Proposed Traffic Calming Measures 
along S La Tijera Boulevard

A Senior Project presented to the 
Faculty of the City & Regional Planning Department 
California Polytechnic State University, 
San Luis Obispo

In Partial Fulfillment of the Requirements for the Degree 
Bachelor of Science, City and Regional Planning

by 
Ariella Stanford

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Title: Proposed Traffic Calming Measures Along S La Tijera Boulevard

Author: Ariella Stanford

Date Submitted: June 2022

Keith Woodcock, MCRP AICP CEP CUD
Senior Project Advisor
Signature
Date

Michael Boswell, Ph.D., AICP
Department Head
Signature
Date
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Executive Summary

This document presents the context and design process for multiple traffic calming measures along S La Tijera Boulevard in Los Angeles, CA. The following chapters outline an assessment of the site and surrounding area, analyzation of case studies that are similar to the proposed project, the vision of the project, and the design of the proposal.

Chapter 1 provides a brief introduction to the issue at hand.

Chapter 2 provides an assessment of the site for the proposal which includes the locational context, demographics of the area, the surrounding land uses, an inventory map, and list of all of the buildings surrounding the site. Additionally, the chapter provides a circulation map showing volume of vehicular transportation in the area, and an outline of the environmental elements that impact the site.

Chapter 3 presents the vision for the project.

Chapter 4 is a discussion of two case studies where city planners implemented landscaped medians and published their process and results. This chapter provides reference for the potential results of this proposal.

Chapter 5 outlines the design proposal itself. This chapter is supported by a project statement, as well as a site plan map, and renderings of the project.

Figure 1: Downtown Westchester, CA. (Trulia, 2022)
Chapter 1 - Introduction

One of the most pressing concerns facing Los Angeles is providing safety in the transportation system. Car accidents and traffic continue to be a topic at the fore-front of planning issues in Los Angeles (Sorensen, 2008). The area of Westchester is no exception.

This document outlines a proposal for safety and traffic calming measures along S La Tijera Blvd in Westchester, CA. Growing up in the residential neighborhood surrounding the sight, this boulevard has been utilized and observed many times leading up to this proposal. The surrounding neighborhoods between the I-405 Freeway and W Manchester Ave are primarily single-family residential homes, and they are beautiful and peaceful areas. Continuing South West, S La Tijera Blvd reaches Downtown Westchester. In the past few years there have been improvements to the area of Downtown Westchester, including landscaped medians and pedestrian crosswalks along S Sepulveda Blvd. These improvements have made Downtown Westchester more pleasant for the community and more walkable as well.

S La Tijera is an arterial road with a high capacity of high speed vehicles. There are frequent car accidents along S La Tijera Blvd, and there are often petitions from community members in search of a solution. The proposal tries to solve safety concerns of the community along with addressing several other city planning concerns.

This document presents the context and design process for several safety and traffic calming measures. The following chapters outline an assessment of the site and surrounding area, the vision of the project, analyzation of case studies similar to the proposed project, and the design of the proposal.

Figure 2: S La Tijera Blvd, CA. (Google Earth, 2022)
Chapter 2 - Site Assessment

Community Background

Location

Westchester is a neighborhood located in Los Angeles, CA, and is home to Los Angeles International Airport (LAX), Loyola Marymount University, the Howard Hughes Center, good public schools, beautiful residential neighborhoods, and local retail opportunities in Downtown Westchester. The community of Westchester is approximately 10.8 square miles and is located approximately 4 miles from Dockweiler Beach, 2 miles from Los Angeles International Airport, and 15 miles from Downtown Los Angeles. The community is surrounded by Culver City, Playa Vista, Inglewood, Hawthorne, El Segundo, and Playa Del Rey. S La Tijera Blvd, which is the location for the proposed median, is the arterial road that connects the I-405 Freeway to Downtown Westchester.

