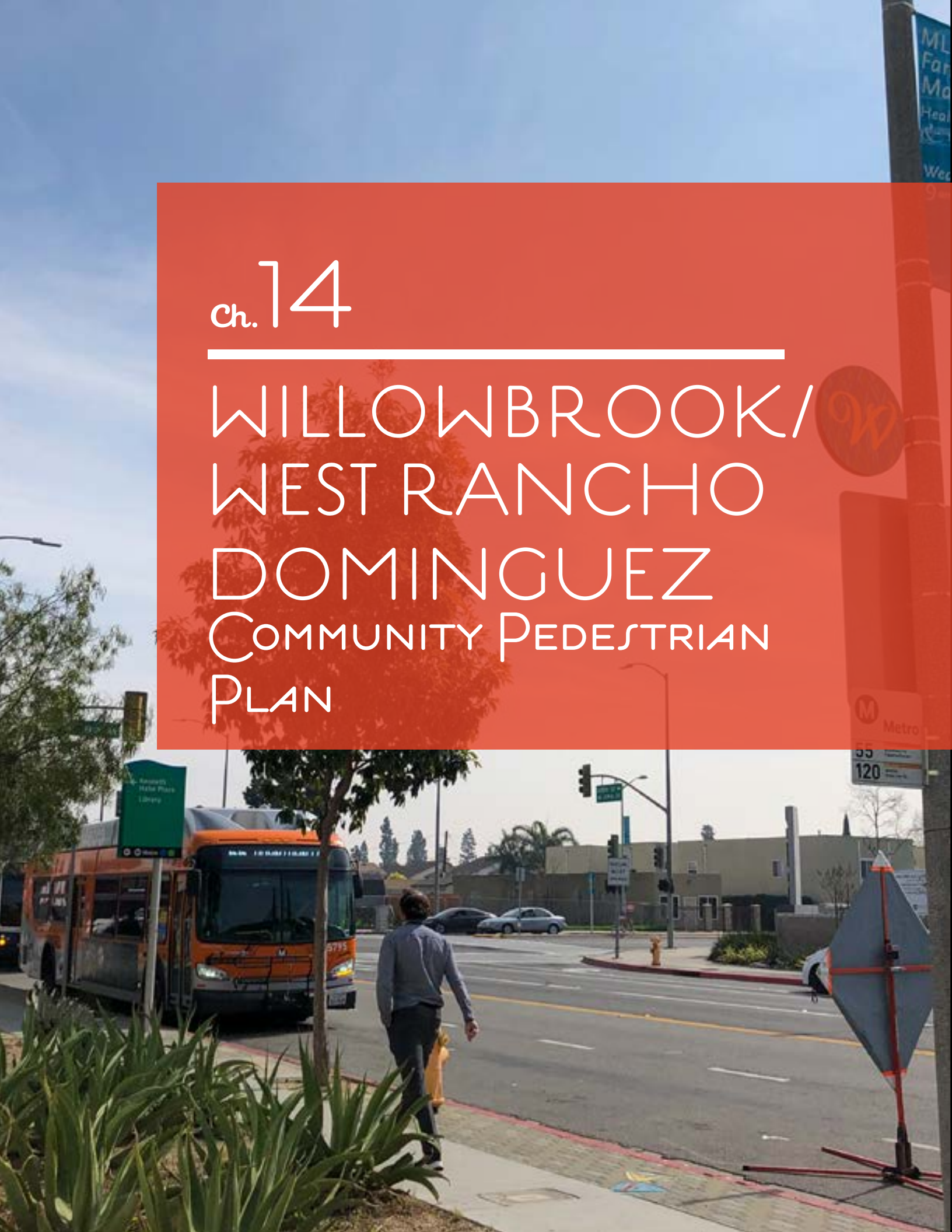


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WILLOWBROOK/ WEST RANCHO DOMINGUEZ COMMUNITY PEDESTRIAN PLAN



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INTRODUCTION

The Willowbrook/West Rancho Dominguez Community Pedestrian Plan is part of Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities, a master plan for pedestrian safety in Los Angeles County. Step by Step Los Angeles County is a plan to enhance walkability, a measure of how friendly an area is for walking, for the one million residents of communities in unincorporated Los Angeles County. Step by Step outlines actions, policies, procedures, and programs that the County of Los Angeles (the County) will consider to enhance walkability across unincorporated communities.

It also includes Community Pedestrian Plans, including this one, that identify potential pedestrian infrastructure projects for specific unincorporated communities.

This tailored approach to pedestrian planning enables the County to work closely with residents, businesses, and other stakeholders to meet the unique needs of each unincorporated community.

