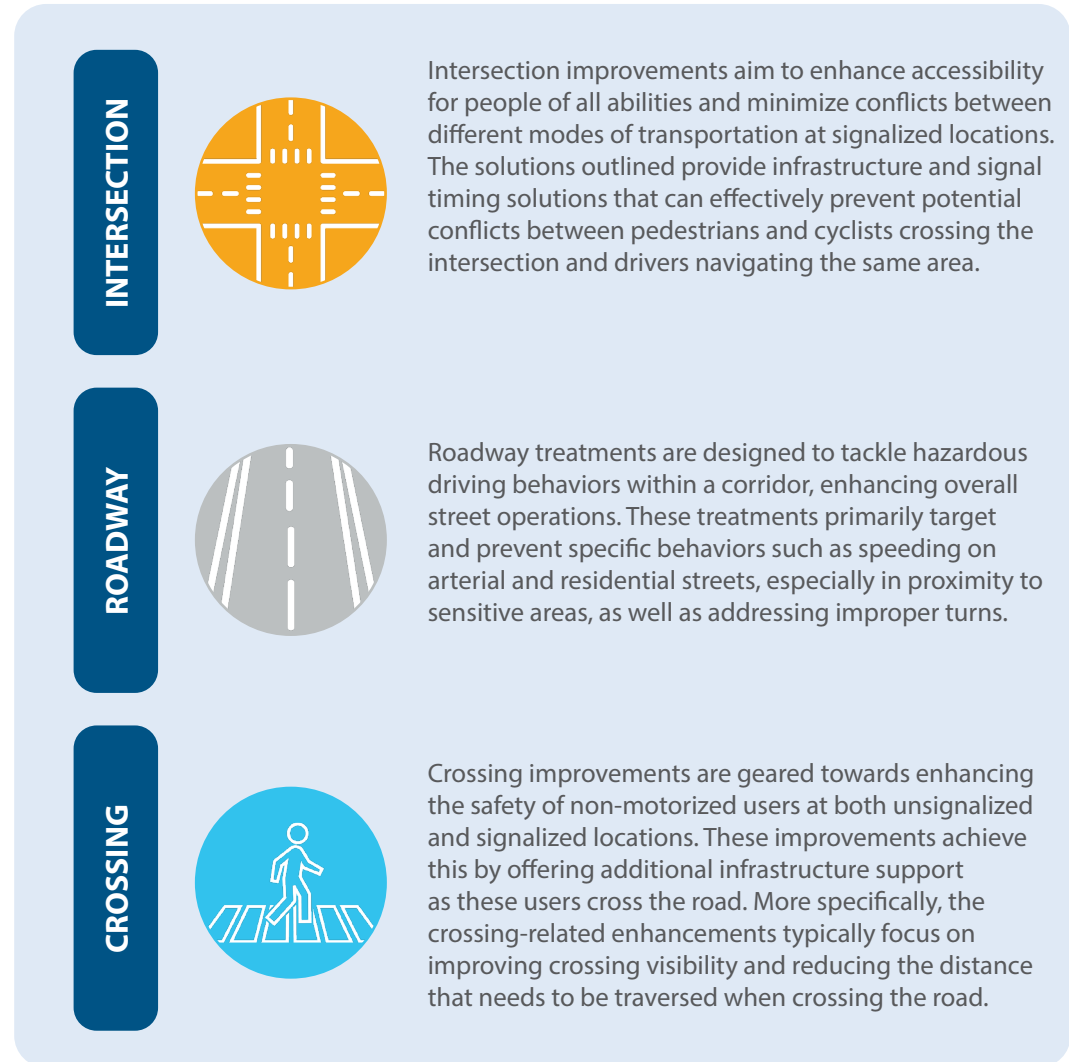
A toolbox comprises a diverse collection of methods and resources, providing a range of strategies and techniques to address problems, achieve goals, or confront specific challenges.

The toolbox, presented on the following pages, plays a crucial role in the chapter's overarching theme of recommendations. It offers comprehensive information on a diverse array of treatments and offers guidance on the appropriate circumstances for their application to effectively address a variety of traffic and safety issues.

The toolbox is primarily organized based on roadway types and recommendation categories, with a specific focus on Intersection, Roadway, and Crossing improvements. Figure 5.1.1 displays icons that classify the recommendation types available in this toolbox. The use and intent for each "tool" is outlined on the following pages.

Please refer to the Caltrans Highway Design Manual 7th Edition, Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition, California Manual on Uniform Traffic Control Devices (CA MUTCD) 2014 Revision 7, and other federal or state guidelines for specific design and signage standards.

Figure 5.1.1 Toolbox Recommendation Category





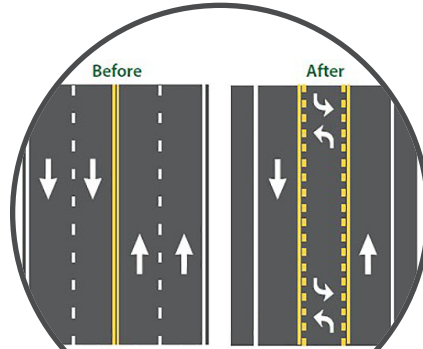


● Intersection ● Roadway ● Crossing



**LANDSCAPED MEDIAN**

● A Landscaped median is a curbed section that typically occupies the center of a roadway and provides opportunity for landscaping and street trees. They can reduce conflicts between opposing traffic and help calm traffic speeds.



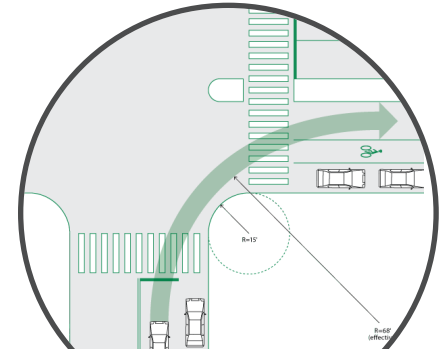
**LANE RECONFIGURATION**

● A lane reconfiguration can improve safety, calm traffic, and provide better mobility and access for all road users. Typically, they involve converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane.



**CURB EXTENSION**

● A curb extension narrows the roadway, reduces the crossing distance, and allows pedestrians and drivers to see each other more easily when parked vehicles would otherwise block visibility.



**CORNER RADIUS REDUCTION**

● A corner radius reduction slows down turning vehicle speeds and mitigates the likelihood of collisions at intersections between turning vehicles and pedestrians.



**EMBEDDED CROSSWALK LIGHTS**

● Embedded crosswalk lights are in-road lights on both sides of a crosswalk that alert drivers of people crossing the street. To achieve this, the luminaries are strategically positioned to minimize any silhouette effect on the pedestrian and ensure positive contrast for better visual identification.



**HARDENED CENTERLINE**

● A hardened centerline is a small rubber barrier next to a crosswalk that requires people driving to make slower, more square left-hand turns. They can slow down vehicle speeds significantly at crosswalks and improve safety for people in the crosswalk.



**SCRAMBLE CROSSWALK**

● A scramble crosswalk allows pedestrians to cross an intersection in all directions, including diagonally, while all vehicle traffic is stopped. They can reduce vehicle-pedestrian collisions up to 50%<sup>1</sup>.



**DRIVER SPEED FEEDBACK SIGN**

● A driver speed feedback sign is a roadway device that alerts drivers of the speed in which they are driving in relationship to the posted speed limit.

<sup>1</sup> Implement Barnes Dance. Crash Modification Factors Clearinghouse. Retrieved from <https://www.cmfclearinghouse.org/detail/cfm?facid=4117#commentanchocfm?facid=4117#commentanchor>





● Intersection ● Roadway ● Crossing



**HIGH VISIBILITY CROSSWALK**

● A high-visibility crosswalk uses patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all marked pedestrian crossing locations.



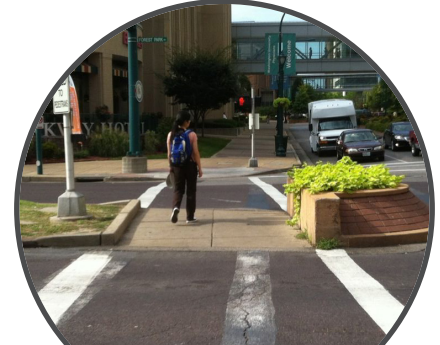
**LEADING PEDESTRIAN INTERVAL**

● A Leading Pedestrian Interval gives pedestrians a head start when entering an intersection with a corresponding green signal in the same direction of travel. They enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.



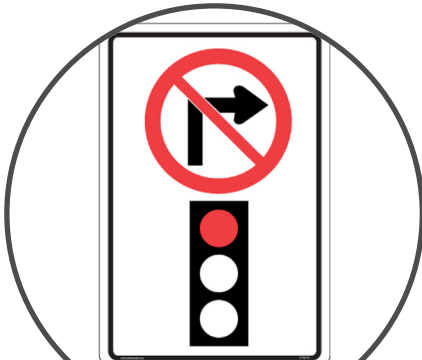
**ACCESSIBLE PEDESTRIAN SIGNAL**

● An Accessible Pedestrian Signal is a push button that activates the pedestrian signal and audibly notifies users when to cross a signalized intersection.



**PEDESTRIAN REFUGE ISLAND**

● A pedestrian refuge island is a median with a refuge area that is intended to help protect pedestrians who are crossing a multi-lane road. They reduce the exposure time experienced by a pedestrian in the intersection.



**NO RIGHT TURN ON RED**

● No right turn on red prohibits vehicles from making right turns during a red signal. This treatment allows pedestrians to cross the adjacent crosswalk with less concern for right-turning vehicles.



**TRANSVERSE RUMBLE STRIP**

● A transverse rumble strip is used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. They are placed in the travel lane perpendicular to the direction of travel.



**PROTECTED INTERSECTION**

● A protected intersection creates shorter, simpler crossings, more predictable movements, and better visibility between people on bikes and people driving. As a result, the intersection is more comfortable and safer for people using the bikeway and the crosswalk.



**STREET LIGHTING**

● Street lighting may promote safer and more efficient movement of both pedestrians and vehicles within roadways and intersections, reducing the likelihood of collisions and enhancing the overall livability of urban areas.



● Intersection ● Roadway ● Crossing



**HIGH VISIBILITY CROSSWALK**

● A high-visibility crosswalk uses patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all marked pedestrian crossing locations.



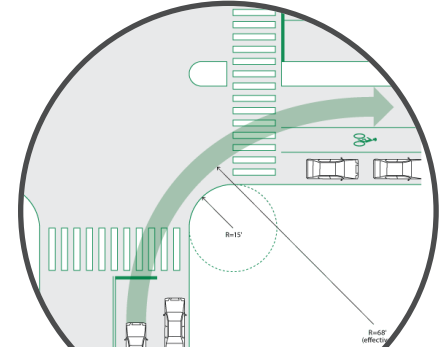
**SPEED CUSHION**

● Speed cushions work by lifting the entire wheelbase of a vehicle to lower its speed. They contain wheel cutouts that enable larger emergency vehicles to pass without any impact, while still reducing the speed of passenger cars.



**CURB EXTENSION**

● A curb extension narrows the roadway, reduces the crossing distance, and allows pedestrians and drivers to see each other more easily when parked vehicles would otherwise block visibility.



**CORNER RADIUS REDUCTION**

● A corner radius reduction slows down turning vehicle speeds and mitigates the likelihood of collisions at intersections between turning vehicles and pedestrians.



**CHOKER**

● A choker is typically made up of two curb extensions on opposite sides of the street that encourage drivers to slow down by making the street narrower. They can also be used as part of a mid-block pedestrian crossing.



**CHICANE**

● A chicane provides alternating narrow and wide sections, and a curved driving path similar to a slalom. They also increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.



**YIELD TO PEDESTRIAN SIGNAGE**

● Yield to pedestrian sign may be installed at uncontrolled pedestrian crossings to make the crosswalk more visible and increase the frequency of driver yielding. They are more likely to be effective on two-lane, low-speed streets than on multi-lane, high-speed streets.



**MINI ROUNDABOUT TRAFFIC CIRCLE**

● Mini roundabouts and traffic circles lower speeds at minor intersection crossings. Entering traffic must yield to traffic already within the traffic circle.





● Intersection   ● Roadway   ● Crossing



**MEDIAN ISLAND**

● A median island is a raised island located along the street centerline that narrows the travel lanes at that location. They provide a pedestrian benefit, because they can serve as a place of refuge for pedestrians who cross a street midblock or at intersections.



**RAISED CROSSWALK**

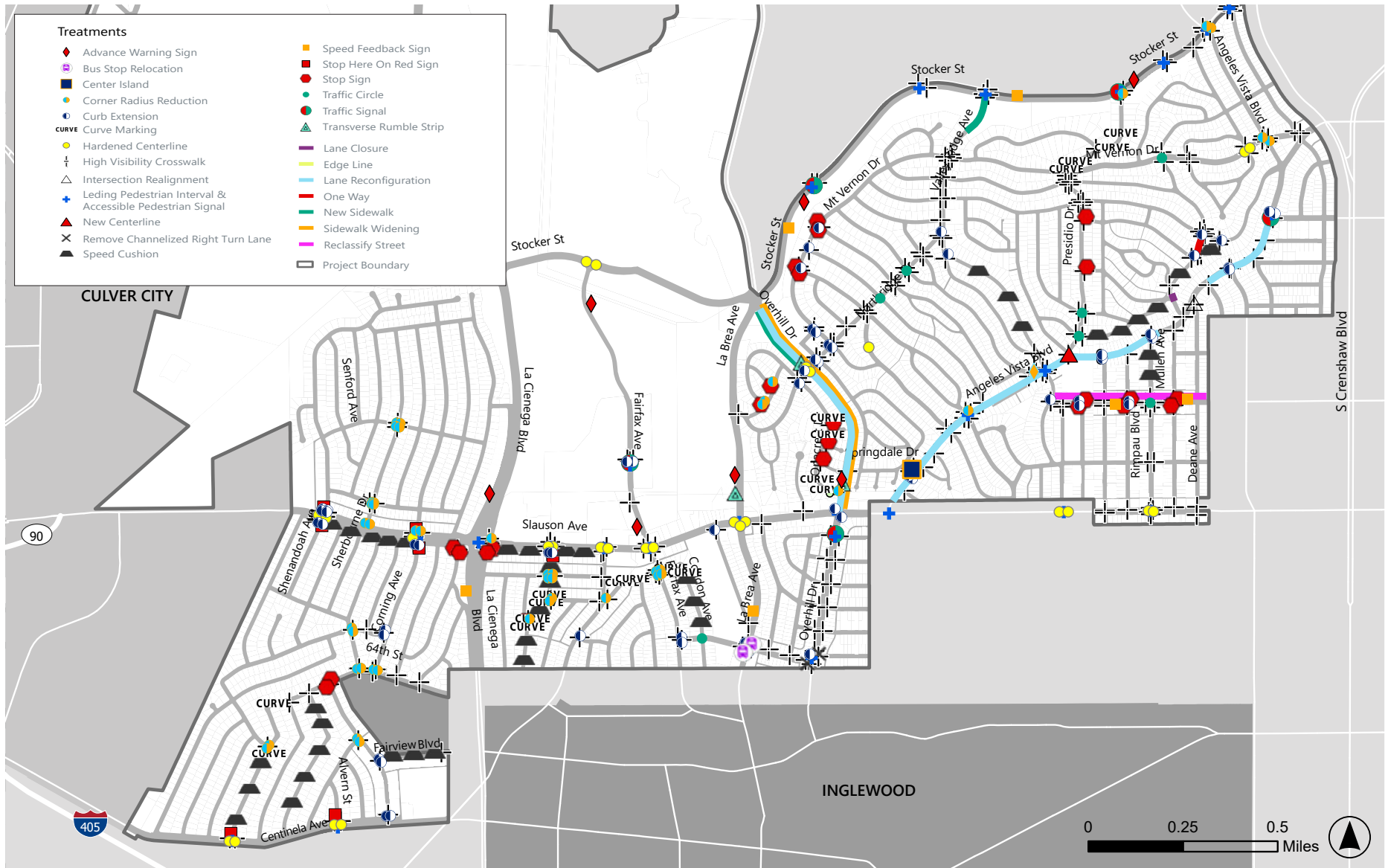
● A raised crosswalk serves as a traffic calming measure by extending the sidewalk across the road and bringing motor vehicles to the pedestrian level. They also improve accessibility by allowing a pedestrian to cross at nearly a constant grade without the need for a curb ramp.



## 5.2 Recommendations

The corridor recommendations prepared for the CTSP represent a balance between public concerns and engineering best practices. Figure 5.2.1 displays all the proposed recommendations within the project area, and the complete list of recommendations can be found in Appendix D.

Figure 5.2.1 Proposed Recommendations



## 5.3 Concept Plans

Given the extensive project area, the project team has opted to concentrate on four major corridors and one neighborhood for this chapter. As a result, a total of nineteen intersection concept plans and one neighborhood-wide concept plan are shown to demonstrate various treatments in the following pages.

The following corridors and neighborhood contain the represented projects within this chapter and their corresponding treatments:

- La Brea Avenue between Stocker Street and the South Project Limit south of 62nd Street
- Fairfax Avenue between Stocker Street and the South Project Limit south of 62nd Street
- Overhill Drive between Stocker Street and the South Project Limit south of 62nd Street
- Angeles Vista Boulevard between the South Project Limit north of Slauson avenue and 48th Street
- Lower Ladera Heights

Concept plans can be used for future spot improvements or corridor enhancement applications. The concept plans showcase typical improvements for enhanced pedestrian crossings, enhanced intersection movement, traffic operation strategies, and intersection strategies.

**NOTE:** *Concept plans presented within the CTSP should not be considered final. These concepts are subject to additional design and constructability review, as well as community input.*

# LA BREA AVENUE BETWEEN STOCKER STREET AND THE SOUTH PROJECT LIMIT SOUTH OF 62ND STREET 62ND STREET

## CORRIDOR FEATURE

**La Brea Avenue** is one of the main arterial corridors within the central sector of the project area. Also, the corridor is an ingress/egress street into the neighborhoods.

La Brea Avenue is classified as a principal arterial per the California Road System (CRS) map. ADT volumes are noted to be in the 27,000 vehicles per day range.