Demographics

The City of Los Angeles has published a demographics profile of the Westchester - Playa Del Rey area. The community of Westchester is not its own city and is a relatively small community, so its demographics are often grouped with its neighboring community, Playa Del Rey. Both of these communities are very similar and their demographics are consistent with each other. The following figures are from the 2017 City of Los Angeles Department of City Planning’s Westchester - Playa Del Rey Demographic Profile.
### Figure 4: Westchester - Playa Del Rey Demographics Profile 1 (The City of Los Angeles, I - 9)

#### POPULATION

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
<th>Percent</th>
</tr>
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<tbody>
<tr>
<td>Total person</td>
<td>59,499</td>
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</tr>
<tr>
<td>Persons in households</td>
<td>55,557</td>
<td>93%</td>
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<tr>
<td>Persons in group quarters</td>
<td>3,881</td>
<td>7%</td>
</tr>
<tr>
<td>Persons per square mile</td>
<td>7,274</td>
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#### GENDER AND AGE

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<thead>
<tr>
<th>Category</th>
<th>Number</th>
<th>Percent</th>
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<tbody>
<tr>
<td>Total males</td>
<td>28,167</td>
<td>47%</td>
</tr>
<tr>
<td>Under 5 years old</td>
<td>1,492</td>
<td>5%</td>
</tr>
<tr>
<td>5 to 9 years old</td>
<td>1,260</td>
<td>4%</td>
</tr>
<tr>
<td>10 to 17 years old</td>
<td>1,452</td>
<td>5%</td>
</tr>
<tr>
<td>18 to 21 years old</td>
<td>2,358</td>
<td>8%</td>
</tr>
<tr>
<td>22 to 34 years old</td>
<td>7,211</td>
<td>26%</td>
</tr>
<tr>
<td>35 to 59 years old</td>
<td>9,493</td>
<td>34%</td>
</tr>
<tr>
<td>60 to 64 years old</td>
<td>1,681</td>
<td>6%</td>
</tr>
<tr>
<td>65 to 74 years old</td>
<td>1,979</td>
<td>7%</td>
</tr>
<tr>
<td>75 or older</td>
<td>1,240</td>
<td>4%</td>
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#### RACE/ETHNICITY

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<tr>
<th>Category</th>
<th>Number</th>
<th>Percent</th>
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<tr>
<td>Total males</td>
<td>31,332</td>
<td>53%</td>
</tr>
<tr>
<td>Under 5 years old</td>
<td>1,348</td>
<td>4%</td>
</tr>
<tr>
<td>5 to 9 years old</td>
<td>1,080</td>
<td>3%</td>
</tr>
<tr>
<td>10 to 17 years old</td>
<td>1,776</td>
<td>6%</td>
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<tr>
<td>18 to 21 years old</td>
<td>3,450</td>
<td>11%</td>
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<tr>
<td>22 to 34 years old</td>
<td>7,177</td>
<td>23%</td>
</tr>
<tr>
<td>35 to 59 years old</td>
<td>10,169</td>
<td>32%</td>
</tr>
<tr>
<td>60 to 64 years old</td>
<td>1,870</td>
<td>6%</td>
</tr>
<tr>
<td>65 to 74 years old</td>
<td>2,372</td>
<td>8%</td>
</tr>
<tr>
<td>75 or older</td>
<td>2,091</td>
<td>7%</td>
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#### Hispanic or Latino Origin by Race

<table>
<thead>
<tr>
<th>Not Hispanic or Latino:</th>
<th>Number</th>
<th>Percent</th>
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</thead>
<tbody>
<tr>
<td>White</td>
<td>31,637</td>
<td>63.3%</td>
</tr>
<tr>
<td>Black or African American</td>
<td>6,229</td>
<td>12.5%</td>
</tr>
<tr>
<td>American Indian and Alaska Native</td>
<td>86</td>
<td>0.2%</td>
</tr>
<tr>
<td>Asian</td>
<td>8,878</td>
<td>17.2%</td>
</tr>
<tr>
<td>Native Hawaiian and Pacific Islander</td>
<td>43</td>
<td>0.1%</td>
</tr>
<tr>
<td>Some Other Race</td>
<td>262</td>
<td>0.5%</td>
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<tr>
<td>Two or More Races:</td>
<td>2,882</td>
<td>5.8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hispanic or Latino:</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>5,587</td>
<td>58.9%</td>
</tr>
<tr>
<td>Black or African American</td>
<td>138</td>
<td>1.5%</td>
</tr>
<tr>
<td>American Indian and Alaska Native</td>
<td>106</td>
<td>1.1%</td>
</tr>
<tr>
<td>Asian</td>
<td>106</td>
<td>1.1%</td>
</tr>
<tr>
<td>Native Hawaiian and Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Some Other Race</td>
<td>2,645</td>
<td>27.9%</td>
</tr>
<tr>
<td>Two or More Races:</td>
<td>900</td>
<td>9.5%</td>
</tr>
</tbody>
</table>