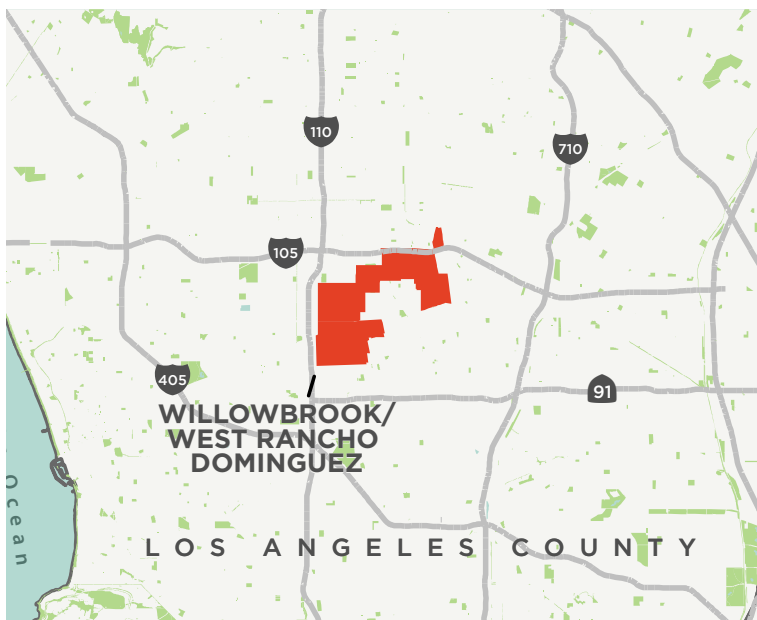
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COMMUNITY PROFILE

Together, the communities of Willowbrook and West Rancho Dominguez are just over three square miles.

Willowbrook/West Rancho Dominguez has a combined population of approximately 41,600, with a mix of residential and industrial neighborhoods with key destinations such as the Willowbrook/Rosa Parks Metro A Line Station, Martin Luther King, Jr. Community Hospital, and Earvin “Magic” Johnson Recreation Area. The Willowbrook/West Rancho Dominguez area is bordered by the I-105 freeway and the Los Angeles City neighborhood of Watts to the north; the City of Compton and the City of Carson to the south; the City of Los Angeles and the I-110 freeway to the west; and the City of Lynwood to the east.



Willowbrook/West Rancho Dominguez location within Los Angeles County

Thank You

Pedestrian Plan Community Advisory Committee Members:

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Special thanks to the residents of Willowbrook/West Rancho Dominguez who took time to participate in outreach events and community data collection efforts, and who shared their ideas on how to enhance walking in the community. This plan is inspired by your vision of Willowbrook/West Rancho Dominguez.

Demographics

Every person living in Los Angeles (LA) County should have opportunities and amenities that help them lead a long, healthy life. However, gaps in health outcomes based on race, income, and zip code persist, reflecting the unequal distribution of health affirming resources. The County can help eliminate those gaps through intentional resource allocation and targeted interventions to repair and prevent poorer health outcomes experienced by under-resourced communities.

The median household income is \$45,700 in Willowbrook and \$70,391 in West Rancho Dominguez (2021), compared with \$77,456 for LA County. About 21 percent of Willowbrook and 14 percent of West Rancho Dominguez residents live below the poverty line; that figure is 14 percent countywide.

Forty-four percent of residents in Willowbrook and 26 percent of residents in West Rancho Dominguez have not completed their high school education or equivalent, and a significantly higher percentage of residents in both communities lack a bachelor's degree or higher than in LA County generally. Willowbrook and West Rancho Dominguez are relatively young communities,

with 31 percent and 24 percent of residents under 18 years old, respectively.

Self-identified Black or African American residents make up about 43 percent of West Rancho Dominguez's population, and nearly 16 percent of Willowbrook's population, substantially more than the LA county population of 7 percent. Self-identified Hispanic or Latino residents make up about half the population in West Rancho Dominguez, like Los Angeles County, while they make up over 81 percent of the population in Willowbrook.

Willowbrook has about the same proportion of residents who are foreign born as LA County (33 percent), while West Rancho Dominguez has about 20 percent foreign born residents. Nearly 80 percent of Willowbrook residents speak some Spanish or other language other than English at home, while that figure is 43 percent and 44 percent for West Rancho Dominguez and 56 percent for LA County, respectively.¹

¹ U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

Table 14-1: Willowbrook/West Rancho Dominguez Demographics

	Percent in Willowbrook	Percent in West Rancho Dominguez	Percent in Los Angeles County
Education			
Less than high school diploma	44.2	28.1	20.0
High school graduate, GED or alternative	26.4	25.9	20.4
Some college or Associates degree	20.3	29.8	25.6
Bachelor's degree or higher	9.2	16.2	34.0
Poverty			
Persons in Poverty	20.8	14.1	13.9
Median Household Income (2021)	\$45,700	\$70,391	\$77,456
Age			
Under 18 Years	31.6	24.3	21.6
18-64 Years	61.8	63.9	64.7
65 and Older	6.6	11.8	13.7
Self-Identified Race/Ethnicity			
Hispanic or Latino	81.7	50.4	48.7
White (Non-Hispanic)	0.5	1.7	25.5
American Indian and Alaska Native	0	0	0.2
Asian	0.8	0.5	14.6
Black or African American(Non-Hispanic)	16.4	43.2	7.6
Other	0.0	0.3	0.4
Immigration and Language			
Foreign born	33.9	20.1	32.5
Language other than English spoken at home (adults)	78.9	44.1	56.3

Source: U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

Health Considerations

Health outcomes are driven in part by the built environment, and how well one's neighborhood encourages and supports health affirming activities. Willowbrook and West Rancho Dominguez are in the County's Public Health Service Planning Area 6 (SPA 6). In 2020, Coronary Heart Disease and Diabetes Mellitus were the #2 and #3 causes of death in SPA 6, after COVID-19.¹ Rates of obesity among adults are higher in both communities than in LA County, but lower among teens and children when compared to LA County generally.