Major intersections along this corridor are:

- La Brea Avenue and Stocker Street/Overhill Drive
- La Brea Avenue and Northridge Drive
- La Brea Avenue and Slauson Avenue
- La Brea Avenue and 62nd Street

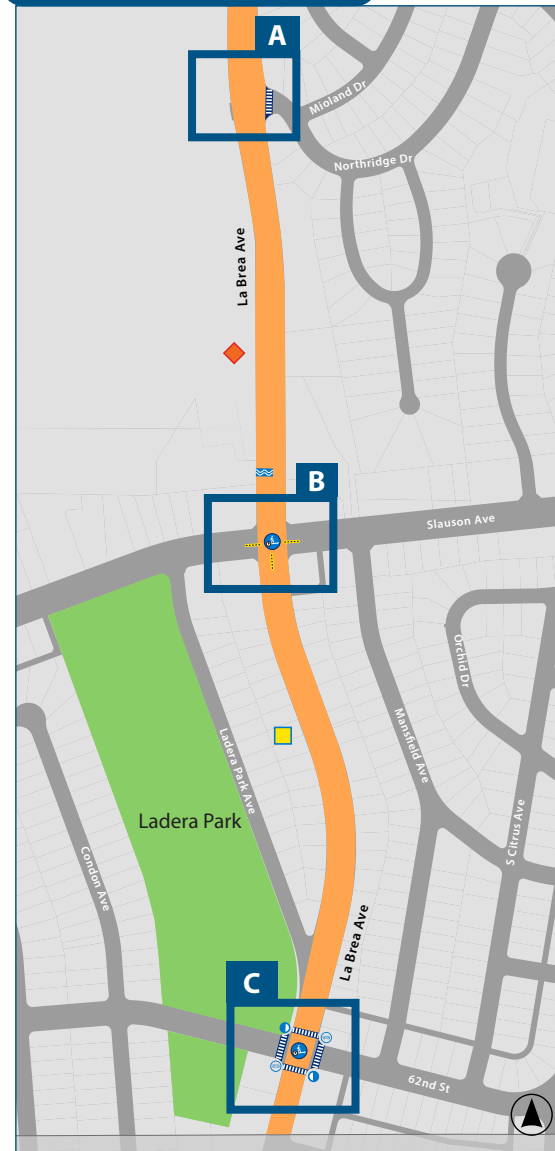
Kenneth Hahn State Recreation Area is located immediately north of the 5-point intersection where the corridor intersects with Stocker Street and Overhill Drive.

Ladera Park is located directly to the west of the intersection of La Brea Avenue and 62nd Street.

## PROPOSED ROADWAY TREATMENTS

- Install an advance warning sign and transverse rumble strips on the north approach to the intersection of La Brea Avenue & Slauson Avenue
- Install a driver feedback sign for southbound traffic between Slauson Avenue and 62nd Street

## CORRIDOR SNAPSHOT



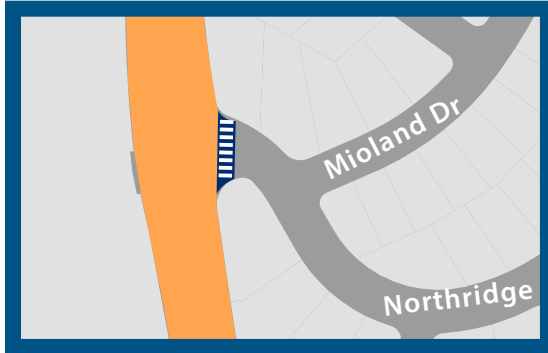
- High Visibility Crosswalk
- Curb Extension
- Advance Warning Sign
- DriverFeedback Sign
- Leading Pedestrian Interval  
Accessible Pedestrian Signal
- Hardened Centerline
- Transverse Rumble Strip
- Bus Stop Relocation
- Park

\*See Figure 5.2.1 or Appendix D for all proposed recommendations within the project area.



## PROPOSED TREATMENTS BY INTERSECTION

### A. La Brea Avenue & Northridge Drive



High Visibility Crosswalk

- Install high visibility crosswalk on the east approach of the intersection of La Brea Avenue & Northridge Drive

### B. La Brea Avenue & Slauson Avenue

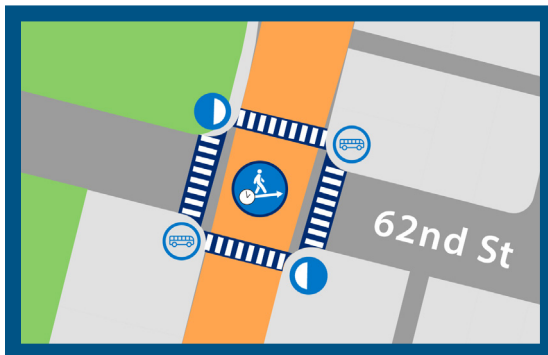


Leading Pedestrian Interval  
Accessible Pedestrian Signal

Hardened Centerline

- Provide leading pedestrian interval and accessible pedestrian signal
- Add hardened centerlines on the east, west, and south approaches of the intersection

### C. La Brea Avenue & 62nd Street



High Visibility Crosswalk

Leading Pedestrian Interval  
Accessible Pedestrian Signal

Curb Extension

Bus Stop Relocation

- Provide leading pedestrian interval and accessible pedestrian signal
- Install high visibility crosswalks on all approaches of the intersection
- Provide curb extensions on the northwest and southeast corners of the intersection
- Relocate bus stops to the far sides of the intersection

# FAIRFAX AVENUE BETWEEN STOCKER STREET AND THE SOUTH PROJECT LIMIT SOUTH OF 62ND STREET

## CORRIDOR FEATURE

**Fairfax Avenue** is a key corridor situated in the central sector of the project area, located between the Ladera Heights and View Park-Windsor Hills neighborhoods.

Fairfax Avenue is classified as a minor arterial per the CRS map. ADT volumes are noted to be in the 6,000 - 7,400 vehicles per day range.

Major intersections along this corridor are:

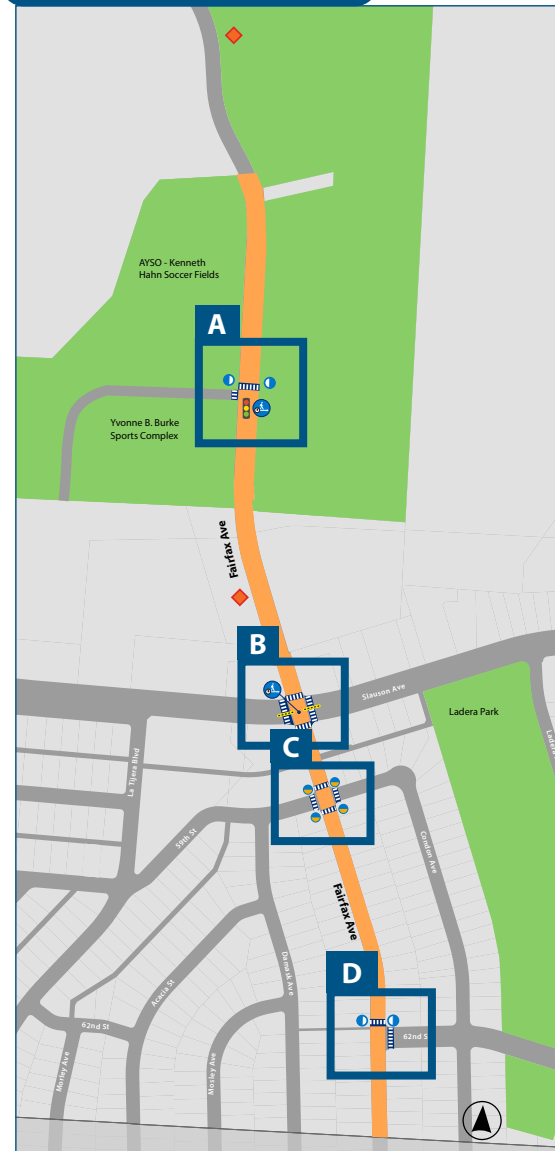
- Fairfax Avenue and Stocker Street
- Fairfax Avenue and Yvonne B. Burke Sports Complex
- Fairfax Avenue and Slauson Avenue
- Fairfax Avenue and 62nd Street

The corridor traverses the oil field in Baldwin Hills and provides a connection to both the Kenneth Hahn soccer fields and the Yvonne B. Burke sports complex baseball fields.

## PROPOSED ROADWAY TREATMENTS

- Install an advance warning sign for northbound traffic, between Stocker Street and the Kenneth Hahn soccer fields
- Install an advance warning sign for southbound traffic between the Yvonne B. Burke Sports Complex and Slauson Avenue

## CORRIDOR SNAPSHOT

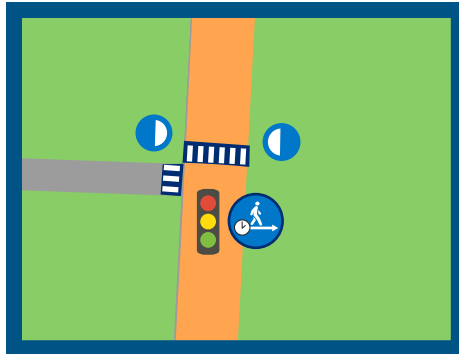


- High Visibility Crosswalk
- Corner Radius Reduction
- Curb Extension
- Advance Warning Sign
- Traffic Signal
- Leading Pedestrian Interval Accessible Pedestrian Signal
- Hardened Centerline
- Park

\*See Figure 5.2.1 or Appendix D for all proposed recommendations within the project area.

## PROPOSED TREATMENTS BY INTERSECTION

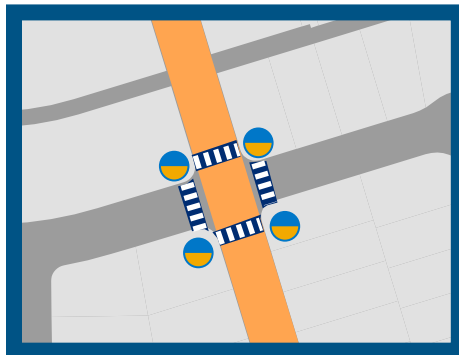
### A. Fairfax Avenue & Baseball Fields



- Install high visibility crosswalks on the west and north approaches of the intersection at the entrance of the baseball fields
- Provide curb extensions on the northwest and northeast corners of the intersection
- Provide new traffic signal with leading pedestrian interval and accessible pedestrian signal

- |||| High Visibility Crosswalk
- ⓘ Curb Extension
- 🚦 Traffic Signal
- 🚶 Leading Pedestrian Interval  
Accessible Pedestrian Signal

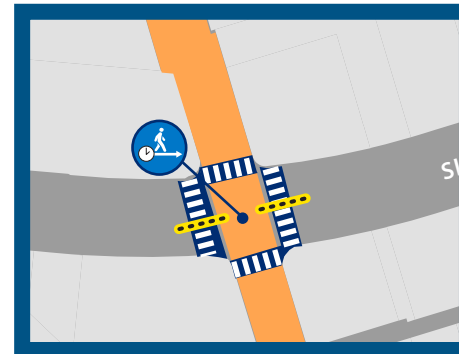
### C. Fairfax Avenue & 59th Street



- Install high visibility crosswalks on all approaches of the intersection
- Reduce corner radii on all corners of the intersection

- |||| High Visibility Crosswalk
- 📐 Corner Radius Reduction

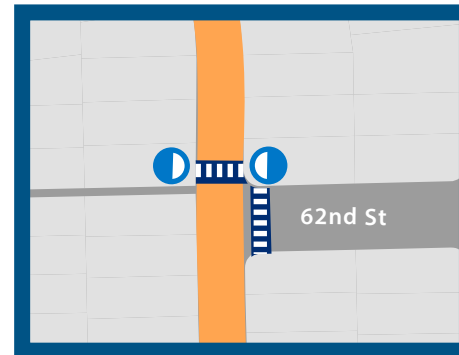
### B. Fairfax Avenue & Slauson Avenue



- Install high visibility crosswalks on all approaches of the intersection
- Provide leading pedestrian interval and accessible pedestrian signal
- Add hardened centerlines on the east and west approaches of the intersection

- |||| High Visibility Crosswalk
- 🚶 Leading Pedestrian Interval  
Accessible Pedestrian Signal
- Hardened Centerline

### D. Fairfax Avenue & 62nd Street



- Install high visibility crosswalks on the north and east approaches of the intersection
- Provide curb extensions on the northwest and northeast corners of the intersection

- |||| High Visibility Crosswalk
- ⓘ Curb Extension



# OVERHILL DRIVE BETWEEN STOCKER STREET AND THE SOUTH PROJECT LIMIT SOUTH OF 62ND STREET

## CORRIDOR FEATURE

**Overhill Drive** is a major corridor that runs along the border of the View Park-Windsor Hills neighborhood and plays a significant role as a key roadway.

Overhill Drive is classified as a minor arterial per the CRS map. ADT volumes are noted to be in the 11,000 - 12,000 vehicles per day range.

Major intersections along this corridor are:

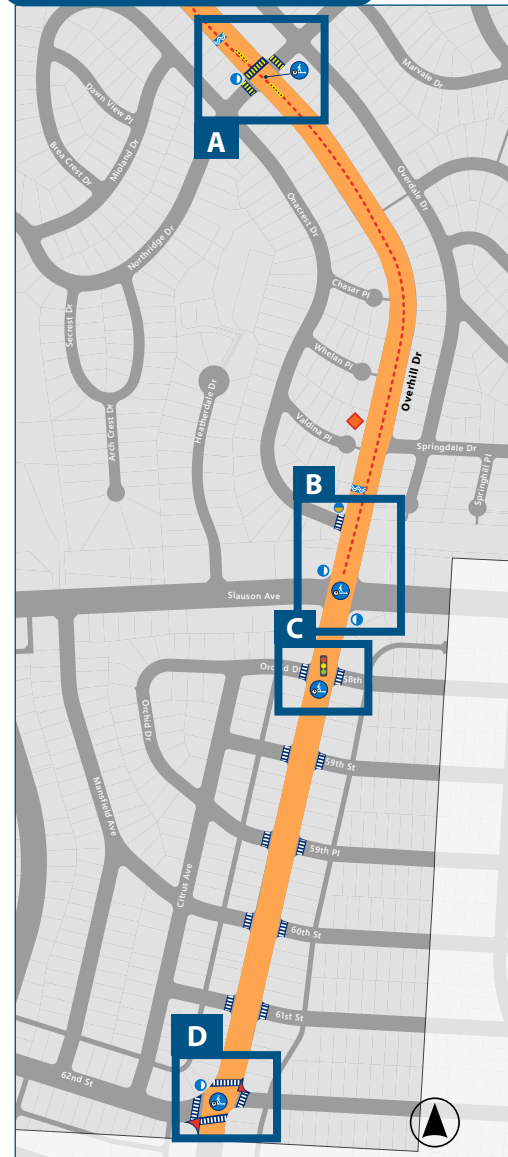
- Overhill Drive and Stocker Street/La Brea Avenue
- Overhill Drive and Northridge Drive
- Overhill Drive and Slauson Avenue
- Overhill Drive and Orchid Drive/58th Place
- Overhill Drive and 62nd Street

The intersection of Overhill Drive and Northridge Drive is a primary entrance to the neighborhood, providing access to Windsor Hills Elementary School.

## PROPOSED ROADWAY TREATMENTS

- Reduce two vehicle lanes to one in each direction, establishing a two-way left turn lane in the center between Stocker Street and Slauson Avenue, while adding a new sidewalk on the west side of the corridor and expanding the existing sidewalk on the east side
- Install transverse rumble strips on the north approaches to the intersections of Overhill Drive & Northridge Drive and Overhill Drive & Slauson Avenue

## CORRIDOR SNAPSHOT

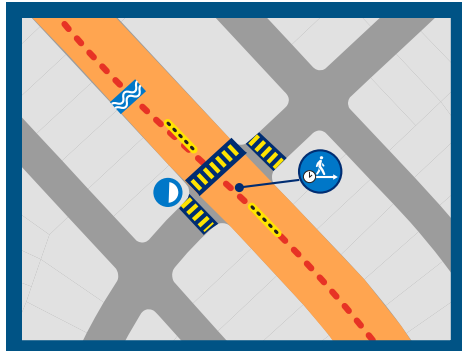


- Lane Reconfiguration
- ▨ High Visibility Crosswalk (Yellow)
- ▨ High Visibility Crosswalk
- 🚦 Traffic Signal
- 🌊 Transverse Rumble Strip
- 🔵 Corner Radius Reduction
- 🔵 Curb Extension
- 🔴 Advance Warning Sign
- ♿ Leading Pedestrian Interval  
♿ Accessible Pedestrian Signal
- Hardened Centerline
- 🚫 Remove Channelized Right-Turn

\*See Figure 5.2.1 or Appendix D for all proposed recommendations within the project area.

## PROPOSED TREATMENTS BY INTERSECTION

### A. Overhill Drive & Northridge Drive



- High Visibility Crosswalk (Yellow)
- Curb Extension
- Transverse Rumble Strip
- Leading Pedestrian Interval  
Accessible Pedestrian Signal
- Hardened Centerline

- Install yellow high visibility crosswalks on the north, east, and west approaches of the intersection
- Provide a curb extension on the northwest corner of the intersection
- Provide leading pedestrian interval and accessible pedestrian signal
- Add hardened centerlines on the north and south approaches of the intersection

### B. Overhill Drive & Onacrest Drive/Slauson Avenue



- High Visibility Crosswalk
- Curb Extension
- Corner Radius Reduction
- Transverse Rumble Strip
- Leading Pedestrian Interval  
Accessible Pedestrian Signal

- Install high visibility crosswalk on the west approach of the Overhill Drive & Onacrest Drive intersection
- Reduce corner radius on the northwest corner of the Overhill Drive & Onacrest Drive intersection
- Provide leading pedestrian interval and accessible pedestrian signal at the Overhill Drive & Slauson Avenue intersection
- Provide curb extensions on the northwest and southeast corners of the Overhill Drive & Slauson Avenue intersection

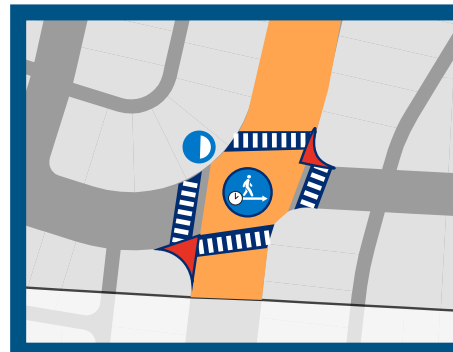
### C. Overhill Drive & 58th Place (Orchid Drive)/59th Street



- High Visibility Crosswalk
- Traffic Signal
- Leading Pedestrian Interval  
Accessible Pedestrian Signal

- Provide new traffic signal at the intersection of Overhill Drive and Orchid Drive/58th Place with leading pedestrian interval and accessible pedestrian signal
- Install high visibility crosswalks on the east and west approaches of the intersections at Overhill Drive & Orchid Drive/58th Place and Overhill Drive & 59th Street

### D. Overhill Drive & 62nd Street

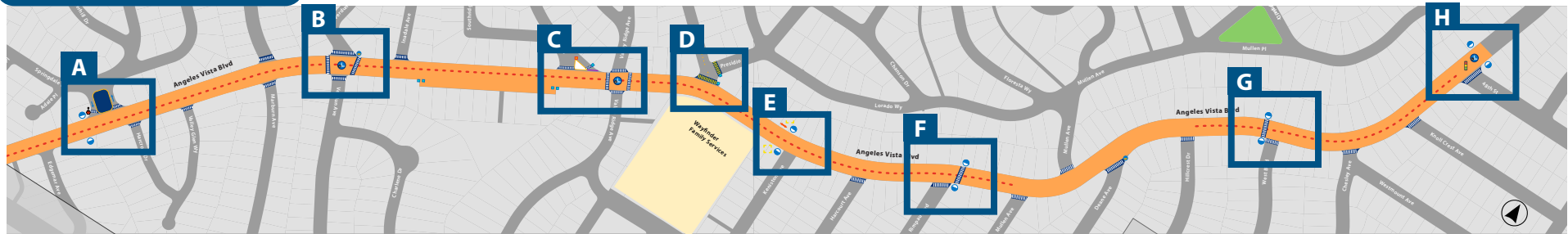


- High Visibility Crosswalk
- Curb Extension
- Leading Pedestrian Interval  
Accessible Pedestrian Signal
- Remove Channelized Right-Turn Lane

- Install high visibility crosswalks on all approaches of the intersection
- Provide a curb extension on the northwest corner
- Remove the channelized right-turn lanes on the northeast and southwest corners
- Provide leading pedestrian interval and accessible pedestrian signal

# ANGELES VISTA BOULEVARD BETWEEN THE SOUTH PROJECT LIMIT NORTH OF SLAUSON AVENUE AND 48TH STREET

## CORRIDOR SNAPSHOT



- |                                    |   |   |                    |          |
|------------------------------------|---|---|--------------------|----------|
| Lane Reconfiguration               | Corner Radius Reduction                                     | Widen median                            | Relocate Stop Sign | Red Curb |
| High Visibility Crosswalk (Yellow) | Curb Extension  | Dead End Sign                           | Street Closure     | Park     |
| High Visibility Crosswalk          | Leading Pedestrian Interval<br>Accessible Pedestrian Signal | Curb ramp<br>Detectable Warning Surface | One-way Street     | School   |
| Traffic Signal                     | Yellow Reflective Sheeting                                  | Centerline                              |                    |          |

## CORRIDOR FEATURE

**Angeles Vista Boulevard** is a significant corridor that traverses the heart of the View Park-Windsor Hills neighborhood and frequently experiences a high volume of cut-through traffic.