#### CHANGE (2010* TO 2017)

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total males</td>
<td>1,731</td>
<td>6.5%</td>
</tr>
<tr>
<td>Total females</td>
<td>2,695</td>
<td>9.4%</td>
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</table>

#### AGE

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
<th>Percent</th>
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</thead>
<tbody>
<tr>
<td>Under 5 years old</td>
<td>-27</td>
<td>-1.0%</td>
</tr>
<tr>
<td>5 to 9 years old</td>
<td>143</td>
<td>6.5%</td>
</tr>
<tr>
<td>10 to 17 years old</td>
<td>-106</td>
<td>-3.2%</td>
</tr>
</tbody>
</table>

#### School age (5 to 17 years old)

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
<th>Percent</th>
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</thead>
<tbody>
<tr>
<td>18 to 21 years old</td>
<td>248</td>
<td>4.5%</td>
</tr>
<tr>
<td>22 to 34 years old</td>
<td>2,294</td>
<td>19.0%</td>
</tr>
<tr>
<td>35 to 59 years old</td>
<td>-161</td>
<td>-0.9%</td>
</tr>
<tr>
<td>60 to 64 years old</td>
<td>677</td>
<td>23.6%</td>
</tr>
<tr>
<td>65 to 74 years old</td>
<td>1,004</td>
<td>30.0%</td>
</tr>
<tr>
<td>75 or older</td>
<td>354</td>
<td>11.9%</td>
</tr>
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</table>

#### HOUSING

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total units</td>
<td>1,514</td>
<td>6.0%</td>
</tr>
<tr>
<td>Occupied units</td>
<td>996</td>
<td>4.2%</td>
</tr>
<tr>
<td>Owner occupied</td>
<td>554</td>
<td>4.5%</td>
</tr>
<tr>
<td>Renter occupied</td>
<td>442</td>
<td>3.8%</td>
</tr>
</tbody>
</table>

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*HISPANIC OR LATINO and mixed race categories.

**AGE** For the first time, since the year 2000 Census of Population and Housing, permitted persons to check more than one category to define their race. The selection of categories and the option to choose more than one is strictly a matter of personal choice and personal preference. The choices are: White, Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and Pacific Islander, Some Other Race, and Two or More Races.

**ETHNICITY** As in the two previous censuses, persons are also further self-defined as being HISPANIC OR LATINO or NOT HISPANIC OR LATINO. It is important to note that this is a separate ETHNIC grouping as opposed to the RACIAL categories listed above.

*Represents 2010 Decennial Census.*
Figure 5: Westchester - Playa Del Rey Demographics Profile 1 (The City of Los Angeles, I - 10)
Figure 6: Westchester - Playa Del Rey Demographics Profile 1 (The City of Los Angeles, I - 11)
Land Use

Location

The proposed median stretches 1.3 miles along S La Tijera Blvd, from W 74th Street to Sepulveda Blvd. Contextually, the location of the proposed median travels from the I-405 Freeway to Downtown Westchester. This project could serve as an intriguing connection between the Freeway and Downtown Westchester.

Westchester - Playa Del Rey Community Plan

The Westchester - Playa Del Rey Community Plan outlines the current uses, opportunities, issues, goals, and policies of the community. One of the issues discussed in the community plan is that there is a “substantial amount of pass-through traffic on community streets, leading to significant traffic circulation problems, including congestion and speed,” which is the issue I am proposing to address (City of Los Angeles, I-6).

The community plan also outlines some of the specific needs of the Downtown Westchester area. One of needs is for streetscape improvements on the boulevards. That includes S La Tijera Blvd. One of the issues is that the “proximity of sidewalks to heavy traffic without buffers creates an unpleasant environment for pedestrians” (City of Los Angeles, V-12). I will also be addressing this problem in this proposal.

Surrounding Land Uses

On the North Eastern end of the proposal site, there are three gas stations (Shell, ARCO and 76), a Wendy’s, a US Post Office, and a new mixed-development (commercial and residential) with a coffee shop on the first floor (The Boy and the Bear). All of these establishments are located along S La Tijera Blvd between the I-405 Freeway and the intersection of S La Tijera Blvd and W 74th Street.