Regular physical activity such as daily walking is a critical strategy for preventing heart disease and diabetes. Children and teens in both communities report about the same levels of regular physical activity as LA County (13-14 percent); while adults in Willowbrook (36 percent) and West Rancho Dominguez (34 percent) report somewhat less walking less each week than LA County generally (about 38 percent).²

1 Mortality in Los Angeles County, 2020: Provisional Report. Los Angeles County Department of Public Health. Office of Health Assessment and Epidemiology. May 2022

2 Weekly activity levels are based on adults that walk for at least 150 minutes per week. California Health Interview Survey, Neighborhood Edition, 2014. The Centers for Disease Control and Prevention (CDC) recommends that adults do at least 150 minutes per week of moderate-intensity activity "for substantial health benefits." Source: CDC, 2008 Physical Activity Guidelines for Americans.

Poor health outcomes are also worsened by food insecurity, which is related to both affordability and physical access to healthy food. In 2018, 26.8 percent of LA County households with incomes less than 300 percent of the Federal Poverty Level (FPL) experienced food insecurity, which includes households reporting low food security and very low food security. This figure was nearly 32 percent for Service Planning Area 6, which includes Willowbrook and West Rancho Dominguez.³

In Willowbrook (49.4 percent) and West Rancho Dominguez (26.3 percent), many residents live farther than 1/2 mile from a supermarket or grocery store.⁴

About 4.5 percent of people between the ages of 19 - 64 report living with a disability in LA County, 6 percent in West Rancho Dominguez, and 4 percent in Willowbrook. At the age of 65 years and older these numbers slightly increase in LA County and West Rancho Dominguez, but they decrease by about 1 percent in Willowbrook.⁵

3 Los Angeles County Department of Public Health, Food Insecurity in Los Angeles County Before and During the COVID-19 Pandemic, November 2021. USDA Food Access Research Atlas, 2021.

4 Los Angeles County Department of Public Health, Food Insecurity in Los Angeles County Before and During the COVID-19 Pandemic, November 2021. USDA Food Access Research Atlas, 2021.

5 U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

Table 14-3: Willowbrook/West Rancho Dominguez Causes of Death

	Percent in Willowbrook	Percent in West Rancho Dominguez	Percent in Los Angeles County
(Selected) Causes of Death			
Diabetes (18+)	16.4	16.0	11.8
Heart Disease (18+)	5.2	5.6	6.5

Table 14-4: Willowbrook/West Rancho Dominguez Health Indicators

	Percent in Willowbrook	Percent in West Rancho Dominguez	Percent in Los Angeles County
Obesity			
Children overweight for age (2-11)	18.5	N/A	13.5
Teens overweight or obese (12-17)	44.1	N/A	34.2
Adult obesity	39.1	37.6	29.6
Physical Activity			
Regular physical activity (ages 5-17)	13.0	12.8	14.3
Walked at least 150 minutes (age 18+)	36.1	33.9	38.4
Respiratory Illness			
Children ages 0-17 years ever diagnosed with asthma	13.2	13.4	12.9
Adults (18 years plus) ever diagnosed with asthma	14.0	17.0	15.2
Disability¹			
With a disability, under age 65	4.9	8.3	6.3
Food Access			
Live ½ mile or more from a supermarket/grocery store	49.4	26.3	36.8

Source: AskCHIS Neighborhood Edition 2020, Los Angeles County Department of Public Health 2021, U.S. Census Bureau American Community Survey 1- and 5-year estimates 2017-2021

¹ In an attempt to capture a variety of characteristics that encompass the definition of disability, the ACS identifies serious difficulty with four basic areas of functioning – hearing, vision, cognition, and ambulation. These functional limitations are supplemented by questions about difficulties with selected activities from the Katz Activities of Daily Living (ADL) and Lawton Instrumental Activities of Daily Living (IADL) scales, namely difficulty bathing and dressing, and difficulty performing errands such as shopping. Overall, the ACS attempts to capture six aspects of disability: (hearing, vision, cognitive, ambulatory, self-care, and independent living); which can be used together to create an overall disability measure, or independently to identify populations with specific disability types. Source: U.S. Census Bureau, 2023.