Angeles Vista Boulevard is classified as a minor arterial per the CRS map. ADT volumes are noted to be in the 10,000 - 15,000 vehicles per day range.

Major intersections along this corridor are:

- Angeles Vista Boulevard and Slauson Avenue
- Angeles Vista Boulevard and Harcross Drive
- Angeles Vista Boulevard and Verdun Avenue
- Angeles Vista Boulevard and Rimpau Boulevard
- Angeles Vista Boulevard and 48th Street

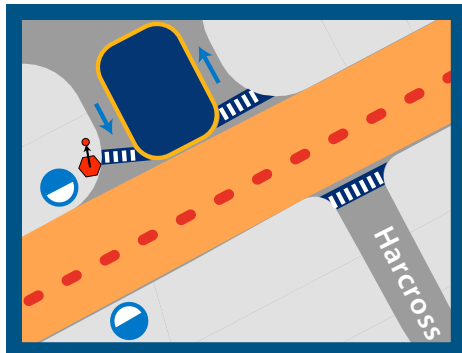
Wayfinder Family Services is located between the intersections of Angeles Vista Boulevard & Valley Ridge Avenue and Angeles Vista Boulevard & Keniston Avenue.

## PROPOSED ROADWAY TREATMENTS

- Reduce two vehicle lanes to one in each direction, establishing a two-way left turn lane in the center between Mullen Avenue and Slauson Avenue, as well as between Hillcrest Drive and 48th Street to facilitate the connection with the existing lane reconfiguration.



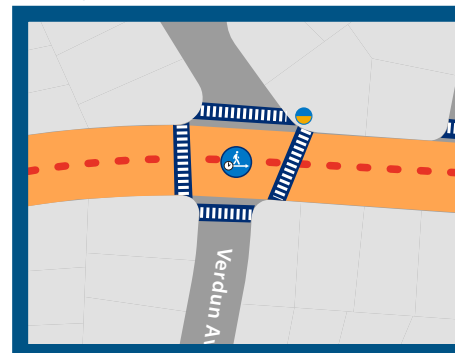
A. Angeles Vista Boulevard & Harcross Drive



- High Visibility Crosswalk
- Curb Extension
- One-way Street
- Widen median

- Widen the current center median on the north and northwest approach
- Convert the existing two-way North Harcross Drive into two separate one-way streets
- Provide curb extensions on the southwest and northwest corners of the intersection
- Install high visibility crosswalks on the north, northwest and south approaches of the intersection
- Relocate stop sign post on the northwest approach

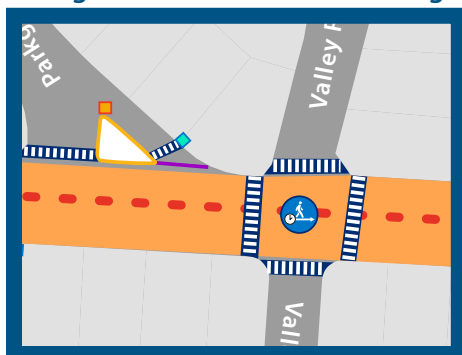
B. Angeles Vista Boulevard & Verdun Avenue



- High Visibility Crosswalk
- Corner Radius Reduction
- Leading Pedestrian Interval Accessible Pedestrian Signal

- Install high visibility crosswalks on all approaches of the intersection
- Reduce corner radius on the northeast corner of the intersection
- Provide leading pedestrian interval and accessible pedestrian signal

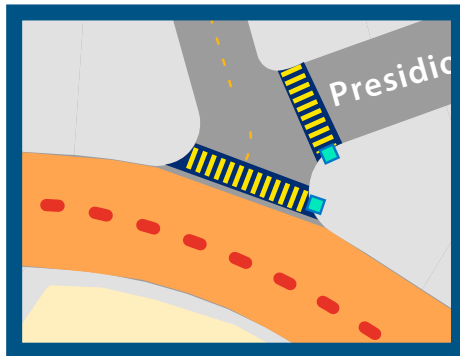
C. Angeles Vista Boulevard & Parkglen Avenue/Valley Ridge Avenue






- High Visibility Crosswalk
- Dead End Sign
- Curb ramp
- Street Closure
- Leading Pedestrian Interval Accessible Pedestrian Signal

- Restrict access to East Parkglen Avenue, permitting entry and exit only via West Parkglen Avenue from/to Angeles Vista Boulevard
- Install dead-end sign at the junction of West and East Parkglen Avenue
- Install curb ramp and detectable warning surface on the northeast corner of the Angeles Vista Boulevard & East Parkglen Avenue intersection
- Install high visibility crosswalks on all approaches of the Angeles Vista Boulevard & Valley Ridge Avenue intersection and the north legs of the Angeles Vista Boulevard & Parkglen Avenue intersection
- Provide leading pedestrian interval and accessible pedestrian signal at the Angeles Vista Boulevard & Valley Ridge Avenue intersection

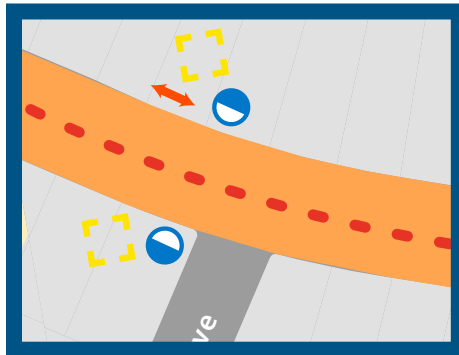
D. Angeles Vista Boulevard & Escalon Avenue/Presidio Drive




- Install yellow high visibility crosswalk on the north approach of the Angeles Vista Boulevard & Escalon Avenue intersection
- Provide new centerline on Escalon Avenue
- Install yellow high visibility crosswalk on the east approach of the Escalon Avenue & Presidio Drive
- Install curb ramp and detectable warning surface on the northeast corner of the Angeles Vista Boulevard & Escalon Avenue intersection
- Install curb ramp and detectable warning surface on the southeast corner of the Escalon Avenue & Presidio Drive intersection

-  High Visibility Crosswalk (Yellow)
-  Centerline
-  Curb ramp  
Detectable Warning Surface

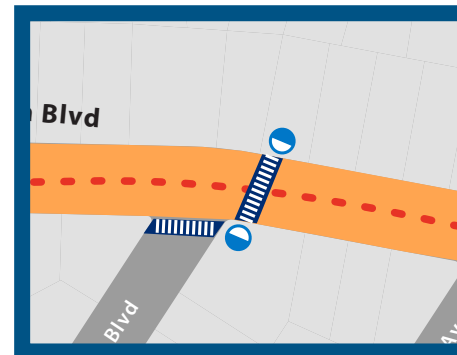
E. Angeles Vista Boulevard & Keniston Avenue





- Provide curb extensions on the northwest and southwest corners of the intersection
- Add yellow reflective sheeting to the pedestrian crossing sign posts on the northwest and southwest corners of the intersection
- Install red curb on the north side of Angeles Vista Boulevard west of the crosswalk

-  Curb Extension
-  Yellow Reflective Sheeting
-  Red Curb

F. Angeles Vista Boulevard & Rimpau Boulevard

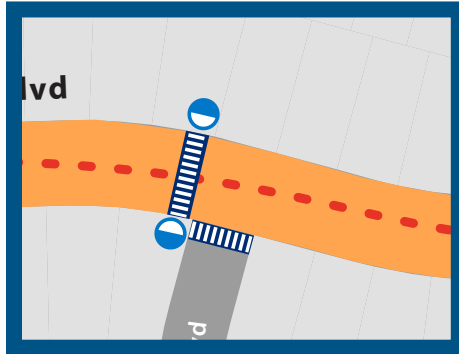


- Install high visibility crosswalks on the east and south approaches of the intersection
- Provide curb extensions on the northeast and southeast corners of the intersection

-  High Visibility Crosswalk
-  Curb Extension

## PROPOSED TREATMENTS BY INTERSECTION

### G. Angeles Vista Boulevard & West Boulevard



- Provide curb extensions on the northwest and southwest corners of the intersection
- Install high visibility crosswalks on the west and south approaches at the intersection

- ▬▬▬▬ High Visibility Crosswalk
- Curb Extension

### H. Angeles Vista Boulevard & 48th Street

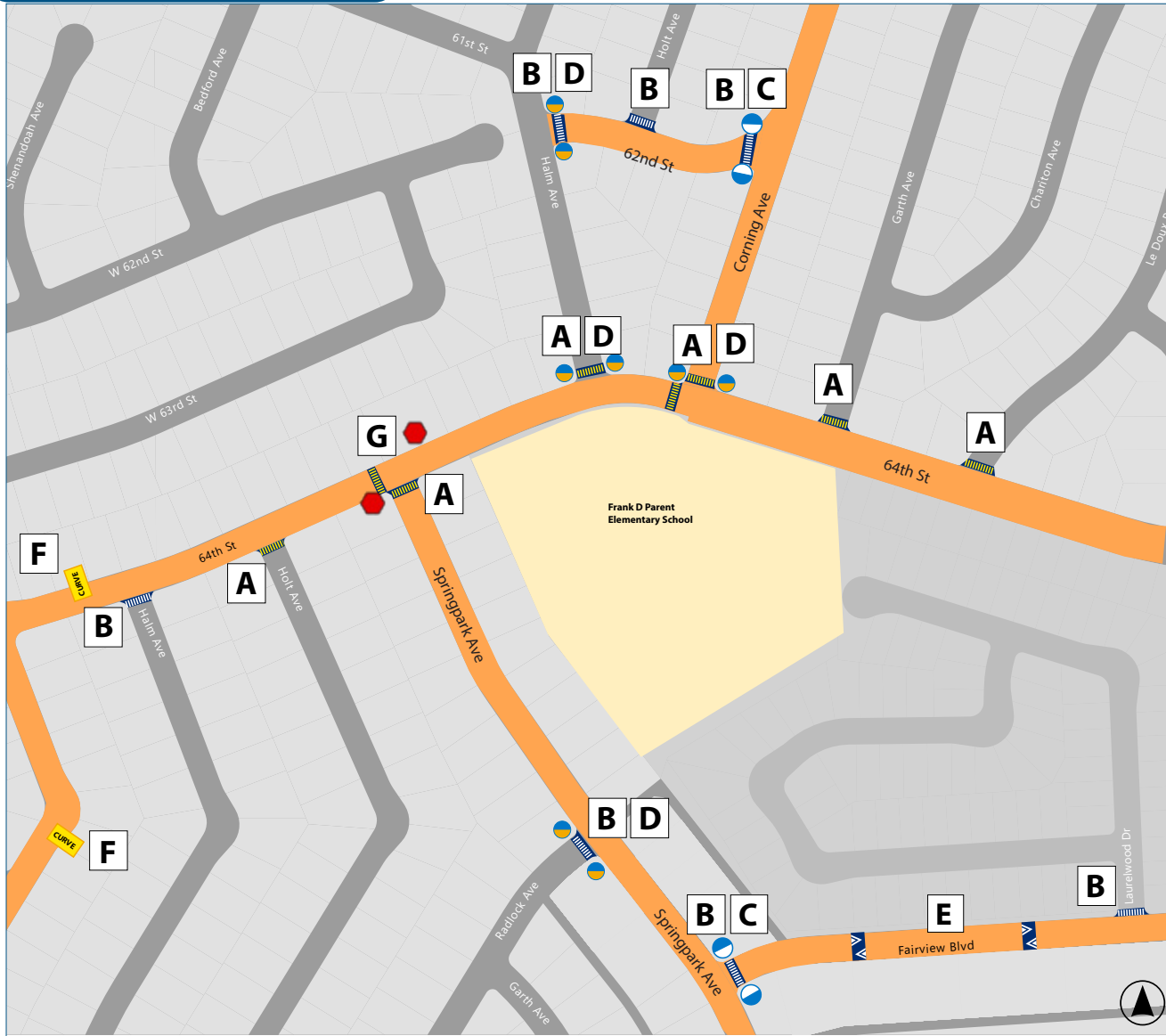


- Provide high visibility crosswalk on the east approach of the intersection
- Provide curb extensions on the northeast and northwest corners of the intersection
- Install new traffic signal with leading pedestrian interval and accessible pedestrian signal

- ▬▬▬▬ High Visibility Crosswalk
- Curb Extension
- 🚦 Traffic Signal
- 🚶 Leading Pedestrian Interval  
♿ Accessible Pedestrian Signal



NEIGHBORHOOD SNAPSHOT



- High Visibility Crosswalk (Yellow) - A
- High Visibility Crosswalk - B
- Curb Extension - C
- Corner Radius Reduction - D
- Speed Cushion - E
- CURVE Curve Mark - F
- Stop Sign - G
- School

**NEIGHBORHOOD FEATURE**

**Lower Ladera Heights** is located south of Slauson Avenue and north of Centinela Boulevard, spanning from the western boundary of the Ladera Heights neighborhood to La Cienega Boulevard. This area is adjacent to the cities of Culver City and Inglewood.

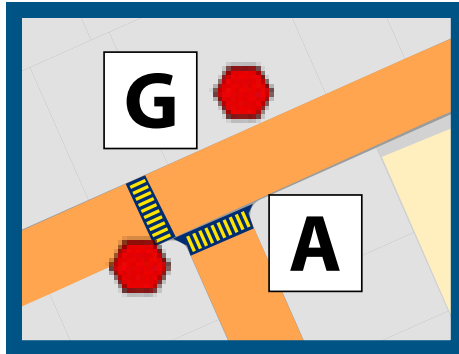
Major corridors in this neighborhood are

- 62nd Street
- 64th Street
- Corning Avenue
- Fairview Boulevard
- Springpark Avenue

Frank D. Parent Elementary School is situated on 64th Street just beyond the project area's boundaries.

## PROPOSED TREATMENTS BY INTERSECTION

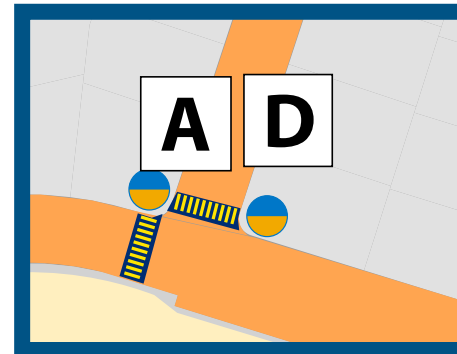
### A. 64th Street & Springpark Avenue



- Install yellow high visibility crosswalks on the south and west approaches of the intersection
- Provide stop signs on the east and west approaches of the intersection

- ▨ High Visibility Crosswalk (Yellow) - A
- ◈ Stop Sign - G

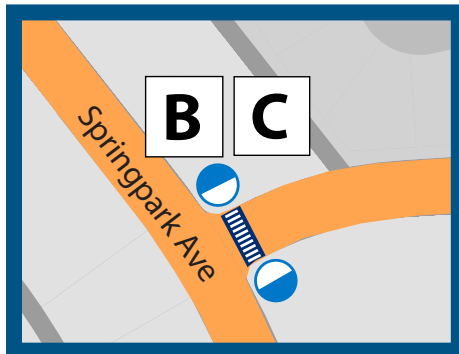
### B. 64th Street & Corning Avenue



- Install yellow high visibility crosswalk on the north and west approaches of the intersection
- Reduce corner radius on the northwest and northeast corners of the intersection

- ▨ High Visibility Crosswalk (Yellow) - A
- ◉ Corner Radius Reduction - D

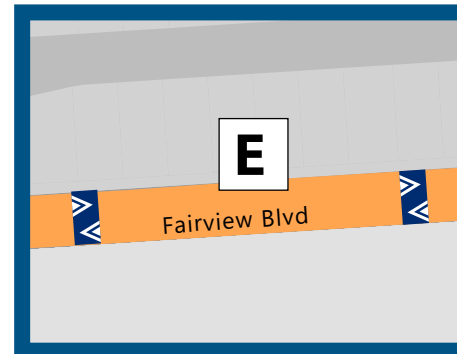
### C. Fairview Boulevard & Springpark Avenue



- Install high visibility crosswalks on the east approach of the intersection
- Provide curb extensions on the northeast and southeast corners of the intersection

- ▨ High Visibility Crosswalk - B
- ◉ Curb Extension - C

### D. Fairview Boulevard between Springpark Avenue and Laurelwood Drive



- Install speed cushions

- ▨ Speed Cushion - E

# CH 6. IMPLEMENTATION







## 6.1 Project Prioritization

The prioritization analysis provides guidance to Los Angeles County as to which projects will provide the greatest potential benefit to neighborhood wide mobility.

While higher ranking projects should generally be implemented before lower ranking ones, the County may choose to advance specific projects for other interests or as funds become available. Additional analyses should be conducted periodically to account for any significant changes in the local population, the environment, and the transportation network.