From the intersection of S La Tijera Blvd and W 74th Street to the intersection of Airport Blvd and S La Tijera Blvd, the surrounding neighborhoods are all single-family residential.
At the intersection of Airport Blvd and S La Tijera Blvd there are multiple commercial buildings (a medical group center, a counseling service center, and a dry cleaning service), a public facilities building (City of Los Angeles Department of Water and Power Distributing Station), and an elementary school (Carousel School).

From the intersection of S La Tijera Blvd and Airport Blvd to the intersection of S La Tijera Blvd and Manchester Ave, the surrounding neighborhoods are all single-family residential.

At the intersection of S La Tijera Blvd and Manchester Ave there are multiple commercial uses (a G&M gas station and food mart, and a Firestone tire and service shop), an office building, and a church (Cornerstone Church Westchester).

Along S La Tijera Blvd between Manchester Ave and Sepulveda Eastway there is a section of single-family residential houses on one side, and commercial uses on the other side of the road. There is also an apartment complex at the corner of S La Tijera Blvd and Sepulveda Eastway.

From the intersection of S La Tijera Blvd and Sepulveda Eastway, to the intersection of S La Tijera Blvd to Sepulveda Blvd, the surrounding uses are commercial.

Overall, the surrounding uses along S La Tijera Blvd generally include single-family residential, small-scale commercial, multi-family residential, public facilities, and office uses.
Proposal Site

Figure 7: Proposal Site Map

Legend

- **Proposed Traffic Calming Measures**
- **Commercial**
- **Mixed Use**
- **Medium Density Residential**
- **Single-Family Residential zone**
- **Church**
Figure 8: Land Use Map - Zone 1

Legend

- Commercial
- Mixed Use
- Public Facilities
- Single-Family Residential zone
Land Use Map: Zone 2

Legend
- **Commercial**
- **Single-Family Residential zone**
- **School**
- **Public Facilities**
Land Use Map: Zone 3

Figure 10: Land Use Map- Zone 3

Legend

- Commercial
- Mixed Use
- Medium Density Residential
- Single-Family Residential zone
- Church
Surrounding Land Uses

1. United States Post Office
   - Land Use: Public Facilities - Post Office
   - Zoning: PF-1 (Public Facilities)
   - Stories: 1
   - Condition: Good

2. Wendy’s
   - Land Use: Commercial - Fast Food
   - Zoning: C2 (Commercial)
   - Stories: 1
   - Condition: Good

3. Shell Gas Station
   - Land Use: Commercial - Gas Station
   - Zoning: C2 (Commercial)
   - Stories: 1
   - Condition: Good

4. 7403: West Los Angeles Apartments
   - Land Use: Mixed-Use Residential & Commercial
   - Zoning: C2 (Commercial)
   - Stories: 4
   - Condition: Excellent

5. ARCO Gas Station
   - Land Use: Commercial - Gas Station
   - Zoning: C2 (Commercial)
   - Stories: 1
   - Condition: Good

6. 76 Gas Station
   - Land Use: Commercial - Gas Station
   - Zoning: C2 (Commercial)
   - Stories: 1
   - Condition: Good
Surrounding Land Uses

7. Avenir Senior Living

Land Use: Commercial - Senior Living Facilities
Zoning: C2 (Commercial)
Stories: 2
Condition: Excellent

8. Department of Water and Power

Land Use: Public Facilities
Zoning: PF-1 (Public Facilities)
Stories: 1
Condition: Good

9. Medical Center

Land Use: Commercial - Medical Facilities
Zoning: C2 (Commercial)
Stories: 4
Condition: Good

10. Airport Marina Counseling Services

Land Use: Commercial - Counseling Services
Zoning: C2 (Commercial)
Stories: 1
Condition: Fair

11. Carousel School

Land Use: Commercial - Private School
Zoning: C2 Commercial
Stories: 2
Condition: Good

12. Parklane Cleaners

Land Use: Commercial - Dry Cleaners
Zoning: C2 (Commercial)
Stories: 1
Condition: Fair
### Surrounding Land Uses