Land Use

Land use policies impact residents' health and physical activity. These policies can play a role in how residents access destinations like parks and schools, how close residents live to polluting industry, and the extent to which a community is overcrowded, for example. The Los Angeles County 2035 General Plan provides the policy framework for how and where the unincorporated County will grow through the year 2035 by designating each neighborhood or block for different categories of land uses, such as residential, commercial, industrial, or natural resources. Specific zoning is then applied in the Los Angeles County Code to implement each area's land use designation through development standards and other rules consistent with the General Plan's land use maps. West Rancho Dominguez and Willowbrook are both designated for mostly residential uses, with some commercial areas designated throughout each community.

West Rancho Dominguez has considerably more area designated for heavy industrial uses than Willowbrook, including most of the southwest corner of the community. This part of West Rancho Dominguez is relatively less walkable than the rest of the community, lacking sidewalks in many

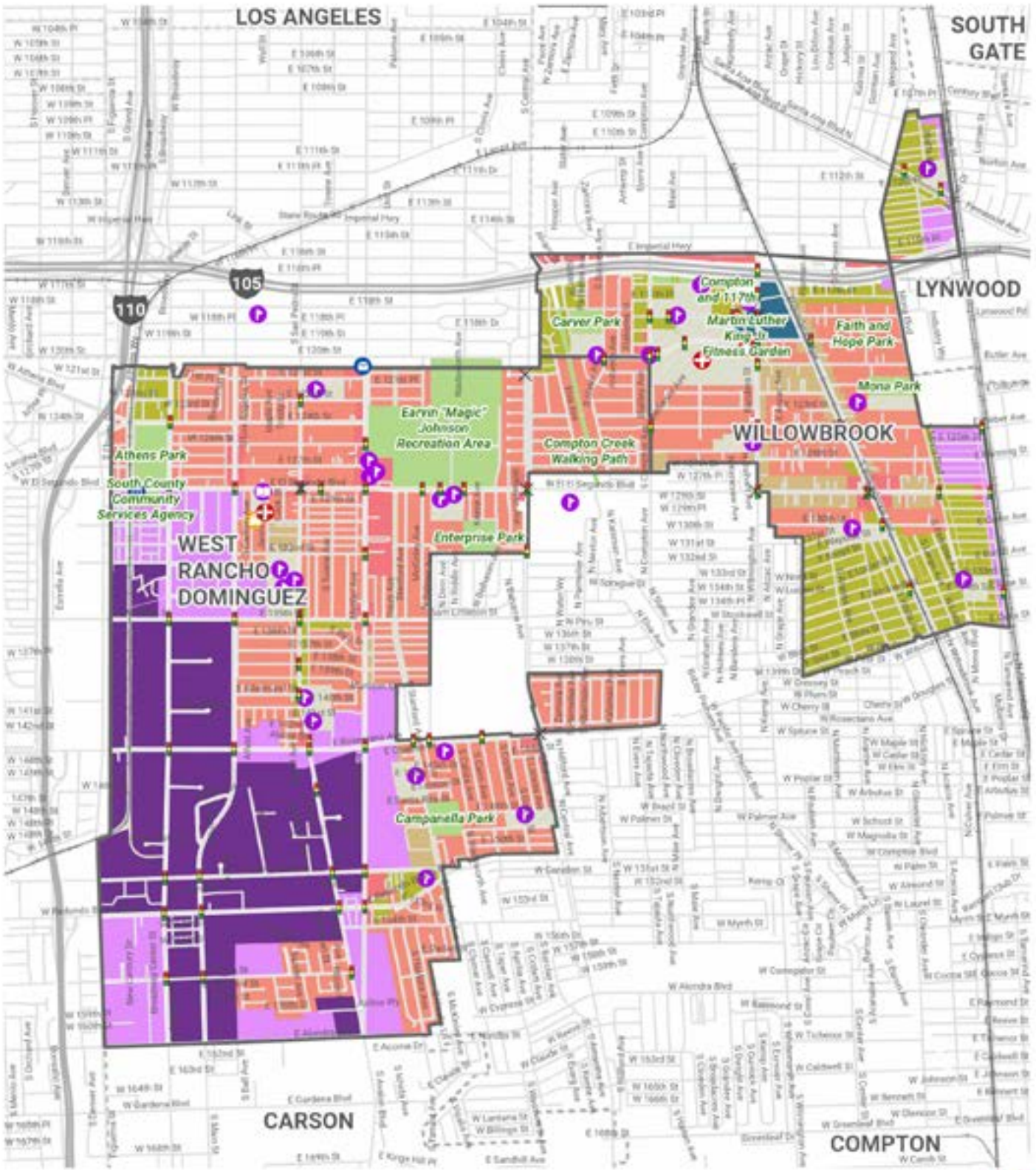
locations. The northwestern part of West Rancho Dominguez is mostly designated for residential and public/semi-public land uses.

West Rancho Dominguez and Willowbrook each feature several schools, including the Charles R. Drew University of Medicine in Willowbrook. Willowbrook also includes Martin Luther King, Jr. Community Hospital, the Martin Luther King, Jr. Outpatient Center, and the Martin Luther King, Jr. Center for Public Health run by LA County Public Health.