To ease prioritization and implementation, the CTSP has structured all proposed improvements by street. This allows the County to package streets and the traffic safety improvements located along them as separate “mini-projects” that can then be used to program funds.

The project prioritization model used for this CTSP was developed with considerations to five key categories:

- Timeline – Consider each project’s timeline that can reflect the readiness of projects for implementation
- Need and Equity – Measure each project’s impact on the most vulnerable members of the community
- Safety – Evaluate a project’s potential impact on overall traffic safety in the project area
- Community Support – Considers the level of community support for each project
- Network Connectivity – Quantify each project’s potential impact on walking and bicycling behaviors in the project area

Table 6.1.1 displays specific measures for each category and Table 6.1.2 provides the project prioritization rankings. The comprehensive project prioritization calculations are available in Appendix E.

Table 6.1.1. Project Prioritization Criteria

Group	Category	Description	Weight	Category Weight
Timeline	Short-Term	Short-term projects are those with a high “readiness” factor, meaning the proposed projects can be quickly implemented.	20	30
	Long-Term	Long-term projects are those with a low “readiness” factor, meaning the proposed projects cannot be quickly implemented.	10	
Need and Equity	Vulnerable Population	Count of population below 18 years or over 64 years of age within a 200ft area of the corridor according.	5	10
	DAC	Average score of overall CalEnviroScreen 4.0 percentile score <sup>1</sup> for the 200 ft area surrounding the corridor.	5	
Safety	Total Collisions	The total count of collisions within a 100 ft area of each corridor.	15	30
	ADTs	The total traffic volume of each corridor collected during a 24-hour weekday period.	5	
	85th Percentile Speed	The speed at or below which 85 percent of the drivers travel on each corridor.	10	
Community Support	Community Feedback	A quantification of the level of support provided by the community for each project.	20	20
Network Connectivity	Nearby Attractors	The count of nearby attractors including parks, schools, medical centers, and other local institutions within 1/4 mile of corridor	10	10
<b>TOTAL</b>			<b>100</b>	

1. CalEnviroScreen 4.0 percentile score: CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. An area with a high score is one that experiences a much higher pollution burden than areas with low scores.

Table 6.1.2. Project Rankings

Rank	Roadway	From	To	Timeline	Need & Equity	Safety	Community Support	Network Connectivity	Total
1	Slauson Ave (South Frontage Rd)	La Cienega Blvd	La Tijera Blvd	22.50	6.20	25.97	16.55	4.48	75.70
2	Slauson Ave	West Project Limit	East Project Limit	24.88	5.88	22.17	16.56	5.39	74.88
3	Overhill Dr	Stocker St	South Project Limit	21.00	5.59	16.96	20.00	7.39	70.94
4	La Brea Ave	Stocker St	South Project Limit	25.50	5.59	18.47	12.18	8.91	70.65
5	La Cienega Blvd	Stocker St	South Project Limit	30.00	5.91	21.25	4.30	2.67	64.13
5	Slauson Ave (South Frontage Rd)	Shenandoah Ave	Chariton Ave	22.50	6.20	19.83	11.12	1.37	61.02
7	Stocker St	Overhill Dr	Angeles Vista Blvd	24.50	2.83	11.34	15.08	2.61	56.36
8	Mioland Dr	Onacrest Dr	Northridge Dr	19.29	5.66	7.13	15.98	5.59	53.65
9	Slauson Ave (North Frontage Rd)	Shenandoah Ave	Corning Ave	18.33	6.20	17.11	9.88	1.31	52.84
10	Condon Ave	Fairfax Ave	South Project Limit	30.00	5.74	4.90	3.94	8.06	52.63
11	59th St	La Tijera Blvd	Fairfax Ave	30.00	6.16	6.51	3.99	5.90	52.56
12	Onacrest Dr	Northridge Dr	Overhill Dr	23.08	5.66	8.39	9.25	6.00	52.37
13	54th St	Valley Ridge Ave	East Project Limit	16.20	5.46	9.71	10.90	10.00	52.28
14	La Tijera Blvd	Slauson Ave	South Project Limit	21.00	6.20	11.74	10.29	2.99	52.22
15	Northridge Dr	La Brea Ave	Valley Ridge Ave	17.88	5.65	6.00	16.60	5.49	51.62
16	Rimpau Blvd	Angeles Vista Blvd	Slauson Ave	20.00	5.10	7.58	9.22	9.12	51.02
17	Centinela Ave	East Project Limit	West Project Limit	30.00	2.52	13.91	2.85	1.07	50.35
18	Angeles Vista Blvd	South Project Limit	48th St	18.10	5.33	7.66	11.88	5.67	48.62
19	Kings Rd	Slauson Ave	South Project Limit	21.92	5.43	7.44	8.23	2.18	45.20
20	Valley Ridge Ave	Stocker St	Angeles Vista Blvd	24.00	5.35	4.59	6.29	2.40	42.64
21	Presidio Dr	Stocker St	Angeles Vista Blvd	24.71	4.96	2.35	8.56	2.04	42.62
22	Fairview Blvd	Springpark Ave	East Project Limit	21.00	3.41	4.37	7.31	6.12	42.21
23	Fairfax Ave	Stocker St	South Project Limit	21.18	6.01	6.11	3.40	5.10	41.79
24	Springpark Ave	64th St	Centinela Ave	22.50	6.20	4.56	3.99	3.60	40.85



Table 6.1.2. Project Rankings (Cont.)

RANK	Roadway	From	To	Timeline	Need & Equity	Safety	Community Support	Network Connectivity	TOTAL
25	Mt Vernon Dr	Northridge Dr	Southridge Ave	18.62	5.66	2.56	4.12	7.91	38.87
26	64th St	Sherbourne Dr	East Project Limit	25.91	4.60	1.93	3.21	2.58	38.22
27	62nd St	Fairfax Ave	Overhill Dr	15.00	5.64	6.51	5.72	5.07	37.94
28	Mullen Ave	Angeles Vista Blvd	Olympiad Dr	18.75	5.13	4.71	5.22	3.73	37.54
29	Sherbourne Dr	Centinela Ave	64th St	22.50	5.67	5.72	2.95	0.00	36.84
30	Mt Vernon Dr	Mullen Ave	East Project Limit	18.62	5.44	5.12	1.65	4.39	35.22
31	62nd St	Halm Ave	Corning Ave	18.00	6.20	0.00	6.45	1.79	32.45
32	Sherbourne Dr	Slauson Ave	55th St	15.00	6.20	4.44	0.00	1.53	27.17
33	48th St	Angeles Vista Blvd	Crenshaw Blvd	0.00	5.45	8.08	5.09	2.56	21.18
34	Shenendoah Ave	Slauson Ave	61st St	0.00	6.20	3.68	5.64	3.06	18.57
35	Corning Ave	Slauson Ave	62nd St	0.00	5.91	5.17	5.86	1.01	17.95

## 6.2 Project Phasing

Project phasing serves as a roadmap, indicating the duration and effort necessary for the successful implementation of the projects outlined in this plan. It offers a preliminary timeline for when the County may begin these projects and identifies those likely to be carried out in the coming years.

### SHORT-TERM TIMELINE: 0-5 YEARS

Short-term projects are those with a high “readiness” factor, meaning the proposed projects can be quickly implemented. The recommendations within the project area that are phased as “short-term” present opportunities for more rapid implementation and reflect strong community support and impactful effect on the system.

#### EXAMPLES

- SIGNING / STRIPING
- HARDENED CENTERLINE
- HIGH VISIBILITY CROSSWALK
- LEADING PEDESTRIAN INTERVAL
- ACCESSIBLE PEDESTRIAN SIGNAL
- TRANSVERSE RUMBLE STRIP
- SPEED CUSHION

### LONG-TERM TIMELINE: 5+ YEARS

These projects can be considered as forecasted projects and require added resources prior to implementation. These projects require more attention in the engineering and design phases or include the need for coordination with adjacent agencies or city governing bodies. Cost sharing and/or grant application demands can impact “readiness”.

#### EXAMPLES

- BUS STOP RELOCATION
- CONVERT TO ONE-WAY STREET
- CORNER RADIUS REDUCTION
- CURB EXTENSION
- INTERSECTION REALIGNMENT
- LANE RECONFIGURATION
- NEW SIDEWALKS & SIDEWALK WIDENING
- TRAFFIC CIRCLE

## 6.3 Funding Opportunities

Los Angeles County can seek a variety of funding opportunities for the planning, designing, and construction of the recommended projects. This section provides an overview of the federal, state, and local funding sources with infrastructure projects. Table 6.3.1 showcases these programs, sources, and descriptions. Funding offered for each program is subject to change – updated values can be found within the respective oversight agency’s website.

Table 6.3.1. Funding Sources

Grant / Program	Source	Agency	Description
Better Utilizing Investments to Leverage Development (BUILD)	Federal	USDOT	U.S. Department of Transportation's (USDOT) BUILD Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.
Safe Streets and Roads for All (SS4A)	Federal	USDOT	The Bipartisan Infrastructure Law established the new SS4A discretionary program, with \$5 billion in appropriated funds over 5 years, from 2022 to 2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and has a goal of zero roadway deaths.
Surface Transportation Block Grant Program (STBG)	Federal	FHWA	The STBG, formerly the Surface Transportation Program, provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Table 6.3.1. Funding Sources (Cont.)

Grant / Program	Source	Agency	Description
Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Federal	FTA	<p>The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for “traditional” or “nontraditional” projects. “Traditional” projects are capital projects as defined in Title 49 of the United States Code (USC), Section 5302(3). “Nontraditional” projects are capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities.</p> <p>Eligible projects include:</p> <ul style="list-style-type: none"> <li>• Buses and vans</li> <li>• Wheelchair lifts, ramps, and securement devices</li> <li>• Transit-related information technology systems, including scheduling/routing/one-call systems</li> <li>• Mobility management programs</li> <li>• Acquisition of transportation services under a contract, lease, or other arrangement</li> </ul>
Urbanized Area Formula Grants - Section 5307	Federal	FTA	<p>The Urbanized Area Formula Funding program, as defined in Title 49 of the USC, Section 5307, makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce Bureau of the Census as an 'Urban Area' with a population of 50,000 or more. Eligible activities include: planning, engineering, design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment, and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software. In addition, associated transit improvements, workforce development activities, and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.</p>



Table 6.3.1. Funding Sources (Cont.)

Grant / Program	Source	Agency	Description
Highway Safety Improvement Program (HSIP)	State	Caltrans <sup>1</sup>	The HSIP is a federal-aid program created from the Fixing America's Surface Transportation Act. The purpose of the program is to reduce fatalities and serious injuries on all public roads. In California, HSIP funds are managed by the Division of Local Assistance. Agencies can apply for HSIP funds toward any public road or publicly owned bicycle or pedestrian pathway or trail in order to improve the safety for its users.
Active Transportation Program (ATP)	State	Caltrans	The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School (SRTS), into a single program. The purpose of the program is to encourage increased use of active modes of transportation by achieving an overall increase in walking and biking trips and decrease in nonmotorized trips. Agencies can reapply for more funding through the program for projects identified in this plan.
Sustainable Transportation Planning Grants	State	Caltrans	Projects that plan for reductions in greenhouse gas and vehicle-miles of travel, and/or integrate Land Use and Transportation planning are eligible. This includes: SRTS, ATP, shared-use path master plans, pedestrian master plans, bicycle master plans, Vision Zero, bike parking facilities planning, educational outreach, traffic calming, health equity studies, first mile/last mile, station area planning, etc.
Community-Based Transportation Planning (CBTP) Grant Program	State	Caltrans	The CBTP Grant Program aims to engage the community in transportation and land use projects. Projects support concepts such as livable and sustainable communities with a transportation or mobility focus. They should also promote community identity and quality of life, as well as provide transportation and land use benefits to communities.
Office of Traffic Safety (OTS) Grants	State	OTS	The OTS Grants seeks to reduce traffic deaths, injuries, and economic losses. The grants have ten areas of concentration; of these, projects identified in this CTSP qualify for the following: 1. Pedestrian and Bicycle Safety 2. Police Traffic Services 3. Public Relations, Advertising, and Marketing Program 4. Roadway Safety and Traffic Records

1. Caltrans - California Department of Transportation

Table 6.3.1. Funding Sources (Cont.)

Grant / Program	Source	Agency	Description
Rubberized Pavement Grant Program	State	CalRecycle <sup>2</sup>	Funding for on-street bikeway and roadway projects that use 100% California waste tires. The Grant Program is designed to promote markets for recycled-content surfacing products derived from only California-generated waste tires. It is aimed at encouraging first-time or limited users of rubberized pavement in two project types – Hot-Mix and Chip Seal. Projects can combine with Class 1 bikeways, green-ways, and disability access at parks with eligible roadway projects.
Strategic Partnerships Grants	State	Caltrans	Strategic Partnerships Grants are intended to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. Successful Strategic Partnerships will strengthen government-to-governments relationships and result in programmed improvements. Example project types include corridor studies, and corridor preservation studies, studies that identify interregional, inter-county, and/or statewide mobility and access needs, and projects that evaluate accessibility and connectivity of the multi-modal transportation network.
Net Toll Grant Program	Regional	Metro	The Net Toll Grant Program uses toll revenues from Metro ExpressLanes to improve transportation in Los Angeles County, promote equity, and provide access to transportation options. It was established in 2012 and has allocated millions of dollars for various transportation projects, including construction of bike lanes, pedestrian walkways, transit centers, and road improvements.

2. CalRecycle - California Department of Resources Recycling and Recovery

## 6.4 Next Steps

Los Angeles County, in collaboration with its stakeholders, which include residents and businesses, is committed to implementing the objectives and initiatives outlined in the CTSP. The County will expand upon the recommended policies and programs to transform View Park-Windsor Hills and Ladera Heights into neighborhoods where:

- Safe Circulation: People can move around safely.
- Walking and Bicycling: Both residents and visitors can increasingly choose walking or bicycling as their mode of travel.
- Non-Motorized Transportation: A growing number of individuals will opt for non-motorized transportation for everyday needs, physical activity, and recreational purposes.
- Economic Benefits: These communities will provide significant business and economic advantages.

The aim is to create vibrant, accessible, and sustainable neighborhoods that benefit everyone.





## Near-Term (0-5 years)

In this phase, the County will focus on projects that enhance the established traffic safety foundation, emphasizing the closure of gaps between existing facilities to make them more effective, and upgrading existing infrastructure to meet modern safety standards.

Simultaneously, it is crucial to elevate public awareness of the CTSP. To achieve this, user-friendly webpages should be developed to keep the public well-informed about the ongoing progress and to facilitate their active participation by providing valuable feedback. By fostering open communication and collaboration, we can better identify and address transportation challenges and opportunities, ultimately creating a more efficient and responsive transportation system that benefits the community as a whole.

## Continued Engagement

Although the CTSP has already initiated conversations within the community to determine their current level of support, the County will continue to coordinate outreach as projects enter the next phases. Consideration will also be made to changes in the community and the conditions outlined in this Plan. Significant opposition from the community or updated conditions may result in the reconsideration of a project as outlined in the CTSP. Proposed improvements will be modified or removed as deemed necessary in future evaluations.

## Mid or Long-Term (5+ years)

In this phase, the County will focus on new facilities that may be more time- and capital-intensive to implement. As the CTSP network continues to grow, there may be opportunities to consolidate individual projects into larger initiatives, such as a potential comprehensive project along the entire stretch of Angeles Vista Boulevard.

The County should remain flexible and consider all projects during each phase in order to take advantage of opportunities to implement other projects should they arise.

Furthermore, the CTSP should proactively keep engaging with the local community and stakeholders to ensure that the expansion and consolidation of projects align with the evolving needs and preferences of the residents.





# APPENDICES

**APPENDIX A - COMMUNITY WORKSHOP#1 MATERIALS**

**APPENDIX B - COMMUNITY WORKSHOP#2 MATERIALS**

**APPENDIX C - CORRIDOR SELECTION METHODOLOGY**

**APPENDIX D - COMPLETE LIST OF RECOMMENDATIONS**

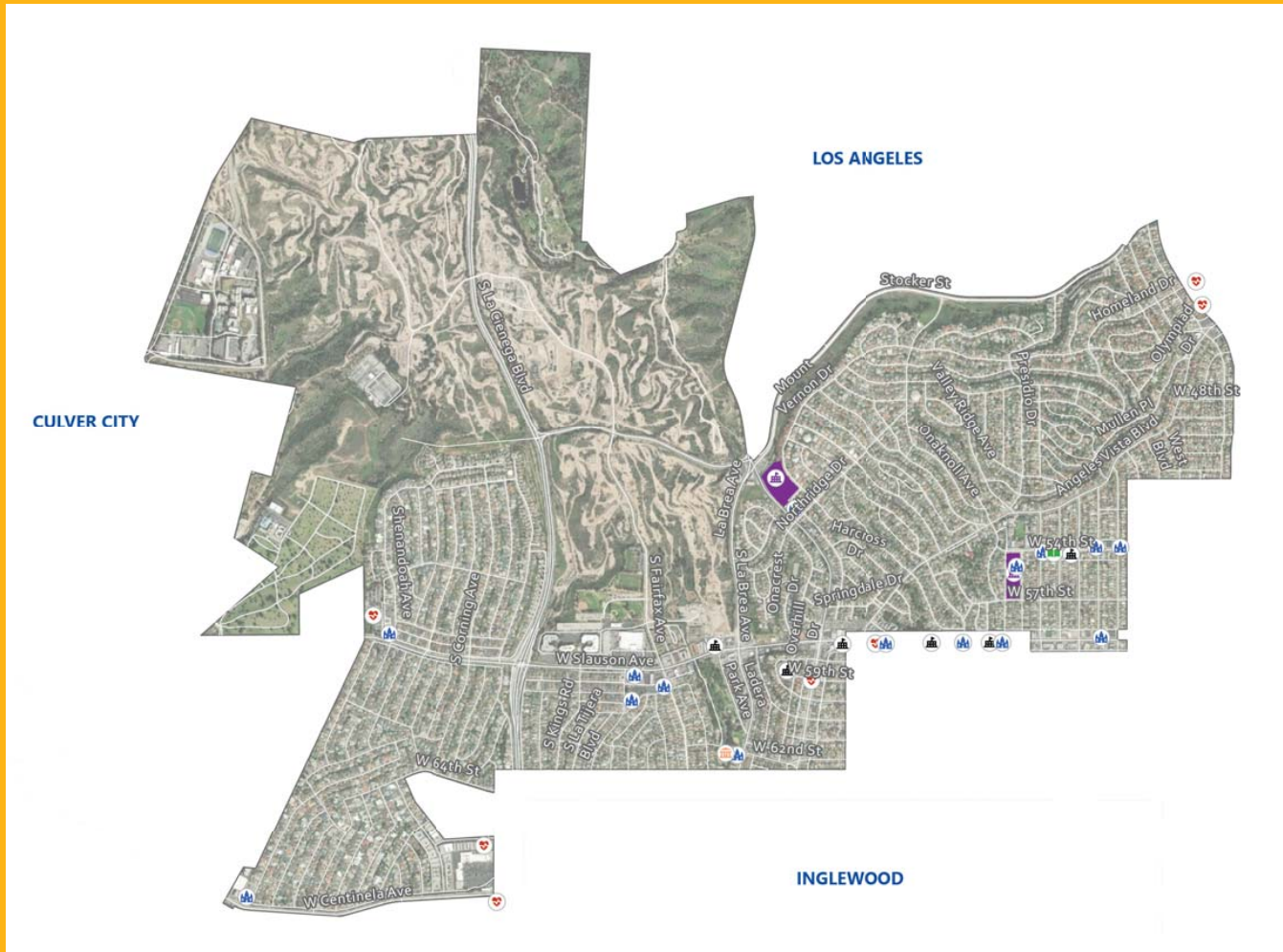
**APPENDIX E - PROJECT PRIORITIZATION CALCULATIONS**

# APPENDIX A

## COMMUNITY WORKSHOP#1 MATERIALS

This section aims to provide an overview of the outreach materials used during Community Workshop #1. These materials include a project area map, a toolbox for arterial corridor, and a toolbox for residential corridor.

