Pedestrian-Enhanced Districts (PEDs)

What are Pedestrian-Enhanced Districts?

Every trip, regardless of mode, includes walking, and pedestrians are the most vulnerable roadway users. The proposed Pedestrian Enhanced Districts (PEDs) will establish areas where improvements for pedestrians are prioritized relative to other roadway users. Pedestrian Enhanced Districts may be located near schools, transit stations, areas of high pedestrian activity, areas with high collision frequency, or other placemaking opportunities.

Pedestrian needs are closely linked to the Transit-Enhanced Network because of the conditions encountered walking to or from transit services as well as waiting at stops and stations.

Classification of Pedestrian Enhancements

Improvements to areas identified within a Pedestrian-Enhanced District primarily consist of infrastructure improvements within the sidewalk and street right-of-way as well as pedestrian signal timing infrastructure improvements. Pedestrian Enhancements are classified as moderate or comprehensive based on their benefits and intensity of implementation.

- **Moderate enhancements** typically include way-finding, street trees, pedestrian-scaled street lighting, enhanced crosswalks at all legs of the intersection, and automatic pedestrian signals.

- **Comprehensive enhancements** typically would add a reduced crossing length (bulb-outs, median pedestrian refuges), wider sidewalks (> than 15’ where feasible), and specialty paving and seating areas where special maintenance funding exists.
Proposed Pedestrian Enhanced Districts (PEDs)

Analysis Factors:
- Population Density
- Job Density
- Retail Job Concentrations
- Commercial Land Use Intensity
- Transit Facility Proximity and Intensity
- Concentration of Landmark Destinations
- Intersection Density
- Collisions Involving Pedestrians
- Park Proximity
- School Proximity

PEDs prioritized by need

High
Low
Enhancements in Pedestrian-Enhanced Districts (PEDs)

Classification of Pedestrian Enhancements (continued)

Pedestrian improvements are prioritized for implementation based upon the assessment analysis illustrated in the Pedestrian Enhancement District Map at la2b.org. The analysis took into consideration population density, job density, retail/job concentrations, commercial land-use intensity, transit facility proximity/intensity, concentration of landmark destinations, intersection density, pedestrian collisions, park proximity, and school proximity. Districts with the highest index level (red) would receive the greatest priority while areas receiving the lowest index level (light blue) would receive the lowest priority. The PED Analysis map would be updated annually to reflect changes to land use and collision data.

Wide, tree-lined sidewalk
photo credit: http://www.pedbikeimages.org/Laura Sandt

Specialty sidewalk paving and seating areas
photo credit: http://www.pedbikeimages.org/Dan Burden

Pedestrian crosswalk with bulbouts and signage
photo credit: http://www.pedbikeimages.org/Andy Hamilton

Median pedestrian refuge
photo credit: http://www.pedbikeimages.org/Lyubov Zuyeva

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