There are two libraries in the communities, A.C. Bilbrew Library on El Segundo Boulevard and Willowbrook Library on Wilmington Avenue. Many other destinations can be found along El Segundo Boulevard, the main thoroughfare in Willowbrook, and along Redondo Boulevard and Main Street in West Rancho Dominguez.

A majority (72 percent) of the homes in West Rancho Dominguez are owner-occupied versus rented (28 percent). Conversely, in Willowbrook, only 41 percent of the homes are owner-occupied while most of them (59 percent) are rented, higher than LA County (54 percent).

Figure 14-1: Willowbrook/West Rancho Dominguez Land Use Designations



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

DESTINATIONS

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

LAND USE

- General Commercial
- Low/Medium Density Residential
- Medium Density Residential
- Low Density Residential
- Heavy Industrial
- Light Industrial
- Mixed Use
- Parks and Recreation
- Public and Semi-Public



- Traffic Signal
- Rail

Park Access

Measures of park access evaluate the distribution of park land and whether residents can easily access it. The closer a person lives to a park, the more likely it is that they will use it regularly. Most pedestrians are willing to walk up to one half-mile (approximately ten minutes of walking), to reach their destination.¹

About a third of Willowbrook residents and nearly half of West Rancho Dominguez residents live further than one half-mile from a local park. Park space in Willowbrook totals 3.6 acres per 1,000 residents, and in West Rancho Dominguez totals 1.5 acres per 1,000 residents; these are compared to the LA County average (3.3 acres) and the County's adopted goal of 4 acres per 1,000 residents. Further, just two percent of residents in the Metro Planning Area, which includes Willowbrook and West Rancho Dominguez, are within walking distance of a Regional Recreation Park.²

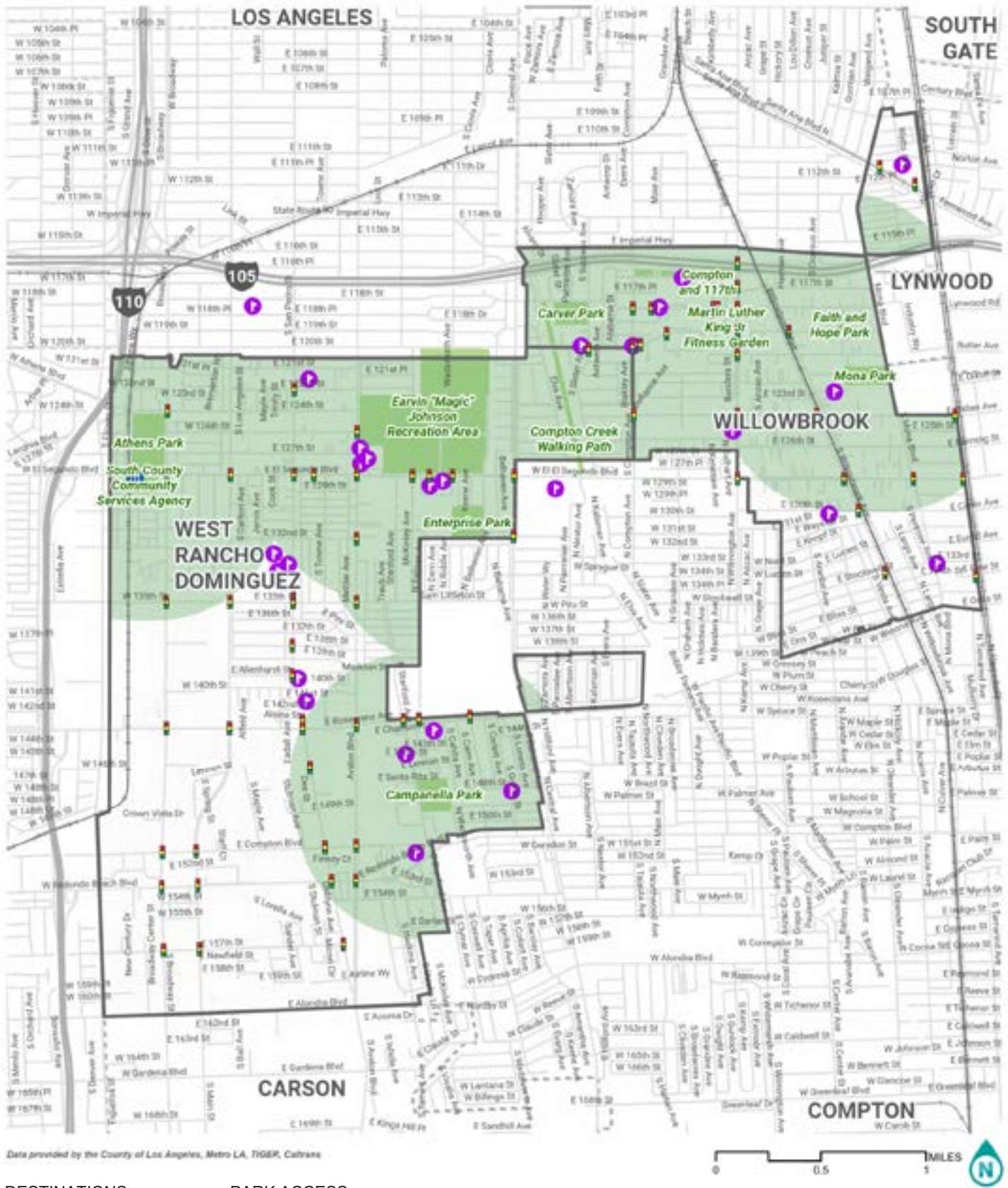
There are ten parks in Willowbrook/West Rancho Dominguez, each of which provides amenities and services to the community, including:

- ▶ Earvin "Magic" Johnson Recreation Area
 - ▶ Walking path
 - ▶ Fishing lakes
 - ▶ Space for outdoor activities
- ▶ Athens Park
 - ▶ Swimming pool
 - ▶ Community room
 - ▶ Gymnasium
 - ▶ Computer lab
- ▶ Enterprise Park
 - ▶ Gymnasium
 - ▶ Swimming pool
- ▶ Mona Park
 - ▶ Youth sports
 - ▶ After-school day camps
- ▶ George Washington Carver Park
 - ▶ Outdoor basketball court
 - ▶ Community room
 - ▶ Swimming pool
- ▶ Roy Campanella Park
 - ▶ Swimming pool
 - ▶ Walking path
 - ▶ Exercise equipment
- ▶ Compton Creek Trail
 - ▶ Connects to Carver Park
 - ▶ Connects to the City of Compton
- ▶ Faith and Hope Park
 - ▶ Picnic Tables
 - ▶ Exercising and Fitness
- ▶ Fig/Oleander Park (City of Compton)
 - ▶ Picnic Tables
 - ▶ Playground
- ▶ Martin Luther King Jr. Fitness Garden
 - ▶ Fitness Par Courses

¹ Department of Parks and Recreation. Park Needs Assessment, 2016.

² Regional Recreation Parks are multi-use parks that provide formal recreational opportunities. As opposed to local parks, these large parks encompass an area of over 100 acres and contain at least three formal recreation amenities such as athletic courts and fields, playgrounds, and swimming pools. Source: Department of Parks and Recreation. Park Needs Assessment Plus. 2022

Figure 14-2: Willowbrook/West Rancho Dominguez Park Access



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

DESTINATIONS

- Schools
- Civic and Cultural

PARK ACCESS

- One-Half Mile from Park
- Park

- Traffic Signal
- Rail

PREVIOUS PLANS AND PROJECTS

This Plan builds on past planning efforts in Willowbrook/West Rancho Dominguez.

An overview of existing countywide plans can be found in Chapter 1 of *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities (Step by Step)*, and more details are listed in Appendix A of *Step by Step*. Where applicable, recommendations and community input from these efforts have informed development of this plan.

Green Zones Program (2022)

The Green Zones Program was initiated by a Board motion in 2015. Through the program, the County is working to enhance public health and land use compatibility in communities that have disproportionate pollution burdens. The plan aims to address land use policies that allow polluting industries to operate near residential areas or schools, raise awareness of environmental justice in the community, identify sources of pollution, and work with polluting industries to improve environmental impacts. The Green Zones Ordinance was adopted by the Board of Supervisors on June 14, 2022.

Los Angeles County Vision Zero Action Plan (2020)

The Vision Zero Action Plan identifies Collision Concentration Corridors (CCCs), defined as any half-mile County-maintained roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. In Willowbrook/West Rancho, 135th Street, Alameda Street, Avalon Boulevard, Broadway, Central Avenue, Compton Avenue, El Segundo Boulevard, Imperial Highway, Redondo Beach Boulevard, San Pedro Street, Stockwell Street, and Wilmington Avenue are identified as CCCs. Central Avenue, El Segundo Boulevard, and Wilmington Avenue rank in the top 20 CCCs among all County-maintained roads. The County is identifying opportunities to implement traffic safety infrastructure enhancements and programs along the CCCs.

Earvin “Magic” Johnson Park Master Plan (revised in 2019)

Existing amenities at the park include a multipurpose community event center; lakes; lakeside loop trails; picnic areas; fitness equipment; scenic viewpoints; children’s play area and outdoor classroom; a wedding area and a dog park. Amenities that may be added in the future include a sports complex consisting of soccer fields, basketball courts, a skate park, and/or a track and field stadium.

Willowbrook TOD Specific Plan (2018)

This plan is focused around the Willowbrook / Rosa Parks Station, which is a transfer station on the Metro A Line and C Line. The purpose of this plan is to allow for revitalization of the community within the project area and encourage improvement of access to all modes of transportation. The Willowbrook TOD Specific Plan will encourage transit-oriented development, promote active transportation, allow development that reduces vehicle miles traveled, allow development that creates community benefits, and streamlines the environmental review process for future projects.