# Community Traffic Safety Plan



## SAFETY ISSUES & CONCERNS:

Area reserved for listing safety issues and concerns.

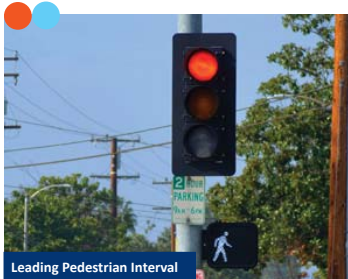
### LEGEND

-  School
-  Daycare Center
-  Senior & Community Center
-  Library
-  School Boundary
-  Hospital & Medical Center
-  Church

# Community Traffic Safety Plan

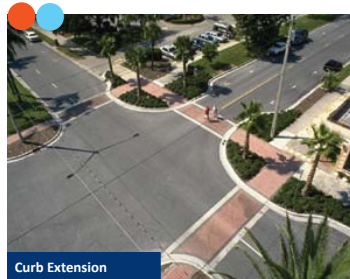
## Arterial Corridor Toolbox

● Intersection ● Roadway ● Crossing



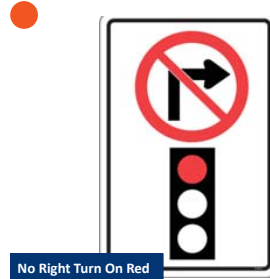
**Leading Pedestrian Interval**

A Leading Pedestrian Interval gives pedestrians a 3-7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. They enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.



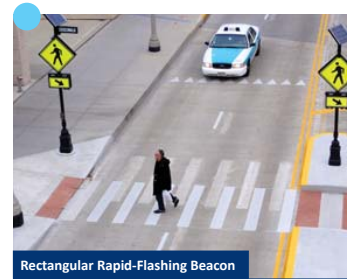
**Curb Extension**

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.



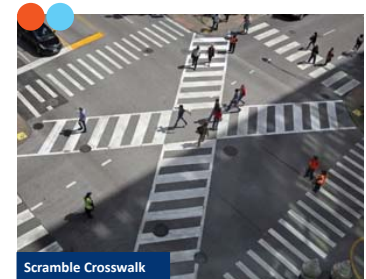
**No Right Turn on Red**

No right turn on red prohibits vehicles from making right turns during a red signal. This treatment allows pedestrians to cross the adjacent crosswalk with less concern for right-turning drivers.



**Rectangular Rapid-Flashing Beacon**

Rectangular rapid flashing beacons (RRFBs) are active warning devices used to alert motorists of crossing pedestrians at uncontrolled crossings. RRFBs can result in motorist yielding rates as high as 98% at marked crosswalks<sup>1</sup>.



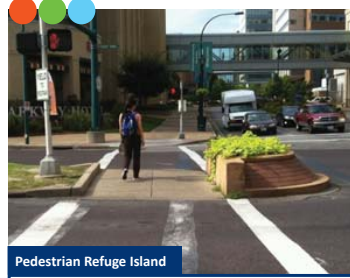
**Scramble Crosswalk**

Scramble crosswalks allow pedestrians to cross an intersection in all directions, including diagonally, while all vehicle traffic is stopped. They can reduce vehicle-pedestrian collisions up to 50%<sup>2</sup>.



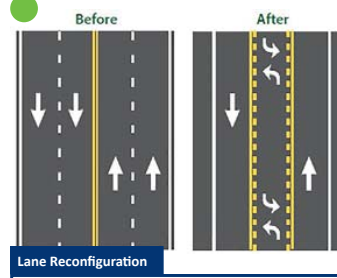
**Landscaped Median**

Landscaped medians are curbed sections that typically occupy the center of a roadway that provides opportunity for landscaping and street trees. The medians reduce conflicts between opposing traffic and helps calm traffic speeds.



**Pedestrian Refuge Island**

A pedestrian refuge island is a median with a refuge area that is intended to help protect pedestrians who are crossing a multilane road. They reduce the exposure time experienced by a pedestrian in the intersection.



**Lane Reconfiguration**

Lane reconfiguration can improve safety, calm traffic, and provide better mobility and access for all road users. Typically it involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane.



**Lighting**

Street lightings promote safer and more efficient movement of both pedestrians and vehicles, reducing the likelihood of accidents and enhancing the overall livability of urban areas.



**Embedded Crosswalk Lights**

Embedded crosswalk lights provide clear visibility and enhance the driver's ability to spot pedestrians. To achieve this, the luminaires must be strategically positioned to minimize any silhouettes effect on the pedestrian and ensure positive contrast for better visual identification.



**Parklet**

Parklets are public seating platforms that convert curbside parking spaces into vibrant community spaces. Also known as street seats or curbside seating.



**Protected Intersection**

Protected intersections enhance pedestrian safety by reducing the roadway crossing distance and reducing speeds of right turning vehicles accommodating with a separated bikeway at intersections.

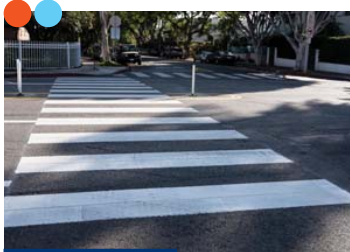
1. Rectangular rapid flashing beacons (RRFB). FHWA Highway Safety Programs Proven Safety Countermeasures Initiative Retrieved from <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>  
 2. Implementing Barnes Dance. Crash Modification Factors Clearinghouse. Retrieved from <https://www.cmfclearinghouse.org/detail.cfm?accid=4117&commentanchor>



# Community Traffic Safety Plan

## Residential Corridor Toolbox

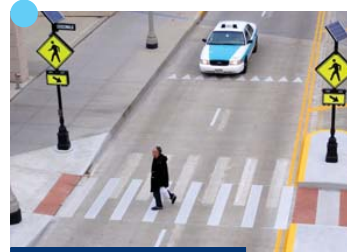
● Intersection ● Roadway ● Crossing



**High-Visibility Crosswalk**  
High-visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.



**Speed Cushion**  
Speed cushions work by lifting the entire wheelbase of a vehicle to lower its speed and have wheel cutouts that enable larger emergency vehicles to pass without any impact, while still reducing the speed of passenger cars.



**Rectangular Rapid-Flashing Beacon**  
Rectangular rapid flashing beacons (RRFBs) are active warning devices used to alert motorists of crossing pedestrians at uncontrolled crossings. RRFBs can result in motorist yielding rates as high as 98% at marked crosswalks.<sup>1</sup>



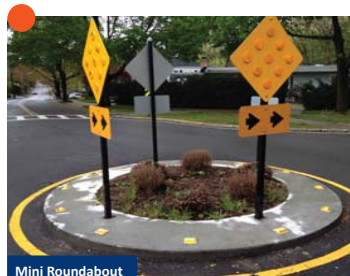
**Median Island**  
Median islands are raised islands located along the street centerline that narrow the travel lanes at that location. They are a pedestrian benefit, because they can serve as a place of refuge for pedestrians who cross a street midblock or at intersections.



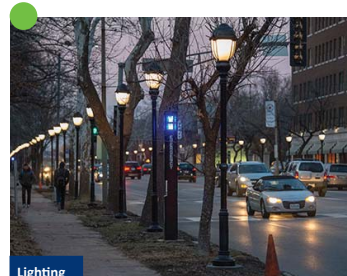
**Yield to Pedestrian Signage**  
Yield to pedestrian signage may be installed at uncontrolled pedestrian crossings to make the crosswalk more visible and increase driver yielding. They are more likely to be effective on two-lane, low-speed streets than on multi-lane, high-speed streets.



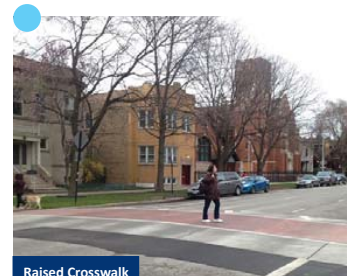
**Curb Extension**  
Curb extensions narrow the roadway and reduce the crossing distance and allow pedestrians and drivers to see each other when parked vehicles would otherwise block visibility.



**Mini Roundabout**  
Mini roundabouts lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections. Entering traffic must yield to traffic already within the traffic circle.



**Lighting**  
Street lightings promote safer and more efficient movement of both pedestrians and vehicles, reducing the likelihood of accidents and enhancing the overall livability of urban areas.



**Raised Crosswalk**  
Raised crosswalks serve as traffic calming measures by extending the sidewalk across the road and bringing motor vehicles to the pedestrian level. Raised crosswalks also improve accessibility by allowing a pedestrian to cross at nearly a constant grade without the need for a curb ramp.



**Choker**  
Chokers are two curb extensions on opposite sides of the street that encourage drivers to slow down by making the street narrower. They can also be used as part of mid-block pedestrian crossings.



**Chicane**  
Chicanes provide alternating narrow and wide sections, and a curved driving path similar to a slalom. Chicanes increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.



**Raised Intersection**  
Raised Intersections reinforce slow speeds and encourage motorists to yield to pedestrians in the crosswalk.



**Embedded Crosswalk Lights**  
Embedded crosswalk lights provide clear visibility and enhance the driver's ability to spot pedestrians. To achieve this, the luminaires must be strategically positioned to minimize any silhouette effect on the pedestrian and ensure positive contrast for better visual identification.

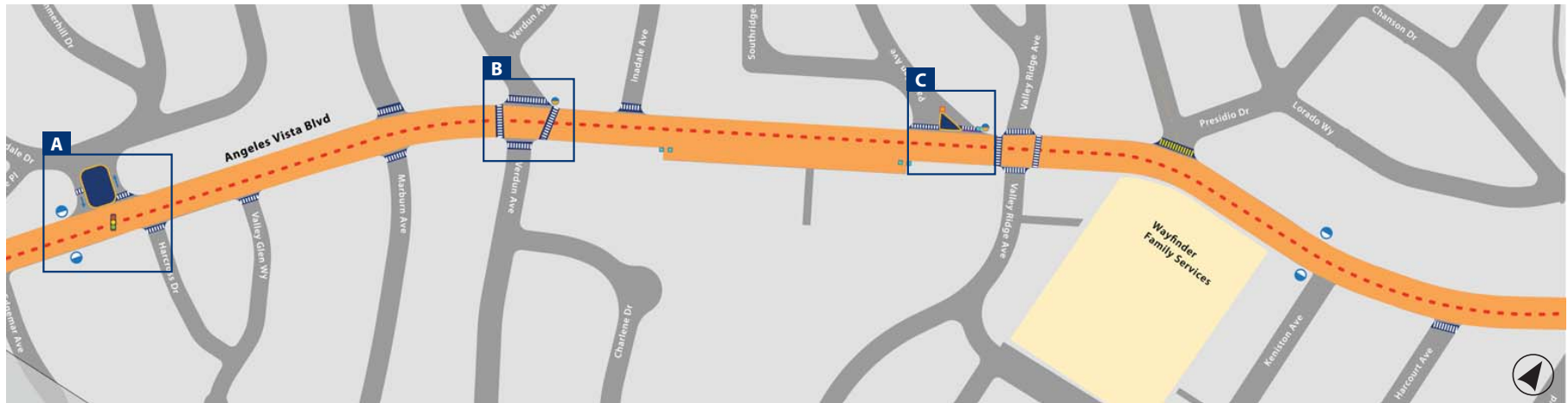
<sup>1</sup> Rectangular rapid flashing beacons (RRFB). FHWA Highway Safety Programs Proven Safety Countermeasures Initiative Retrieved from <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

# APPENDIX B

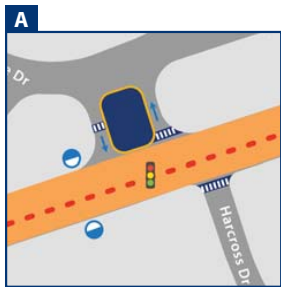
## COMMUNITY WORKSHOP#2 MATERIALS

This section aims to provide an overview of the outreach materials used during Community Workshop #2. These materials include survey boards presenting the draft proposed treatments for key corridors within the project area.

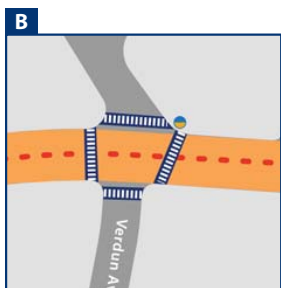
# ANGELES VISTA BOULEVARD (Between 48th Street and Slauson Avenue)



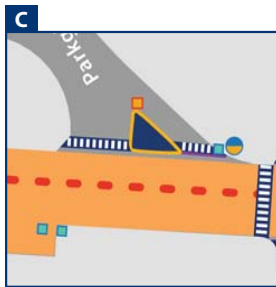
Draft Proposed Treatments



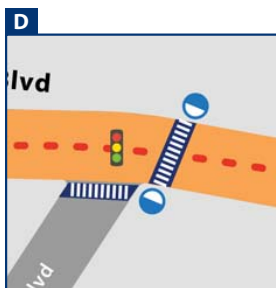
- High Visibility Crosswalk
- Curb Extension
- Traffic Signal
- One-way Street
- Widen median



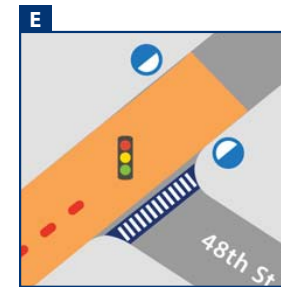
- Corner Radius Reduction
- High Visibility Crosswalk



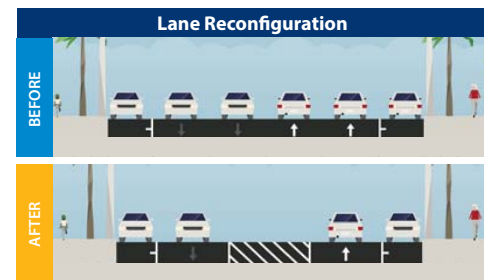
- Corner Radius Reduction
- High Visibility Crosswalk
- Dead End Sign
- Curb ramp
- Street Closure



- High Visibility Crosswalk
- Curb Extension
- Traffic Signal



- High Visibility Crosswalk
- Curb Extension
- Traffic Signal



# ANGELES VISTA BOULEVARD (Between 48th Street and Slauson Avenue)



- Lane Reconfiguration
- High Visibility Crosswalk
- Curb Extension
- Traffic Signal
- Widen median
- Dead End Sign
- Curb ramp
- Street Closure
- High Visibility Crosswalk (School Zone)
- Corner Radius Reduction
- One-way Street
- Park
- School

Please let us know if you like the recommendations on this street.

### High Visibility Crosswalk



High visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.

YES	NO	Other Comments
<input type="checkbox"/>	<input type="checkbox"/>	

### Curb Extension



Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

YES	NO	Other Comments
<input type="checkbox"/>	<input type="checkbox"/>	

### Curb Ramp



Curb ramps that are soundly designed and constructed establish an accessible route from a roadway to a curbed sidewalk. They provide access to people who use wheelchairs, strollers, walkers, crutches, handcars, and bicycles as well as pedestrians with mobility impairments.

YES	NO	Other Comments
<input type="checkbox"/>	<input type="checkbox"/>	

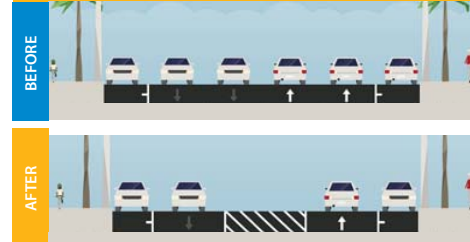
### Corner Radius Reduction



Reconstructing the turning radius to a tighter turn will reduce turning speeds, shorten the crossing distance for pedestrians, and also improve sight distance between pedestrians and motorists.

YES	NO	Other Comments
<input type="checkbox"/>	<input type="checkbox"/>	

### Lane Reconfiguration

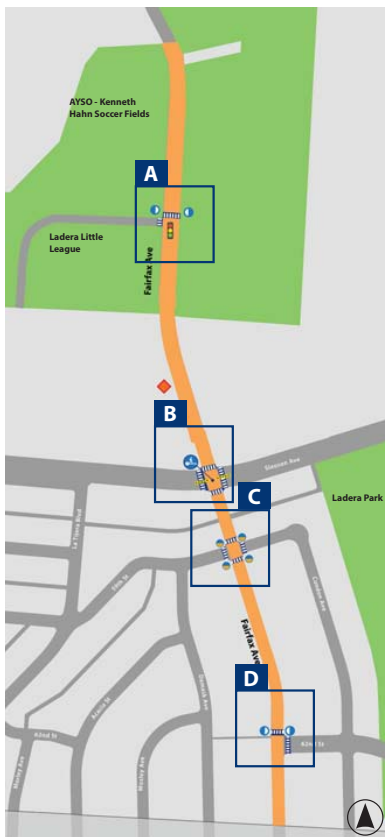


YES	NO
<input type="checkbox"/>	<input type="checkbox"/>
Other Comments	
<input type="text"/>	



# FAIRFAX AVENUE (Between Soccer/Baseball Field and 62nd Street)

## Draft Proposed Treatments



- High Visibility Crosswalk
- Traffic Signal
- Curb Extension
- Corner Radius Reduction
- Advance Warning Sign
- Leading Pedestrian Interval
- Hardened Centerline
- Park

**A**

- Traffic Signal
- High Visibility Crosswalk
- Curb Extension

**B**

- Leading Pedestrian Interval
- Hardened Centerline
- High Visibility Crosswalk

**C**

- Corner Radius Reduction
- High Visibility Crosswalk

**D**

- Curb Extension
- High Visibility Crosswalk

## Please let us know if you like the recommendations on this street.

**High Visibility Crosswalk**

High Visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.