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Land Use</th>
<th>Zoning</th>
<th>Stories</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.</td>
<td>Easterseals</td>
<td>Commercial - Disability Services</td>
<td>C2 (Commercial)</td>
<td>1</td>
<td>Good</td>
</tr>
<tr>
<td>14.</td>
<td>G&amp;M Gas Station &amp; Food Mart</td>
<td>Commercial - Gas Station</td>
<td>C2 (Commercial)</td>
<td>1</td>
<td>Good</td>
</tr>
<tr>
<td>15.</td>
<td>Cornerstone Church</td>
<td>Church</td>
<td>R-2 (Residential)</td>
<td>2</td>
<td>Good</td>
</tr>
<tr>
<td>16.</td>
<td>Firestone Complete Car Care</td>
<td>Commercial - Car Repair Services</td>
<td>C2 (Commercial)</td>
<td>1</td>
<td>Fair</td>
</tr>
<tr>
<td>17.</td>
<td>Office Building</td>
<td>Commercial - Office</td>
<td>C2 (Commercial)</td>
<td>5</td>
<td>Good</td>
</tr>
<tr>
<td>18.</td>
<td>Pepboys</td>
<td>Commercial - Retail</td>
<td>C2 (Commercial)</td>
<td>1</td>
<td>Fair</td>
</tr>
</tbody>
</table>
## Surrounding Land Uses

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zoning</th>
<th>Stories</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Del Taco</td>
<td>C2 (Commercial)</td>
<td>1</td>
<td>Good</td>
</tr>
<tr>
<td>Soundsations Records</td>
<td>C2 (Commercial)</td>
<td>1</td>
<td>Fair</td>
</tr>
<tr>
<td>Belle Brows Threading</td>
<td>C2 (Commercial)</td>
<td>2</td>
<td>Fair</td>
</tr>
<tr>
<td>Incognito Barber Shop</td>
<td>C2 (Commercial)</td>
<td>2</td>
<td>Fair</td>
</tr>
<tr>
<td>DDA Hats and Fashion</td>
<td>C2 (Commercial)</td>
<td>2</td>
<td>Fair</td>
</tr>
<tr>
<td>Synergy Chiropractic</td>
<td>C2 (Commercial)</td>
<td>1</td>
<td>Poor</td>
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</table>
### Surrounding Land Uses

<table>
<thead>
<tr>
<th>Number</th>
<th>Land Use: Commercial - Medical Facilities</th>
<th>Zoning: C2 (Commercial)</th>
<th>Stories: 1</th>
<th>Condition: Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>22.</td>
<td>Land Use: Commercial - Medical Facilities</td>
<td>Zoning: C2 (Commercial)</td>
<td>Stories: 1</td>
<td>Condition: Excellent</td>
</tr>
<tr>
<td>25.</td>
<td>Land Use: Commercial - Hair Salon</td>
<td>Zoning: C2 (Commercial)</td>
<td>Stories: 1</td>
<td>Condition: Good</td>
</tr>
<tr>
<td>27.</td>
<td>Land Use: Commercial - Coffee Shop</td>
<td>Zoning: C2 (Commercial)</td>
<td>Stories: 1</td>
<td>Condition: Good</td>
</tr>
</tbody>
</table>
Surrounding Land Uses

28. Eastway Condos

- Land Use: Residential - Condos
- Zoning: R4 (Multiple Dwelling)
- Stories: 5
- Condition: Excellent

29. One West Bank & Yogurtland

- Land Use: Commercial - Bank and Frozen Yogurt
- Zoning: C2 (Commercial)
- Stories: 1
- Condition: Good

30. a. Citibank

- Land Use: Commercial - Bank
- Zoning: C2 (Commercial)
- Stories: 1
- Condition: Good

30. b. Water and Power Community Credit Union

- Land Use: Commercial - Union Bank
- Zoning: C2 (Commercial)
- Stories: 1
- Condition: Good

30. c. Mono Poke

- Land Use: Commercial - Food
- Zoning: C2 (Commercial)
- Stories: 1
- Condition: Good

30. d. Bella Massage Spa

- Land Use: Commercial - Massage Spa
- Zoning: C2 (Commercial)
- Stories: 2
- Condition: Good
Circulation Map

Figure 11: Circulation Map

Legend

- [ ] High Volume Vehicular Traffic
- [ ] Medium Volume Vehicular Traffic
- [ ] Low Volume Vehicular Traffic
- [ ] Stoplight Intersections (size correlating with traffic volume)
Environmental Analysis

Air Pollution

Freeways generate a significant amount of air pollution which threatens the health of those living near them. Research has linked living within 500 feet of a major highway with increased rates of asthma, heart attacks, strokes, and lung cancer (World Health Organization, 2022). As of 2017, about 1.2 million of Southern California’s approximately 23 million residents lived within 500 feet of a freeway (Peleg, 2017). With Los Angeles’ population growing, and infill development increasing, the amount of residents living near a freeway continues to rise (Peleg, 2017). The Southern California Association of Governments (SCAG) projects that 250,000 more people will live within 500 feet of a freeway in Southern California by 2035 (Peleg, 2017).