Willowbrook Community Parks and Recreation Plan (2016)

The purpose of this plan is to bring together community input, spatial analysis, and design to present a community-wide plan for parks and recreation. The plan provides a guide toward developing new green spaces and enhancing existing recreational amenities in Willowbrook. It also documents community input on parks and recreation planning issues, formalizes a vision for parks and recreation based on community input and identified needs, and develops conceptual plans for potential future park sites.

Metro Rosa Parks Station Plan (2010)

The goal of the Rosa Parks Station Plan is to develop a transit-oriented plan with solutions that can address safety, aesthetics, signage, and other amenities that will encourage walking and biking and promotes public health. The recommended improvements are consistent with the Metro Design guidelines and include recommendation such as the use of drought tolerant planting, solar powered lighting, art integration and easily maintained sustainable materials.

COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (DPH) and Los Angeles County Public Works (Public Works), Los Angeles Walks (LA Walks) led outreach efforts to gather community input throughout development of the draft Willowbrook/West Rancho Dominguez Community Pedestrian Plan (Plan). The project team used an engagement strategy based on the Plan's goals and an understanding of existing community-identified issues. Project staff then analyzed community input and feedback, which inform this Plan and its recommendations.

Outreach was conducted in two phases, before and after the draft Plan was released in October 2022. The first phase of engagement helped the project team understand barriers and opportunities for walking in Willowbrook/West Rancho Dominguez. The second phase gave community members an opportunity to respond to the draft Plan and identify additional or revised enhancement ideas.

These efforts took place between June 2021 and February 2023, and included project staff attending existing meetings held by community organizations, and neighborhood groups; tabling

at community events; convening focus groups; stakeholder interviews; surveys; community workshops; and data collection activities. Project staff held a total of four in-person and two virtual community workshops, six Community Advisory Committee meetings, and three community walks, and attended multiple community events and ongoing meetings throughout the project community. A summary of these outreach activities and key findings on barriers to walking in the community and desired enhancements, amenities, and programs are provided in this section.

Community members expressed a desire for improved walkability and connectivity to desirable destinations, parks, libraries, and bus stops; more green spaces, trees, and native plants; enhanced/new pedestrian crossings, new sidewalks, and pedestrian lighting. Community members also identified additional concerns when walking due to speeding cars and unsafe drivers, crowded sidewalks, and personal safety.

Community Advisory Committee

The team assembled a Community Advisory Committee (CAC) to provide guidance on community engagement efforts and inform this planning process, from advice on community concerns to priorities and preferences. The CAC included seniors, business owners, parents, homeowners, community representatives and members of local organizations and advocacy groups such as Willowbrook Inclusion Network, the Avalon Gardens Community Association, SoCal Crossroads, The Brook Community Watch, West Rancho Advisory Group, and the Concerned Citizens of Athens Village.

Six CAC meetings were held throughout the Willowbrook/West Rancho Dominguez Community Pedestrian Plan process, during which CAC members learned about community data collection methods, County processes, and the connections between walkability, public health, public safety, and advocacy.

Community Collaboration

To maximize community involvement, LA Walks and Public Health identified recurring meetings to reach stakeholders where they already convened. This also helped the team identify

specific populations in the community and host presentations, focus groups, and stakeholder interviews to better understand concerns and opportunities for walking in Willowbrook/West Rancho Dominguez.

Development of the draft Plan coincided with the COVID-19 pandemic, making community engagement challenging. During the first phase of the project, the team used a mix of in-person outdoor activities and virtual engagement to reach community members, in light of emergency public health measures limiting indoor activities, and amid multiple surges in case rates.



Community members at a Willowbrook/West Rancho Dominguez Pedestrian Plan Open House hosted by Public Health in collaboration with LA Walks

The team asked participants at in-person events to identify challenges to walking by drawing on a large-scale community map, and by entering comments and feedback using an online mapping tool. Community members were also asked to complete a survey, online or in-person, that asked about their experiences walking in the community.

Participants frequently identified unsafe crossings due to vehicles speeding and racing, physical barriers on sidewalks that restrict their use, and illegal dumping. Areas identified by community members for improvement included pedestrian lighting, poorly marked lanes and crosswalks, and cleanliness.

Community groups and organizations engaged in the development of the draft Plan included:

- ▶ Avalon Gardens Community Association
- ▶ The Brook Community Watch
- ▶ Community Action for Peace group
- ▶ Compton Unified School District

- ▶ Concerned Citizens of Athens Village
- ▶ East Yard Communities for Environmental Justice
- ▶ SoCal Crossroads
- ▶ St. Albert the Great Catholic Church
- ▶ West Rancho Advisory Group
- ▶ Willowbrook Inclusion Network

Community leaders identify key walking issues and opportunities at a CAC meeting in Willowbrook/West Rancho Dominguez



Community Events

To get a comprehensive understanding of the community's needs, the project team identified and participated in existing community events that provided an opportunity to reach stakeholders who may not typically attend County workshops. At each event, stakeholders provided input on a map of Willowbrook/West Rancho Dominguez, identifying barriers and challenges to walking. The team also encouraged stakeholders to complete a survey on their current walking habits, concerns, and desired projects. The project team collected a total of 37 surveys completed in English and Spanish.