YES	NO	Other Comments

**Curb Extension**

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

YES	NO	Other Comments

**Corner Radius Reduction**

Reconstructing the turning radius to a tighter turn will reduce turning speeds, shorten the crossing distance for pedestrians, and also improve sight distance between pedestrians and motorists.

YES	NO	Other Comments

**Advance Warning Sign**

The advance warning sign is intended to alert drivers to the presence of traffic signals and to prepare drivers to stop prior to reaching signalized intersections.

YES	NO	Other Comments

**Leading Pedestrian Interval**

A Leading Pedestrian Interval gives pedestrians a 3-7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. They enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.

YES	NO	Other Comments

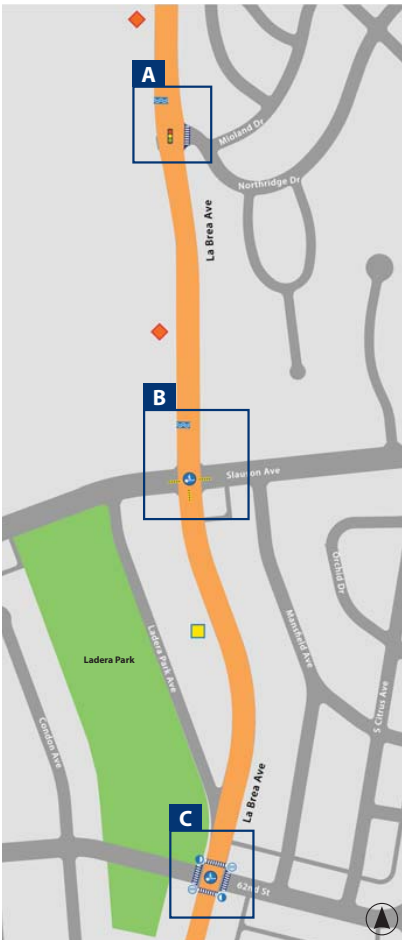
**Hardened Centerline**

Hardened centerlines are small rubber barriers next to crosswalks that require people driving to make slower, squarer left-hand turns. This small change has been proven to significantly slow down vehicle speeds at crosswalks and improve safety for people in the crosswalk.

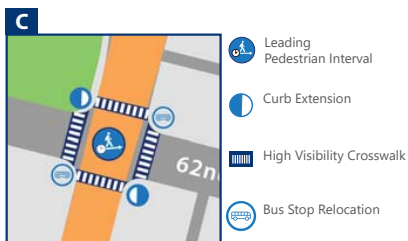
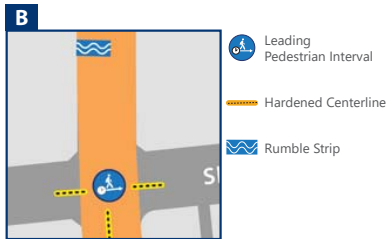
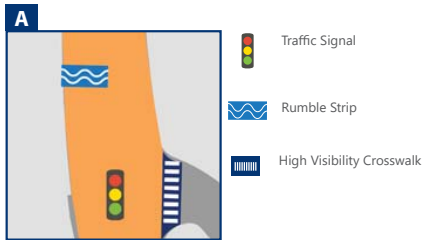
YES	NO	Other Comments

# LA BREA AVENUE (Between Stocker Street and 62nd Street)

## Draft Proposed Treatments



- High Visibility Crosswalk
- Traffic Signal
- Curb Extension
- Advance Warning Sign
- Dynamic Speed Feedback Sign
- Leading Pedestrian Interval
- Hardened Centerline
- Rumble Strip
- Bus Stop Relocation
- Park



## Please let us know if you like the recommendations on this street.

**High Visibility Crosswalk**

High Visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.

YES	NO	Other Comments
<input type="checkbox"/>	<input type="checkbox"/>	

**Curb Extension**

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

YES	NO	Other Comments
<input type="checkbox"/>	<input type="checkbox"/>	

**Driver Feedback Sign**

A driver feedback sign that uses radar or laser technology to determine the speed of an approaching vehicle and then displays the speed to the driver. This immediate feedback helps drivers become more aware of their speed and encourages them to adjust their behavior accordingly.

YES	NO	Other Comments
<input type="checkbox"/>	<input type="checkbox"/>	

**Advance Warning Sign**

The advance warning sign is intended to alert drivers to the presence of traffic signals and to prepare drivers to stop prior to reaching signalized intersections.

YES	NO	Other Comments
<input type="checkbox"/>	<input type="checkbox"/>	

**Leading Pedestrian Interval**

A Leading Pedestrian Interval gives pedestrians a 3-7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. They enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.

YES	NO	Other Comments
<input type="checkbox"/>	<input type="checkbox"/>	

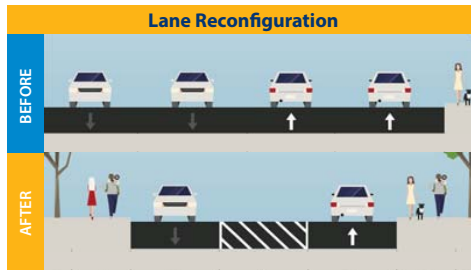
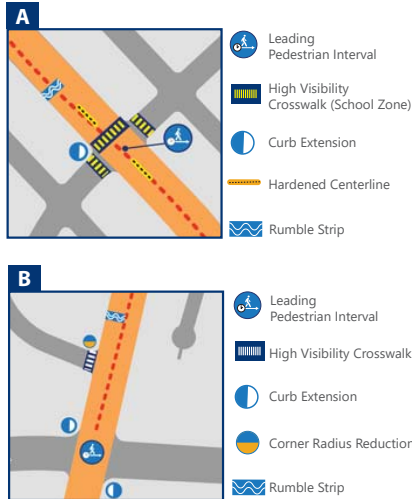
**Hardened Centerline**

Hardened centerlines are small rubber barriers next to crosswalks that require people driving to make slower, squarer left-hand turns. This small change has been proven to significantly slow down vehicle speeds at crosswalks and improve safety for people in the crosswalk.

YES	NO	Other Comments
<input type="checkbox"/>	<input type="checkbox"/>	

# OVERHILL DRIVE (Between Stocker Street and 62nd Street)

## Draft Proposed Treatments



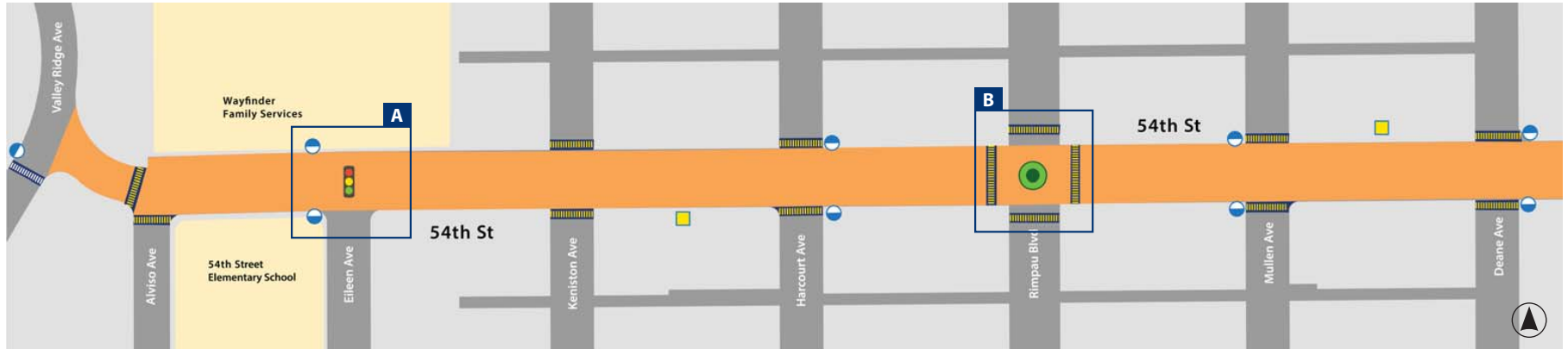
YES	NO	Other Comments
<input type="checkbox"/>	<input type="checkbox"/>	

- Lane Reconfiguration
- High Visibility Crosswalk
- High Visibility Crosswalk (School Zone)
- Traffic Signal
- Curb Extension
- Corner Radius Reduction
- Advance Warning Sign
- Leading Pedestrian Interval
- Hardened Centerline
- Rumble Strip
- Remove Channelized Right-Turn

## Please let us know if you like the recommendations on this street.

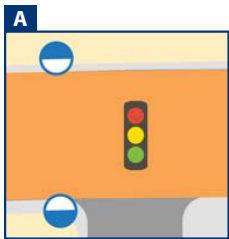
	YES	NO	Other Comments
<b>High Visibility Crosswalk</b> <p>High Visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Curb Extension</b> <p>Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Corner Radius Reduction</b> <p>Reconstructing the turning radius to a tighter turn will reduce turning speeds, shorten the crossing distance for pedestrians, and also improve sight distance between pedestrians and motorists.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Advance Warning Sign</b> <p>The advanced warning sign is intended to alert drivers to the presence of traffic signals and to prepare drivers to stop prior to reaching signalized intersections.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Leading Pedestrian Interval</b> <p>A Leading Pedestrian Interval gives pedestrians a 3-7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. They enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Hardened Centerline</b> <p>Hardened centerlines are small rubber barriers next to crosswalks that require people driving to make slower, squarer left-hand turns. This small change has been proven to significantly slow down vehicle speeds at crosswalks and improve safety for people in the crosswalk.</p>	<input type="checkbox"/>	<input type="checkbox"/>	

# 54th Street (Between Valley Ridge Avenue and Deane Avenue)

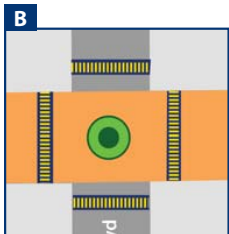


- High Visibility Crosswalk
- Curb Extension
- Mini Roundabout
- School
- High Visibility Crosswalk (School Zone)
- Traffic Signal
- Driver Feedback Sign

Draft Proposed Treatments



- Curb Extension
- Traffic Signal



- Mini Roundabout
- High Visibility Crosswalk

Please let us know if you like the recommendations on this street.

**High Visibility Crosswalk**

High visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.

YES	NO	Other Comments

**Curb Extension**

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

YES	NO	Other Comments

**Mini Roundabout**

Mini roundabouts lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections. Entering traffic must yield to traffic already within the traffic circle.

YES	NO	Other Comments

**Driver Feedback Sign**

A driver feedback sign that uses radar or laser technology to determine the speed of an approaching vehicle and then displays the speed to the driver. This immediate feedback helps drivers become more aware of their speed and encourages them to adjust their behavior accordingly.

YES	NO	Other Comments



# Lower Ladera Heights

## Draft Proposed Treatments



- High Visibility Crosswalk
- Curb Extension
- Speed Cushion
- School
- High Visibility Crosswalk (School Zone)
- Corner Radius Reduction
- Curve Mark

## Please let us know if you like the recommendations on this street.

### High Visibility Crosswalk



High Visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.

YES	NO	Other Comments

### Curb Extension



Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

YES	NO	Other Comments

### Corner Radius Reduction



Reconstructing the turning radius to a tighter turn will reduce turning speeds, shorten the crossing distance for pedestrians, and also improve sight distance between pedestrians and motorists.

YES	NO	Other Comments

### Speed Cushion



Speed cushions work by lifting the entire wheelbase of a vehicle to lower its speed and have wheel cutouts that enable larger emergency vehicles to pass without any impact, while still reducing the speed of passenger cars.

YES	NO	Other Comments

# APPENDIX C

## CORRIDOR SELECTION METHODOLOGY

This section offers a comprehensive explanation of the corridor selection methodology that was employed to identify and prioritize corridors within the project area.

# CORRIDOR SELECTION METHDODOLOGY

## 1.0 HEX GRID

The project area is approximately 4.8 square miles. To help spotlight areas of most need, a grid of hexagons (of approximately 3,600 units) was overlaid on the project area, creating a geography around which to build our analysis. Each hexagon is 200-feet across at its widest point, approximately the width of a standard street block on the shorter side in the project area.

Each hexagon is assigned values based on the traits of the land area within it. The five traits which were examined are listed in the Table 1-3. For example, total collisions are one trait that was observed. Each hex grid is assigned a value representing the number of collisions, which is determined by counting the collision data within that specific grid.

## 2.0 INDICATORS

The prioritization methodology is comprised of three indicator categories: safety, community support, and network connectivity, each with weighted traits/factors.

Table 1 details the factors of the safety indicator.

**Table 1: Safety Indicator**

Factor	Description	Source	Arterial Corridor (Score)	Local Corridor (Score)
Collisions	Total number of collisions within a hexagon	Los Angeles County Public Works' Collision Database	(30)	(30)
ADT	Total traffic volume on a road segment within a 24-hour period	Los Angeles County Public Works, KOA	(10)	-
85th Percentile Speed	Speed at or below which 85 percent of drivers typically operate under uncongested conditions	Los Angeles County Public Works, KOA	(15)	(20)

Table 2 details the factor which represents high level of support by the community.

**Table 2: Community Support Indicator**

Factor	Description	Source	Arterial Corridor (Score)	Local Corridor (Score)
Community Feedback	Community feedback or input obtained from community meetings	Community Meetings, Surveys, Calls, and E-mails	(25)	(25)

Table 3 details the factor which represents high demand destinations for users in the project area.

**Table 3: Network Connectivity Indicator**

Factor	Description	Source	Arterial Corridor (Score)	Local Corridor (Score)
Network Connectivity	The number of key destinations within 1/4-mile of the hexagon includes schools, parks, community centers, hospitals, medical centers, churches, and day care centers.	Los Angeles County GIS, KOA	(20)	(25)

### 3.0 METHDODOLOGY

#### PRIORITIZATION

After each factor was calculated and scored, they were aggregated to create the three composite indicator scores; safety, community support, and network connectivity. To calculate the corridor prioritization, all three indicators were considered in order to gain a comprehensive assessment of the project area.

**Prioritization =**

Safety Indicator + Community Support Indicator + Network Connectivity Indicator

The resulting roadway indicator scores ranged in values between 0 and 45.02.

#### CLASS BREAKS

Each of the factors were broken into classes using Jenks Natural Breaks. Jenks Natural Breaks was selected, as this method effectively identifies natural clusters in the data in order to make each class more meaningful or distinct. Each of the factors were broken into 5 classes. Each class was then assigned a number on a scale from 0 to 4, with 0 indicating lower demand and 4 indicating higher demand.



# APPENDIX D

## COMPLETE LIST OF RECOMMENDATIONS

This section displays the comprehensive list of proposed treatments categorized by corridor and intersection. It's important to note that these recommendations should not be regarded as final; they are subject to further review for design feasibility and constructibility, in addition to incorporating input from the community.

# COMPLETE LIST OF RECOMMENDATIONS

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
1	Slauson Ave & Shenandoah Ave	High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal	E&W	Short-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
2	Slauson Ave & Corning Ave	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Hardened Centerline	W	Short-term	Yes	No	No	
3	Slauson Ave & La Cienega Blvd	High Visibility Crosswalk (S-T)	NW&SW&NE&SE&E	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Corner Radius Reduction	NE	Long-term	Yes	No	No	
4	Slauson Ave & Kings Rd/Goldleaf Cir	High Visibility Crosswalk (S-T)	N&E&W	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
5	Slauson Ave & La Tijera Blvd	High Visibility Crosswalk (S-T)	E&S	Short-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
6	Slauson Ave & Fairfax Ave	High Visibility Crosswalk (S-T)	All	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
7	Slauson Ave & Ladera Park Ave	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
		Curb Extension	SW	Long-term	Yes	No	No	
8	Slauson Ave & La Brea Ave	Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Hardened Centerline	S&E&W	Short-term	Yes	No	No	
9	Slauson Ave & Mansfield Ave	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
10	Slauson Ave & Heatherdale Dr	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
11	Slauson Ave & Overhill Dr	Curb Extension	NW&SE	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
12	Slauson Ave & Angeles Vista Blvd	Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
13	Slauson Ave & Alviso Ave	Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE&SE	Long-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
14	Slauson Ave & Keniston Ave	High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
15	Slauson Ave & Harcourt Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&NW	Long-term	Yes	No	No	
16	Slauson Ave & Rimpau Blvd	Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
17	Slauson Ave & Mullen Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
18	Slauson Ave & Deane Ave	High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
19	Slauson Ave (South Frontage Rd) & Shenandoah Ave	Curb Extension	SE&SW	Long-term	Yes	No	No	
		Curb Ramp	SE&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
		Stop Here On Red Sign + "Wait Here" Pavement Markings	SE (NB)	Short-term	Yes	No	No	CA MUTCD R10-6
20	Slauson Ave (South Frontage Rd) & Corning Ave	Curb Extension	SE&SW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
		Stop Here On Red Sign + "Wait Here" Pavement Markings	SE (NB)	Short-term	Yes	No	No	CA MUTCD R10-6

## COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
21	Slauson Ave (South Frontage Rd) & Chariton Ave	High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Stop Sign	SE(NB)&SW(EB)	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
22	Slauson Ave (South Frontage Rd) between Shenendoah Ave and Corning Ave	Speed Cushions		Short-term	No	Yes	No	
23	Slauson Ave (South Frontage Rd) & La Cienega Blvd (East Frontage Rd)	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
		Stop Sign	SE(NB)&NE(WB)	Short-term	Yes	No	No	
24	Slauson Ave (South Frontage Rd) & Kings Rd	Curb Extension	SE&SW	Long-term	Yes	No	No	
		Curb Ramp	SE&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Stop Here On Red Sign + "Wait Here" Pavement M	SE (NB)	Short-term	Yes	No	No	CA MUTCD R10-6
25	Slauson Ave (South Frontage Rd) & La Tijera Blvd	High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW	Long-term	Yes	No	No	Curb ramp should be shifted to be in line with new crosswalk
26	Slauson Ave (South Frontage Rd) between La Cienega Blvd (east frontage) and Kings Rd	Speed Cushions		Short-term	No	Yes	No	
27	Slauson Ave (South Frontage Rd) between Kings Rd and La Tijera Blvd	Speed Cushions		Short-term	No	Yes	No	
28	Slauson Ave (North Frontage Rd) & Shenendoah Ave	Curb Extension	NE&NW&SE&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Pedestrian Passageway & Detectable Warning Surf	SE&SW	Long-term	Yes	No	No	
		Stop Here On Red Sign + "Wait Here" Pavement M	NW (SB)	Short-term	Yes	No	No	CA MUTCD R10-6
29	Slauson Ave (North Frontage Rd) & Sherbourne Dr	Corner Radius Reduction	NW&NE	Long-term	Yes	No	No	
30	Slauson Ave (North Frontage Rd) & Corning Ave	High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Corner Radius Reduction	NE&NW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
		Stop Here On Red Sign + "Wait Here" Pavement M	NW (SB)	Short-term	Yes	No	No	CA MUTCD R10-6
31	Angeles Vista Blvd & Edgemar Ave	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
32	Angeles Vista Blvd & Harcross Dr (West)	Extend Center Island	W	Long-term	Yes	No	No	
		Curb Extension	SW&SE&NW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	NW&SW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&SW Center island: NE&SE	Long-term	Yes	No	No	
33	Angeles Vista Blvd & Harcross Dr (East)	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
34	Angeles Vista Blvd & Valley Glen Wy	High Visibility Crosswalk (L-T)	NE	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
35	Angeles Vista Blvd & Marburn Ave	High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
36	Angeles Vista Blvd & Verdun Ave	High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Corner Radius Reduction	NE	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestria	All	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
37	Angeles Vista Blvd & Inadale Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&NW	Long-term	Yes	No	No	
38	Angeles Vista Blvd & Angeles Vista Blvd (South Frontage Road)	Curb Ramp & Detectable Warning Surface	near Inadale Ave (SW&SE)	Long-term	No	Yes	No	

## COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
39	Angeles Vista Blvd & Angeles Vista Blvd (South Frontage Road)	Curb Ramp & Detectable Warning Surface	near Parkglen Ave (SW&SE)	Long-term	No	Yes	No	
40	Angeles Vista Blvd & Parkglen Ave (West)	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE	Long-term	Yes	No	No	
		Dead End Sign	At the junction of West and East Parkglen Ave	Short-term	Yes	No	No	
41	Angeles Vista Blvd & Parkglen Ave (East)	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE	Long-term	Yes	No	No	
		Restrict Access	N	Long-term	Yes	No	No	
42	Angeles Vista Blvd & Valley Ridge Ave	High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE&SW	Long-term	Yes	No	No	
43	Angeles Vista Blvd & Escalon Ave	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	Yes	
		New Centerline (on Escalon)		Short-term	Yes	No	Yes	Investigation by LACPW
44	Angeles Vista Blvd & Keniston Ave	Curb Extension	NW&SW	Long-term	Yes	No	Yes	
		Yellow Reflecting Sheeting	NW&SW	Short-term	Yes	No	Yes	
		Extend Red Curb	N (west of crosswalk)	Short-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	NW&SW&SE	Long-term	Yes	No	Yes	
45	Angeles Vista Blvd & Harcourt Ave	High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE&SW	Long-term	Yes	No	No	
46	Angeles Vista Blvd & Rimpau Blvd	Curb Extension	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	S&E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW	Long-term	Yes	No	No	
47	Angeles Vista Blvd & Mullen Ave (West)	High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE&SW	Long-term	Yes	No	No	
48	Angeles Vista Blvd & Mullen Ave (East)	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
49	Angeles Vista Blvd & Deane Ave	Signing and Striping	S	Short-term	Yes	No	No	Investigation by LACPW
		Intersection Realignment	S	Long-term	Yes	No	No	Investigation by LACPW
		High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW&SE	Long-term	Yes	No	No	
50	Angeles Vista Blvd & Hillcrest Dr	High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE&SW	Long-term	Yes	No	No	
51	Angeles Vista Blvd & West Blvd	High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	Detectable warning surfaces are installed at SW & SE corners
		Curb Extension	NW&SW	Long-term	Yes	No	No	
52	Angeles Vista Blvd & Chesley Ave	High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	Detectable warning surfaces are installed at SW & SE corners
53	Angeles Vista Blvd & Knoll Crest Ave	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	Detectable warning surfaces are installed at NE & SE corners
54	Angeles Vista Blvd & 48th St	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Extension	NW&NE	Long-term	Yes	No	No	
		Traffic Signal		Long-term	Yes	No	No	Investigation by LACPW
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Long-term	Yes	No	No	
55	Angeles Vista Blvd between Mullen Ave and Slauson Ave	Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
		Lane Reconfiguration		Long-term	No	Yes	No	



## COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
56	Angeles Vista Blvd between Hillcrest Dr and 48th St	Lane Reconfiguration		Long-term	No	Yes	No	
57	Harcross Dr between Angeles Vista Blvd and Springdale Dr/Bradna Dr	Convert from Two-Way street to One-Way street	NW&SW	Long-term	No	Yes	No	
58	La Cienega Blvd between Stocker St and Slauson Ave	Advance Warning Sign	SB	Short-term	No	Yes	No	
59	La Cienega Blvd between Slauson Ave and South Project Limit	Driver Feedback Sign	SB	Short-term	No	Yes	Yes	Requested by residents
60	La Brea Ave & Northridge Dr	High Visibility Crosswalk (S-T) Detectable Warning Surface	E SE	Short-term Short-term	Yes Yes	No No	No No	
61	La Brea Ave & Ladera Park Ave	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
62	La Brea Ave & 62nd St	High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Curb Extension	NW&SE	Long-term	Yes	No	No	
		Bus Stop Relocation	NE&SW	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
63	La Brea Ave between Northridge Dr and Slauson Ave	Advance Warning Sign	SB	Short-term	No	Yes	No	
		Transverse Rumble Strip	SB	Short-term	No	Yes	No	
64	La Brea Ave between Slauson Ave and Ladera Park Ave	Driver Feedback Sign	SB	Short-term	No	Yes	No	
65	Fairfax Ave & Stocker St	Hardened Centerline	E&W	Short-term	Yes	No	No	
66	Fairfax Ave & Yvonne B. Burke Sports Complex Baseball Fields	Curb Extension	SW & SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E&S	Long-term	Yes	No	No	
		Traffic Signal		Long-term	Yes	No	No	
		Detectable Warning Surface	NW&SW	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Long-term	Yes	No	No	
67	Fairfax Ave & Goldleaf Cir	High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&SW	Long-term	Yes	No	No	
68	Fairfax Ave & 59th St/Condon Ave	Corner Radius Reduction	All	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	W&S	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&E	Long-term	Yes	No	No	
69	Fairfax Ave & 62nd St	Curb Extension	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE&SE	Long-term	Yes	No	No	
70	Fairfax Ave between Stocker St and Soccer Fields	Advance Warning Sign	NB	Short-term	No	Yes	No	
71	Fairfax Ave between Baseball Fields and Slauson Ave	Advance Warning Sign	SB	Short-term	No	Yes	No	
72	Centinela Ave & Sherbourne Dr	Hardened Centerline	W&E	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
73	Centinela Ave & Alvern St	Hardened Centerline	W&E	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
74	Centinela Ave (North Frontage Rd) & Sherbourne Dr	Stop Here On Red Sign + "Wait Here" Pavement Markings	N (SB)	Short-term	Yes	No	No	CA MUTCD R10-6
75	Centinela Ave (North Frontage Rd) & Alvern St	Stop Here On Red Sign + "Wait Here" Pavement Markings	N (SB)	Short-term	Yes	No	No	CA MUTCD R10-6
76	Stocker St & Don Lorenzo Dr	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
		Traffic Signal		Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal	NW&NE	Long-term	Yes	No	No	
77	Stocker St & Don Miguel Dr	Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	N&E	Short-term	Yes	No	No	
		Median Nose Cutback	E	Long-term	Yes	No	No	

## COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
78	Stocker St & Valley Ridge Ave	High Visibility Crosswalk (S-T)	All	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
79	Stocker St & Presidio Dr	Corner Radius Reduction	SE	Long-term	No	Yes	No	
		High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Traffic Signal		Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Long-term	Yes	No	No	
80	Stocker St & Don Felipe Dr	High Visibility Crosswalk (S-T)	N&E	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
81	Stocker St & Palmero Blvd	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
82	Stocker St & Angeles Vista Blvd/Santa Rosalia Dr	Corner Radius Reduction	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&S&W	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&SW	Long-term	Yes	No	No	
83	Stocker St & Victoria Ave	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W&N	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE	Long-term	Yes	No	No	
		Driver Feedback Sign	EB	Short-term	No	Yes	No	
84	Stocker St between 5 points and Don Lorenzo Dr	Advance Warning Sign	EB	Short-term	No	Yes	No	
85	Stocker St between Presidio Dr and Don Felipe Dr	Advance Warning Sign	WB	Short-term	No	Yes	No	
86	Stocker St between Valley Ridge Ave and Presidio Dr	Driver Feedback Sign	WB	Short-term	No	Yes	No	
87	Overhill Dr & Northridge Dr	Leading Pedestrian Interval & Accessible Pedestrian Signal	All	Short-term	Yes	No	Yes	
		High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&W	Long-term	Yes	No	No	
		Curb Extension	NW	Long-term	Yes	No	Yes	
		Hardened Centerline	N&S	Short-term	Yes	No	Yes	
88	Overhill Dr & Springdale Dr	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
89	Overhill Dr & Onacrest Dr	High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		Corner Radius Reduction	NW	Long-term	Yes	No	No	
90	Overhill Dr & 58th Pl/Orchid Dr	High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
		Traffic Signal		Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Long-term	Yes	No	No	
91	Overhill Dr & 59th Pl	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&SW	Long-term	Yes	No	No	
92	Overhill Dr & 59th St	High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
93	Overhill Dr & 60th St	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
94	Overhill Dr & 61st St	High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
95	Overhill Dr & 62nd St	Remove Channelized Right Turn Lane	NE&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	S&E	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&W	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
96	Overhill Dr between Stocker St and Northridge Dr	Curb Extension	NW	Long-term	Yes	No	No	
		Transverse Rumble Strip	SB	Short-term	No	Yes	Yes	

## COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
97	Overhill Dr between Springdale Dr and Onacrest Dr	Transverse Rumble Strip	SB	Short-term	No	Yes	No	
		Advance Warning Sign	SB	Short-term	No	Yes	No	
98	Overhill Dr between Stocker St and Slauson Ave	Lane Reconfiguration		Long-term	No	Yes	No	
		New Sidewalks	W	Long-term	No	Yes	No	
		Sidewalk Widening	E	Long-term	No	Yes	No	
99	Sherbourne Dr & 55th St	Corner Radius Reduction	All	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
100	Sherbourne Dr & 57th St	Corner Radius Reduction	All	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
101	Sherbourne Dr & Senford Ave	Corner Radius Reduction	NW&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
102	Sherbourne Dr between Senford Ave and Centinela Ave	Speed Cushions		Short-term	No	Yes	No	
103	Sherbourne Dr between Senford Ave and 64th St	Curve Marking	NB	Short-term	No	Yes	No	
		Corner Radius Reduction	NE&SE	Long-term	Yes	No	No	
104	62nd St & Halm Ave	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
105	62nd St & Holt Ave	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
106	62nd St & Corning Ave	Curb Extension	NW&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
107	62nd St & Condon Ave	Traffic Circle		Long-term	Yes	No	No	
108	62nd St & Mansfield Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
109	62nd St & Citrus Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
110	64th St & Halm Ave (West)	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
111	64th St & Holt Ave	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	Yes	Yellow
		High Visibility Crosswalk (S-T)	S&W	Short-term	Yes	No	Yes	Yellow
112	64th St & Springpark Ave	Stop Sign	SW(EB)&NE(WB)	Short-term	Yes	No	Yes	Near special facilities
113	64th St & Halm Ave (East)	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	Yes	Yellow
		Corner Radius Reduction	NW&NE	Long-term	Yes	No	Yes	
114	64th St & Corning Ave	Corner Radius Reduction	NW&NE	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&W	Long-term	Yes	No	Yes	Yellow
115	64th St & Garth Ave	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	Yes	Yellow
116	64th St & Le Doux Rd	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	Yes	Yellow
117	64th St between Sherbourne Dr and Halm Ave	Curve Marking	WB	Short-term	No	Yes	No	
118	Springpark Ave & Radlock Ave	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	Yes	
		Corner Radius Reduction	NW&SW	Long-term	Yes	No	Yes	
119	Springpark Ave & Centinela Ave (North Frontage Rd)	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
		Curb Extension	NW&NE	Long-term	Yes	No	No	
120	Fairview Blvd & Springpark Ave	Curb Extension	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	N&E	Short-term	Yes	No	No	
121	Fairview Blvd & Laurelwood Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&NW	Long-term	Yes	No	No	
122	Fairview Blvd between Springpark Ave and Laurelwood Ave	Speed Cushions		Short-term	No	Yes	No	
123	Kings Rd & 58th Pl	Corner Radius Reduction	All	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
124	Kings Rd & 59th St	Corner Radius Reduction	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
		Curve Marking	NB&SB	Short-term	No	Yes	No	
125	Kings Rd & Alley between Slauson Ave and 58th Pl	Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
126	Kings Rd & Alley between 58th Pl and 59th St	Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	

## COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
127	Kings Rd & Orlando Ave	Corner Radius Reduction	NW	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
		Stop Sign	W	Short-term	Yes	No	No	
		Curve Marking	NB&SB	Short-term	No	Yes	No	
128	Kings Rd between Slauson Ave and South Project Limit	Speed Cushions		Short-term	No	Yes	No	
129	La Tijera Blvd & 58th Pl	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
130	La Tijera Blvd & 59th St	Corner Radius Reduction	NE	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
131	La Tijera Blvd & 62nd St	Curb Extension	NE	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
132	59th St between La Tijera Blvd and Damask Ave	Curve Marking	WB&EB	Short-term	No	Yes	No	
133	Condon Ave between Fairfax Ave and 62nd St	Curve Marking	NB&EB	Short-term	No	Yes	No	
		Speed Cushions		Short-term	No	Yes	No	
134	Northridge Dr & Onacrest Dr	Curb Extension	SW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
135	Northridge Dr & Overdale Dr	Curb Extension	NW&SW	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&W&S	Long-term	Yes	No	Yes	Yellow
		Hardened Centerline	N&S	Short-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	Yes	
136	Northridge Dr & Mt Vernon Dr/Marvale Dr	Curb Extension	NW&SW	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	Yes	Yellow
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	Yes	
137	Northridge Dr & Maymont Dr	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	Detectable warning surfaces are installed at NW&NE corners
138	Northridge Dr & Verdun Ave	High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
139	Northridge Dr & Inadale Ave	Traffic Circle		Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
140	Northridge Dr & Southridge Ave	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	Detectable warning surfaces are installed at NW&NE&SW corners
		High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
141	Northridge Dr & Parkglan Ave	Traffic Circle		Long-term	Yes	No	No	Stop Control can also be considered
		High Visibility Crosswalk (S-T)	N&S	Short-term	Yes	No	No	
142	Northridge Dr & Valleydale Ave	High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE	Long-term	Yes	No	No	
143	Northridge Dr & Valley Ridge Ave	Curb Extension	NW	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW	Long-term	Yes	No	No	
144	Valley Ridge Ave & Mt Vernon Dr	High Visibility Crosswalk (S-T)	All	Short-term	Yes	No	No	
145	Valley Ridge Ave & Fairway Blvd	High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
146	Valley Ridge Ave & Olympiad Dr	High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
147	Valley Ridge Ave & Monteith Dr	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	



## COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
148	Valley Ridge Ave & Onaknoll Ave (North)	High Visibility Crosswalk (L-T)	SW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW	Long-term	Yes	No	No	
		Curb Extension	SE	Long-term	Yes	No	No	
149	Valley Ridge Ave & Onaknoll Ave (South)	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
150	Valley Ridge Ave between Onaknoll Ave and Angeles Vista Blvd	Speed Cushions		Short-term	No	Yes	No	
151	Valley Ridge Ave between Stocker St and Mt Vernon Dr	New Sidewalks		Long-term	No	Yes	No	
152	Mioland Dr & Brea Crest Dr	Corner Radius Reduction	NW&SW	Long-term	Yes	No	No	
		Stop Sign	W	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
153	Mioland Dr & Dawn View Pl	Corner Radius Reduction	NW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW	Long-term	Yes	No	No	Construction at SW corner
		Stop Sign	W	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
154	Onacrest Dr & Chasar Pl	Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
155	Onacrest Dr & Whelan Pl	Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
156	Onacrest Dr & Valdina Pl	Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
157	Onacrest Dr between Northridge Dr and Chasar Pl	Curve Marking	SB	Short-term	No	Yes	No	
158	Onacrest Dr between Chasar Pl and Whelan Pl	Curve Marking	NB	Short-term	No	Yes	No	
159	Onacrest Dr between Valdina Pl and Overhill Dr	Curve Marking	NB&SB	Short-term	No	Yes	No	
		Stop Ahead Sign	SB	Short-term	No	Yes	No	CA MUTCD W3-1
160	Presidio Dr & Kenway Ave	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
161	Presidio Dr & Mt Vernon Dr	High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
162	Presidio Dr & Fairway Blvd	Curb Ramp & Detectable Warning Surface	NW&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&S&W	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
163	Presidio Dr & Olympiad Dr	High Visibility Crosswalk (S-T)	All	Short-term	Yes	No	No	
164	Presidio Dr & Monteith Dr	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
165	Presidio Dr & Floresta Way	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
166	Presidio Dr & Chanson Dr/Vista De Oro Ave	Traffic Circle		Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
167	Presidio Dr & Lorado Way	Traffic Circle		Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
168	Presidio Dr between Stocker St and Kenway Ave	Curve Marking	NB&SB	Short-term	No	Yes	No	
169	Presidio Dr between Kenway Ave and Mt Vernon Dr	Curve Marking	NB&SB	Short-term	No	Yes	No	
170	Mullen Ave & Mullen Pl	Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&E	Long-term	Yes	No	No	
		Curb Extension	NW	Long-term	Yes	No	No	

## COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
171	Mullen Ave & Olympiad Dr	Curb Extension	S	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	N&E&W	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
172	Mullen Pl & Olympiad Dr	Curb Ramp & Detectable Warning Surface	NW&SW&NE	Long-term	Yes	No	No	
		Curb Extension	NE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&W	Long-term	Yes	No	No	
173	Mullen Ave & Monteith Dr	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
174	Mullen Ave & Crestway Dr	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
175	Mullen Ave & Floresta Wy & Lorado Wy	Extend Center Island	E	Long-term	Yes	No	No	
		Street Closure	E	Long-term	Yes	No	No	Mullen Ave
176	Presidio Dr/Lorado Wy/Mullen Ave/Mullen Pl/Olympiad Dr between Escalon Ave and Angeles Vista Blvd	Speed Cushions		Short-term	No	Yes	No	
177	Mullen Ave between Olympiad Dr and Mullen Pl	Convert from Two-Way street to One-Way street	Remove SB	Long-term	No	Yes	No	
178	Mt Vernon Dr & Overdale Dr	Curb Extension	NW&SW	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&W	Long-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	NW&NE	Long-term	Yes	No	Yes	Detectable warning surface is installed
179	Mt Vernon Dr & Verdun Ave	High Visibility Crosswalk (L-T)	N&E	Long-term	Yes	No	Yes	Near special facilities
		Curb Extension	NE	Long-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	Yes	
		Stop Sign	SE(NB)&NW(SB)	Short-term	Yes	No	Yes	Near special facilities
180	Mt Vernon Dr & Inadale Ave	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Extension	NE	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
181	Mt Vernon Dr & Southridge Ave	High Visibility Crosswalk (L-T)	S&E	Long-term	Yes	No	No	
		Curb Extension	SE	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE	Long-term	Yes	No	No	
		Stop Sign	SE(NB)&NW(SB)	Short-term	Yes	No	No	Near special facilities
182	Mt Vernon Dr & Mullen Ave/Homeland Dr	Traffic Circle		Long-term	Yes	No	No	Traffic Calming or Traffic Control
		High Visibility Crosswalk (S-T)	N&S	Short-term	Yes	No	No	
183	Mt Vernon Dr & Circle View Blvd/Aureola Blvd	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW&SE	Long-term	Yes	No	No	
		Hardened Centerline	W&E	Short-term	Yes	No	No	
184	Mt Vernon Dr & Palmero Blvd/Fairview Blvd	High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE&SW	Long-term	Yes	No	No	
		Corner Radius Reduction	NW&SE	Long-term	Yes	No	No	
185	Mt Vernon Dr & Angeles Vista Blvd	High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
186	Mt Vernon Dr & Victoria Ave	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
187	Rimpau Blvd & 57th St	Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
		Speed Cushions		Short-term	No	Yes	Yes	
188	Rimpau Blvd between Angeles Vista Blvd and 54th St	Speed Cushions		Short-term	No	Yes	Yes	

## COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
189	54th St & Valley Ridge Ave	Curb Extension	SW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
190	54th St & Alviso Ave	High Visibility Crosswalk (L-T)	W&S	Long-term	Yes	No	Yes	Yellow
		Curb Ramp & Detectable Warning Surface	NW	Long-term	Yes	No	Yes	Detectable warning surfaces are
191	54th St & Eileen Ave	Curb Extension	NW&SW	Long-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	Yes	
		Stop Sign	SW(EB)&NE(WB)	Long-term	Yes	No	Yes	54th St needs to be reclassified
192	54th St & Keniston Ave	Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	Yes	Yellow
193	54th St & Harcourt Ave	Curb Extension	NE&SE	Long-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	NW&SW	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&S&W	Long-term	Yes	No	Yes	Yellow
		Stop Sign	SW(EB)&NE(WB)	Long-term	Yes	No	Yes	54th St needs to be reclassified
194	54th St & Rimpau Blvd	Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	E&S&W	Long-term	Yes	No	Yes	Yellow
		Traffic Circle		Long-term	Yes	No	Yes	
195	54th St & Mullen Ave	Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&S&E	Long-term	Yes	No	Yes	Yellow
		Stop Sign	SW(EB)&NE(WB)	Long-term	Yes	No	Yes	54th St needs to be reclassified
196	54th St & Deane Ave	Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	Yes	Yellow
		Stop Sign	SW(EB)&NE(WB)	Long-term	Yes	No	Yes	54th St needs to be reclassified
197	54th St between Keniston Ave and Harcourt Ave	Driver Feedback Sign	EB	Short-term	No	Yes	Yes	
198	54th St between Mullen Ave and Deane Ave	Driver Feedback Sign	WB	Short-term	No	Yes	Yes	
199	54th St between Valley Ridge Ave and East Project Limit	Reclassify Street from Minor Arterial to Major Collec	EB&WB	Long-term	No	Yes	Yes	

# APPENDIX E

## PROJECT PRIORITIZATION CALCULATIONS

This section provides a comprehensive explanation of the methodology and calculations used to prioritize projects, with a focus on identifying projects with the highest potential for significant benefits.



# PROJECT PRIORITIZATION CALCULATIONS

## 1.0 HEX GRID

The project area is approximately 4.8 square miles. To help spotlight areas of most need, a grid of hexagons (of approximately 3,600 units) was overlaid on the project area, creating a geography around which to build our analysis. Each hexagon is 200-feet across at its widest point, approximately the width of a standard street block on the shorter side in the project area.

Each hexagon is assigned values based on the traits of the land area within it. The nine traits which were examined are listed in Table 1-3. For example, Disadvantage Community (DAC) is one trait that was observed. Each hex grid, therefore, has a DAC value assigned to it based on the CalEnviroScreen 4.0 percentile score within the grid.

Each project corridor is subject to a 100-foot buffer, and the calculations are derived from the hex grid contained within this buffer.

## 2.0 INDICATORS

The prioritization methodology is comprised of five indicator categories: timeline, need and equity, safety, community support, and network connectivity, each with weighted traits/factors.

Table 1 details the factors of the timeline indicator.

**Table 1: Timeline Indicator**

Factor	Description	Source	Weight	Indicator Weight
Short-Term	Recommendations with a high "readiness"	FHWA, NACTO, KOA	20	30
Long-Term	Recommendations with a low "readiness"	FHWA, NACTO, KOA	10	

Table 2 details the factors of the need and equity indicator.

**Table 2: Need and Equity Indicator**

Factor	Description	Source	Weight	Indicator Weight
Vulnerable Population	Population below 18 years old or over 64 years of age	American Community Survey 5-Year Estimates 2020	5	10
Disadvantaged Community (DAC)	Average score of overall CalEnviroScreen 4.0 percentile score	CalEnviro-Screen 4.0	5	

Table 3 details the factors of the safety indicator.

**Table 3: Safety Indicator**

Factor	Description	Source	Weight	Indicator Weight
Collisions	Total number of collisions within a hexagon	Los Angeles County Public Works' Collision Database	15	30
ADT	Total traffic volume on a road segment within a 24-hour period	Los Angeles County Public Works, KOA	5	
85th Percentile Speed	Speed at or below which 85 percent of drivers typically operate under uncongested conditions	Los Angeles County Public Works, KOA	10	

Table 4 details the factor which represents high level of support by the community.

**Table 4: Community Support Indicator**

Factor	Description	Source	Weight	Indicator Weight
Community Feedback	Community feedback or input obtained from community meetings	Community Meetings, Surveys, Calls, and E-mails	20	20

Table 5 details the factor which represents high demand destinations for users in the project area.

**Table 5: Network Connectivity Indicator**

Factor	Description	Source	Weight	Indicator Weight
Network Connectivity	The number of key destinations within 1/4-mile of the hexagon includes schools, parks, community centers, hospitals, medical centers, churches, and day care centers.	Los Angeles County GIS, KOA	10	10

### 3.0 METHODOLOGY

#### COMPOSITE INDICATOR SCORE

After each factor was calculated and scored, they were aggregated to create the five composite indicator scores;

**Timeline Indicator =**

(Scores of Short-Term Recommendations + Scores of Long-Term Recommendations) / Count of Recommendations

The resulting timeline profile indicator scores ranged in values between 0 and 20 and have been normalized to a range of 0 to 30.

**Need and Equity Indicator =**

Vulnerable Population Factor + DAC Factor

The resulting destination indicator scores ranged in value between 1,904.44 and 3,110.10 and have been normalized to a range of 0 to 10.

**Safety Indicator =**

Collisions Factor + ADT Factor + 85th Percentile Speed Factor

The resulting roadway indicator scores ranged in values between 637.72 and 48,014.07 and have been normalized to a range of 0 to 30.

**Community Support Indicator =**

Count of Community Feedback by Spot + Count of Community Feedback by Segment

The resulting roadway indicator scores ranged in values between 0.32 and 3.13 and have been normalized to a range of 0 to 20.

**Network Connectivity Indicator =**

School Factor + Park Factor + Community Center Factor + Medical Center Factor + Church Factor + Day Care Center Factor

The resulting roadway indicator scores ranged in values between 0.02 and 5.50 and have been normalized to a range of 0 to 10.

## 4.0 PRIORITIZATION

To calculate the project prioritization, all five indicators were considered in order to gain a comprehensive assessment of the project area.

**Prioritization =**

Timeline Indicator + Need and Equity Indicator + Safety Indicator + Community Support Indicator + Network Connectivity Indicator

The resulting roadway indicator scores ranged in values between 17.95 and 75.70. These values were utilized to establish the project prioritization ranking.

# ORIGINAL VALUE

OBJ ECTI	Roadway	From	To	Timeline	Need & Equity			Safety			Community Support	Network Connectivity
					TOT_VulPop	TOT_CalEnviro	SUM_CollScore	TOT_ADT	TOT_SPD			
1	Angeles Vista Blvd	South Project Limit	48th St	12.06	2160.02	31.47	3.60	7697.44	22.11	1.98	3.13	
2	Centinela Ave	East Project Limit	West Project Limit	20.00	2469.80	21.26	5.82	17596.39	27.65	0.71	0.60	
3	Fairfax Ave	Stocker St	South Project Limit	14.12	2910.58	25.42	3.78	4656.43	19.31	0.79	2.82	
4	La Brea Ave	Stocker St	South Project Limit	17.00	2369.59	29.95	9.75	16635.80	28.52	2.03	4.91	
5	Overhill Dr	Stocker St	South Project Limit	14.00	2371.68	29.94	7.69	9311.83	31.41	3.13	4.07	
6	Slauson Ave	West Project Limit	East Project Limit	16.59	2656.99	27.72	11.77	26201.14	29.54	2.64	2.97	
7	Stocker St	Overhill Dr	Angeles Vista Blvd	16.33	1876.29	28.15	3.32	12731.06	28.89	2.43	1.45	
8	La Cienega Blvd	Stocker St	South Project Limit	20.00	3044.97	23.79	9.00	47976.01	29.06	0.92	1.48	
9	Sherbourne Dr	Slauson Ave	55th St	10.00	3086.00	24.09	1.78	5804.13	20.03	0.32	0.86	
10	Sherbourne Dr	Centinela Ave	64th St	15.00	3012.38	23.52	1.38	4208.40	23.73	0.73	0.02	
11	Shenendoah Ave	Slauson Ave	61st St	0.00	3085.98	24.09	2.39	7489.91	16.88	1.11	1.69	
12	Corning Ave	Slauson Ave	62nd St	0.00	3046.32	23.78	2.55	7130.76	19.55	1.14	0.57	
13	62nd St	Halm Ave	Corning Ave	12.00	3085.98	24.09	0.44	622.07	15.21	1.22	1.00	
14	62nd St	Fairfax Ave	Overhill Dr	10.00	2460.46	29.15	3.75	5475.21	20.01	1.12	2.80	
15	64th St	Sherbourne Dr	East Project Limit	17.27	2864.82	22.37	0.51	1038.52	18.77	0.77	1.43	
16	Springpark Ave	64th St	Centinela Ave	15.00	3086.00	24.09	1.36	3733.12	21.58	0.88	1.99	
17	Fairview Blvd	Springpark Ave	East Project Limit	14.00	2701.90	21.09	0.65	2326.61	23.01	1.34	3.37	
18	Kings Rd	Slauson Ave	South Project Limit	14.62	2979.17	23.26	3.09	4111.47	23.49	1.47	1.21	
19	La Tijera Blvd	Slauson Ave	South Project Limit	14.00	3086.00	24.09	5.64	8350.48	25.70	1.76	1.65	
20	59th St	La Tijera Blvd	Fairfax Ave	20.00	3031.67	24.55	2.21	3578.21	23.66	0.88	3.25	
21	Mioland Dr	Onacrest Dr	Northridge Dr	12.86	2392.01	29.90	2.32	3743.94	24.61	2.56	3.08	
22	Northridge Dr	La Brea Ave	Valley Ridge Ave	11.92	2387.22	29.93	1.95	3731.29	23.17	2.65	3.03	
23	Valley Ridge Ave	Stocker St	Angeles Vista Blvd	16.00	2281.46	30.27	1.31	2808.61	21.94	1.20	1.34	
24	Presidio Dr	Stocker St	Angeles Vista Blvd	16.47	1999.87	32.20	1.72	2270.74	16.79	1.52	1.13	
25	Mt Vernon Dr	Northridge Dr	Southridge Ave	12.41	2392.00	29.90	0.65	2264.02	19.45	0.89	4.36	
26	48th St	Angeles Vista Blvd	East Project Limit	0.00	1985.62	33.58	6.27	3897.71	18.09	1.03	1.42	
27	Mullen Ave	Angeles Vista Blvd	Olympiad Dr	12.50	2013.00	32.49	1.64	3150.24	21.41	1.05	2.06	
28	Rimpau Blvd	Angeles Vista Blvd	Slauson Ave	13.33	2013.00	32.42	3.18	4987.42	23.42	1.61	5.02	
29	54th St	Valley Ridge Ave	East Project Limit	10.80	2050.88	32.93	2.42	3723.29	29.47	1.85	5.50	
30	Mt Vernon Ave	Mullen Ave	East Project Limit	12.41	1999.29	33.40	2.83	981.99	20.15	0.55	2.42	
31	Onacrest Dr	Northridge Dr	Overhill Dr	15.38	2392.00	29.90	3.38	4253.36	24.74	1.61	3.31	
32	Slauson Ave (North Frontage Rd)	Shenandoah Ave	Corning Ave	12.22	3086.00	24.09	6.83	26417.75	29.99	1.70	0.74	
33	Slauson Ave (South Frontage Rd)	Shenandoah Ave	Chariton Ave	15.00	3085.99	24.09	6.90	27943.95	34.87	1.88	0.77	
34	Slauson Ave (South Frontage Rd)	La Cienega Blvd	La Tijera Blvd	15.00	3086.01	24.09	14.39	20769.42	32.60	2.64	2.47	
35	Condon Ave	Fairfax Ave	South Project Limit	20.00	2500.98	28.99	1.48	2013.09	22.35	0.87	4.44	

# NORMALIZED SCORE

OBJ ECTI	Roadway	From	To	Timeline	Need & Equity			Safety			Community Support	Network Connectivity	TOTAL
					TOT_VulPop	TOT_CalEnviro	SUM_CollScore	TOT_ADT	TOT_SPD				
1	Angeles Vista Blvd	South Project Limit	48th St	18.10	1.17	4.15	3.40	0.75	3.51	11.88	5.67	48.62	
2	Centinela Ave	East Project Limit	West Project Limit	30.00	2.45	0.07	5.79	1.79	6.33	2.85	1.07	50.35	
3	Fairfax Ave	Stocker St	South Project Limit	21.18	4.27	1.73	3.60	0.43	2.08	3.40	5.10	41.79	
4	La Brea Ave	Stocker St	South Project Limit	25.50	2.04	3.55	10.01	1.69	6.77	12.18	8.91	70.65	
5	Overhill Dr	Stocker St	South Project Limit	21.00	2.05	3.54	7.80	0.92	8.24	20.00	7.39	70.94	
6	Slauson Ave	West Project Limit	East Project Limit	24.88	3.23	2.65	12.18	2.70	7.29	16.56	5.39	74.88	
7	Stocker St	Overhill Dr	Angeles Vista Blvd	24.50	0.00	2.83	3.10	1.28	6.96	15.08	2.61	56.36	
8	La Cienega Blvd	Stocker St	South Project Limit	30.00	4.83	1.08	9.20	5.00	7.04	4.30	2.67	64.13	
9	Sherbourne Dr	Slauson Ave	55th St	15.00	5.00	1.20	1.45	0.55	2.45	0.00	1.53	27.17	
10	Sherbourne Dr	Centinela Ave	64th St	22.50	4.70	0.97	1.01	0.38	4.33	2.95	0.00	36.84	
11	Shenendoah Ave	Slauson Ave	61st St	0.00	5.00	1.20	2.10	0.73	0.85	5.64	3.06	18.57	
12	Corning Ave	Slauson Ave	62nd St	0.00	4.84	1.08	2.28	0.69	2.21	5.86	1.01	17.95	
13	62nd St	Halm Ave	Corning Ave	18.00	5.00	1.20	0.00	0.00	0.00	6.45	1.79	32.45	
14	62nd St	Fairfax Ave	Overhill Dr	15.00	2.41	3.23	3.56	0.51	2.44	5.72	5.07	37.94	
15	64th St	Sherbourne Dr	East Project Limit	25.91	4.09	0.51	0.08	0.04	1.81	3.21	2.58	38.22	
16	Springpark Ave	64th St	Centinela Ave	22.50	5.00	1.20	0.99	0.33	3.24	3.99	3.60	40.85	
17	Fairview Blvd	Springpark Ave	East Project Limit	21.00	3.41	0.00	0.23	0.18	3.96	7.31	6.12	42.21	
18	Kings Rd	Slauson Ave	South Project Limit	21.92	4.56	0.87	2.86	0.37	4.21	8.23	2.18	45.20	
19	La Tijera Blvd	Slauson Ave	South Project Limit	21.00	5.00	1.20	5.59	0.82	5.33	10.29	2.99	52.22	
20	59th St	La Tijera Blvd	Fairfax Ave	30.00	4.78	1.38	1.91	0.31	4.29	3.99	5.90	52.56	
21	Mioland Dr	Onacrest Dr	Northridge Dr	19.29	2.13	3.53	2.02	0.33	4.78	15.98	5.59	53.65	
22	Northridge Dr	La Brea Ave	Valley Ridge Ave	17.88	2.11	3.54	1.62	0.33	4.05	16.60	5.49	51.62	
23	Valley Ridge Ave	Stocker St	Angeles Vista Blvd	24.00	1.67	3.68	0.94	0.23	3.42	6.29	2.40	42.64	
24	Presidio Dr	Stocker St	Angeles Vista Blvd	24.71	0.51	4.45	1.38	0.17	0.80	8.56	2.04	42.62	
25	Mt Vernon Dr	Northridge Dr	Southridge Ave	18.62	2.13	3.53	0.23	0.17	2.15	4.12	7.91	38.87	
26	48th St	Angeles Vista Blvd	East Project Limit	0.00	0.45	5.00	6.27	0.35	1.46	5.09	2.56	21.16	
27	Mullen Ave	Angeles Vista Blvd	Olympiad Dr	18.75	0.57	4.56	1.29	0.27	3.15	5.22	3.73	37.54	
28	Rimpau Blvd	Angeles Vista Blvd	Slauson Ave	20.00	0.57	4.53	2.95	0.46	4.17	9.22	9.12	51.02	
29	54th St	Valley Ridge Ave	East Project Limit	16.20	0.72	4.74	2.13	0.33	7.25	10.90	10.00	52.28	
30	Mt Vernon Ave	Mullen Ave	East Project Limit	18.62	0.51	4.93	2.57	0.04	2.51	1.65	4.39	35.22	
31	Onacrest Dr	Northridge Dr	Overhill Dr	23.08	2.13	3.53	3.16	0.38	4.85	9.25	6.00	52.37	
32	Slauson Ave (North Frontage Rd)	Shenandoah Ave	Corning Ave	18.33	5.00	1.20	6.87	2.72	7.52	9.88	1.31	52.84	
33	Slauson Ave (South Frontage Rd)	Shenandoah Ave	Chariton Ave	22.50	5.00	1.20	6.95	2.88	10.00	11.12	1.37	61.02	
34	Slauson Ave (South Frontage Rd)	La Cienega Blvd	La Tijera Blvd	22.50	5.00	1.20	15.00	2.13	8.85	16.55	4.48	75.70	
35	Condon Ave	Fairfax Ave	South Project Limit	30.00	2.58	3.16	1.12	0.15	3.63	3.94	8.06	52.63	