The proposed site starts where S La Tijera Blvd meets the I-405 Freeway, so it is in very close proximity to the freeway. However, the proposed project intends to bring more greenery onto the street. For this reason, the environmental impact should not be concerning.

Noise Pollution

I-405 Freeway and Sepulveda Blvd

Freeways produce a significant amount of noise pollution. The project site travels from S La Tijera Blvd where it meets the I-405 Freeway, so there is some noise that travels from the freeway to the project site on that end of the project. S La Tijera also connects to Sepulveda Blvd at the other end of the site. As seen on the circulation map, there is a significant volume of traffic that travels on Sepulveda, which contributes noise pollution to that end of the project.

Los Angeles International Airport

The Los Angeles International Airport generates a significant amount of noise pollution, as it is approximately 2 miles from the project site. The noise is primarily from planes flying into the airport. Because the project aims to create walkability for the neighborhood’s surrounding residents, the people affected by the airport noise are used to the noise.
Chapter 3 - Case Studies

Tempe, Arizona

BACKGROUND

In Tempe, Arizona, neighborhood residents were concerned about “increasing traffic volumes, excessive speeds, and air pollution” on Fifth Street, and they wanted to come up with a solution that catered to the safety of pedestrians, bicyclists, and public transit riders (Ewing, 144). Fifth Street is a major collector road and it is located near a “neighborhood market, Scales Elementary School, Jaycee Park,” and a community center (Ewing, 144). The people in the community wanted to find a solution that made it easy and safe to travel on this road via bicycle, walking, or bus, while maintaining the character of the neighborhood. The concern for increasing traffic volumes and excessive speeds on a major collector road is very similar to the concern for S La Tijera Street. The community’s goal of creating a safe and pleasant route for pedestrians, bicyclists, and bus riders is also similar to the goal of this proposal.

SOLUTION

The final design included widened sidewalks (from 6 ft to 8 ft), 5 ft bicycle lanes, median chicanes, street lighting for pedestrians, and general landscaping (addition of trees and shrubs).

The results were “approved by a majority of residents at a series of neighborhood meetings.

RESULTS

The narrowed lanes and medians reduced “traffic by 40 percent” (Ewing, 144). After the implementation of the project, the city received many positive comments from the community on the “enhanced walkability and increased safety” of Fifth Street. The outcome in Tempe Arizona is similar to the vision of the S La Tijera Blvd project, and the results could be just as rewarding to the community of Westchester.
University Place, Washington

BACKGROUND

In University Place, Washington, the community was concerned about the traffic volume and lack of pedestrian accommodation on Bridgeport Way, which is one of their central arterial roads (Ewing, 153). Bridgeport Way provides the community with access to “City Hall, a library, senior housing, a medical facility, and multiple retail centers,” and it “carries the largest daily traffic volumes in the city” (Ewing, 153). This major arterial road was also known for its high number of traffic accidents, with some involving pedestrians (Ewing, 153). It was very difficult for pedestrians to travel along this road because they had to travel along the 2 ft wide gravel shoulders which were dangerously close to high speed traffic (Ewing, 153). Bridgeport Way before improvements is similar to S La Tijera Blvd in that the sidewalks are very narrow and difficult to walk along with tree roots causing large cracks and uneven breaks. The high speed and high volume traffic, as well as frequent car accidents of Bridgeport Way is also similar to S La Tijera Blvd.

SOLUTION

The community wanted the street to be an inviting and safe space for pedestrians and bicyclists. The design included a landscaped median, wide sidewalks on both sides of the road, bike lanes on both sides of the road, planter strips between sidewalks and bike lanes, and street lighting. All of these efforts were designed to improve the mental health, physical health, economic health, and other public health elements of the community. The goals of this project align with the goals of the S La Tijera Blvd project. S La Tijera Blvd also does not accommodate pedestrians or bicyclists, and it has the potential to bring economic vitality to Downtown Westchester.
RESULTS

The community was very pleased by the results of the project. The traffic calming measures “reduced speeds and crashes while increasing business activity” (Ewing, 154). The “average speed decreased by 13 percent and traffic accidents were reduced by 60 percent” (Ewing, 154). Pedestrian activity also increased. The sidewalks supported over 3200 pedestrians per month (Ewing, 154). The increased pedestrian activity also correlated to an increase in economic vitality. University Place’s “citywide sales tax data indicated that sales revenues increased by 5 percent citywide” and the “businesses around the project corridor experienced an increase of approximately 7 percent” (Ewing, 154). Overall, this project correlates well with the S La Tijera Blvd project. S La Tijera Blvd would thrive as an environment for pedestrians and bicyclists, serving as a corridor to Downtown Westchester.
Chapter 5 - Design Proposal

Project Vision

The vision of this project is to create a safe corridor for pedestrians, bicyclists, and motor vehicles, which connects the residential neighborhoods surrounding S La Tijera Blvd from the I-405 Freeway to Downtown Westchester. Currently, S La Tijera Blvd is not a safe and encouraging environment for pedestrians or bicyclists. With the proposed solutions, this boulevard would be a pleasant and safe environment that encourages the health and well-being of the community. The widened sidewalks and addition of bike lanes would encourage people to get exercise and time outdoors, the reduced vehicular traffic lanes and the addition of center medians would encourage people to drive slower and be more cautious of their surroundings, and the trees and green landscaping would contribute to a beautiful and strong community identity, the mental well-being of the community, as well as cleaner and cooler air.

Figure 16: Proposal Site Map

Legend

- Commercial
- Mixed Use
- Medium Density Residential
- Single-Family Residential zone
- Church
Project Statement

There are primarily four improvements involved in this proposal: landscaped medians, road dieting, addition of bike lanes, and widening the sidewalks. These improvements will be accompanied by general maintenance improvements to the crosswalks at intersections, and landscaping improvements (such as clearing the weeds out of the sidewalks, and adding trees where the sidewalks are empty). All of these proposed improvements are catered specifically to the site and the needs of the community.

The landscaped medians act as a traffic calming method, in addition to improving the aesthetics of the boulevard and collecting rainwater. Medians have been proven to reduce average driving speeds, which improves the safety of drivers, bicyclists, and pedestrians (Ewing, 1999). Adding plants to the boulevard also improves the physical and mental health of the community, contributes to a beautiful and strong community identity, and creates cooler and cleaner air.

Road dieting will allow the proposal to widen the sidewalks and add bike lanes, and will increase safety for pedestrians, bicyclists, and drivers. S La Tijera Blvd would be reduced from six total lanes to four total lanes, for the majority of road from W 74th Street to Airport Blvd, and then again after Airport Blvd up until Manchester Ave. The lanes would return to their current design traveling South West towards Airport Blvd, in order to accommodate the traffic travelling to the airport. The heavy traffic turning left onto Airport Blvd from S La Tijera Blvd would not function well with a reduction of lanes, and the sidewalks are already slightly widened leading up to that intersection.

The addition of bike lanes will improve safety for bicyclists, pedestrians and drivers, in addition to encouraging people in the community to bike to and from downtown Westchester. One safety benefit to bike lanes is that they create a buffer between drivers and pedestrians on the sidewalks. For this reason, bike lanes will encourage both bicyclists and pedestrians. Adding trees along S La Tijera Blvd will also provide shade to make biking and walking more pleasant and more safe on hot days.

Widening the sidewalks along S La Tijera Blvd will also improve safety for pedestrians, and make walking more pleasant. Currently the sidewalks along S La Tijera Blvd are torn up from tree roots, too narrow for more than one person to walk along, and full of weeds. In addition to widening the sidewalks, they would be repaired from root damage, problematic trees would be replaced with trees with less intrusive roots, and the weeds would be cleared.

Stanford 26
In Zone 1, sidewalks will be widened, bike lanes will be added, and there will be a road diet from 3 lanes to 2 lanes, on both sides of the road. A landscaped center median will also be added (with full turn pockets for traffic turning onto intersecting streets), and general landscaping will be improved on the sidewalks. Cracks and damage to the sidewalks will also be repaired.
In Zone 2, the sidewalk on the left will be extended, and a bike lane will be added. On the right, the sidewalks have already been widened so they will stay the same. Because of the heavy left-turn traffic traveling to the airport, there will not be a road diet on the right side, but the far right lane will be a shared lane for vehicles and bicyclists. General landscaping will be added.
In Zone 3, a landscaped center median will be added, and the lanes on either side of the road will be converted to shared lanes for vehicles and bicyclists. Shared lanes are best in this zone because the road has already been reduced to two vehicular lanes on either side, and shared lanes are safer for bicyclists when there are parked cars along their route (Staver). The landscaping on the sidewalks will also be improved with more appropriate trees for the weather, and grass for the areas of dirt on the sidewalks (shown on the right sidewalk).
Cost Estimates

Landscaped Medians

The proposed site is 1.3 miles long. At an average of $7.26 per foot and a median that is approximately 5 feet wide, the median would cost around $249,160.

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Description</th>
<th>Median</th>
<th>Average</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Cost Unit</th>
<th>Number of Sources (Observations)</th>
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<tr>
<td>Median</td>
<td>Median</td>
<td>$6.00</td>
<td>$7.26</td>
<td>$1.86</td>
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<td>Square Foot</td>
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Widened Sidewalks

At an average of $32 per foot, the estimate cost for 1.3 miles is $219,648.

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<td>$410</td>
<td>Linear Foot</td>
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</table>

Bike Lanes

At an average of $133,170 per mile for full bike lanes, and $180 per shared bike lane symbol, the cost estimate for the 1 mile of the blvd that will have bike lanes, and the 0.3 miles that will have shared bike lane symbols, the total estimate for bike infrastructure is $134,970.

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Description</th>
<th>Median</th>
<th>Average</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Cost Unit</th>
<th>Number of Sources (Observations)</th>
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<tbody>
<tr>
<td>Bikeway</td>
<td>Bicycle Lane</td>
<td>$89,470</td>
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<td>$5,360</td>
<td>$536,680</td>
<td>Mile</td>
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<tr>
<td>Pavement Marking Symbol</td>
<td>Shared Lane/Bicycle Marking</td>
<td>$160</td>
<td>$180</td>
<td>$22</td>
<td>$600</td>
<td>Each</td>
<td>15 (39)</td>
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</table>

Street Trees

At an average of $430 per tree, the cost estimate for street trees is $18,920

Total Estimate: $622,698
Chapter 6 - Conclusion

The community of Westchester has the opportunity to transform S La Tijera Blvd into a beautiful and safe corridor leading into Downtown Westchester. The boulevard could be a safe and pleasant road for pedestrians, bicyclists, and cars. S La Tijera Blvd is currently catered specifically for cars, and is not safe for pedestrians and bicyclists. As shown in this proposal, the addition of wider sidewalks, bike lanes, landscaped center medians, and road dieting, could transform this road into a multi-functional and safe corridor to meet the needs of the community.

Context from the Westchester - Playa Del Rey Community Plan shows that there is a need for more pedestrian-oriented spaces and routes in Westchester. S La Tijera Blvd provides the community with the opportunity to create that space for pedestrians as well as bicyclists. Research on the community and its close proximity to the I-405 Freeway indicates that traffic speeds along S La Tijera Blvd are high and the pollution from the freeway is worth addressing. Road dieting and landscaping in the medians and sidewalks could help mitigate the high traffic speeds, air pollution, as well as potential noise pollution from the freeway. Additionally, S La Tijera could benefit the economy of downtown Westchester by creating a safe pathway connecting the neighborhoods surrounding the boulevard to the downtown area.

Future researchers and transportation planners in Westchester, Los Angeles would benefit from monitoring the traffic and car accidents along S La Tijera Blvd. Other than separate reports of car accidents along S La Tijera Blvd, there are no articles specifically compiling the data on car accidents along the boulevard. The local planners should also reach out to the community (possibly compose surveys) in order to get input from the people who would potentially benefit from this proposal. A necessary community planning project should be based on the needs of the community, so getting the input of the community would be very beneficial.

Overall, with the support of the community, this proposal could benefit the community of Westchester in many ways. As stated in the Project Vision, this boulevard would be a pleasant and safe environment that encourages the health and well-being of the community. The widened sidewalks and addition of bike lanes would encourage people to get exercise and time outdoors, the reduced vehicular traffic lanes and the addition of center medians would encourage people to drive slower and be more cautious of their surroundings, and the trees and green landscaping would contribute to a beautiful and strong community identity, the mental well-being of the community, as well as cleaner and cooler air.
References