Respondents' top three areas of concern:

- ▶ Fear of theft or robbery
- ▶ Poor lighting at night
- ▶ Aggressive driver behaviors

Community events the project team attended included:

- ▶ Carver Elementary Safe Passages Activation
- ▶ Halloween Trick or Treat at Roy Campanella Park
- ▶ National Night Out

- ▶ Parks After Dark at Mona Park
- ▶ Parks After Dark Trick or Treat at Earvin "Magic" Johnson Recreation Area
- ▶ Supervisor Holly J. Mitchell Virtual Community Meetings
- ▶ Supervisor Mitchell-sponsored vaccination clinics at Roy Campanella Park
- ▶ Spring Jubilee at Athens and Earvin "Magic" Johnson Recreation Area
- ▶ Willowbrook Town Hall Meetings

Community Outreach

To reach more community members, the project team canvassed around local parks and schools, to engage community members on walking conditions around these community resources. In addition, the project team conducted a community walk in Avalon Gardens. These activities enabled the project team to engage informally with residents, park users, parents, students, and staff from schools and parks to understand concerns specific to each group. The focus of these efforts was to learn more about the walking conditions that students, their families, and neighbors experience daily. On

one route, the team focused on Martin Luther King Jr. Elementary School and Mona Park by knocking on residents' doors along 121st Street. A second route focused on Carver Elementary School and George Washington Carver Park where canvassers spoke to residents who shared concerns about speeding and the need for speed cushions along Success Ave and 120th St.

A total of 38 families were engaged and shared the following concerns: needing speed cushions on 121st, speeding cars and street racing as major

issues, and gun violence as a neighborhood concern.

Community Data Collection

PEDESTRIAN COUNTS

The project team trained community volunteers in conducting pedestrian counts, further involving stakeholders in developing the Plan while also collecting valuable baseline data on walking. Pedestrian counts provide the County with a snapshot of current pedestrian volumes on specific corridors and throughout Willowbrook/West Rancho Dominguez.

Volunteers conducted counts in 2022 on one weekday (Thursday, March 3) and one weekend day (Saturday, March 5). The counts took place during peak weekday travel times (7AM - 9AM, and 4PM - 6PM) and peak weekend travel times (11AM - 1PM). These manual counts helped the project team validate automated count data collected at the same locations and around the same times. Data collected will be used by the County to evaluate changes in the rates of walking in Willowbrook/West Rancho Dominguez.

Pedestrian count data are summarized in the



Community members identify key issues and opportunities at Pedestrian Plan Open House in Willowbrook/West Rancho Dominguez

Walking and Driving section of this chapter.

WALK AUDITS

A walk audit is an unbiased evaluation of the walking environment to identify opportunities for enhancements related to the safety, access, comfort, and convenience of the walking environment. An audit can also be used to identify potential alternatives or solutions such as engineering treatments, policy changes, or education measures.

The project team hosted three community walk audits in Willowbrook/West Rancho Dominguez. On July 28, 2022, the project team joined Parks and Recreation Parks After Dark, the Community Advisory Committee, and other community members to conduct a walk audit around Earvin “Magic” Johnson Recreation Area. Then, following the release of the public draft Plan, the project team host a walk with YA! Centennial students on November 9, 2022 and a walk with community members along Towne Avenue on February 11, 2023.

Community members identify key issues along Towne Avenue during a community walk audit

Community Workshops Phase 1

On November 6, 2021, Public Health hosted two community open house workshops, one each at Earvin “Magic” Johnson Recreation Area and at Roy Campanella Park. During the workshops, attendees identified barriers to walking in Willowbrook/ West Rancho Dominguez, including speeding and dangerous driver behavior, broken sidewalks, encampments on pedestrian paths, and areas lacking pedestrian-scale lighting.



The project team recorded this information using maps and flip charts. Participants also used post-it notes to record their own input and attached them to the map or flip chart. Community members were also asked to identify the types of improvements they would like to see by “voting” with dot stickers on a poster that illustrated the County’s “toolbox.” Finally, participants were encouraged to fill out a paper survey that asked about their current walking habits, concerns, and desired projects in the community.

On December 9, 2021, Public Health hosted a virtual Pedestrian Plan Workshop, at which the project team provided attendees with an overview of the project, and solicited input from stakeholders from different project communities in separate virtual “rooms.”

Concerns and opportunities included:

- ▶ Speeding, donuts and street racing
- ▶ Personal safety
- ▶ Lack of shade
- ▶ Illegal dumping

- ▶ Sidewalk maintenance
- ▶ Traffic calming
- ▶ Updated crossings
- ▶ Pedestrian refuge islands
- ▶ Safe Routes to School

Community Workshops Phase 2

Following the release of the public draft of the Willowbrook/West Rancho Dominguez Community Pedestrian Plan, project staff held two in-person workshops, one at Earvin “Magic” Johnson Recreation Area on December 3, 2022 and one at Athens Park on January 21, 2023. At each of these workshops, project staff again used posterboards and large maps to illustrate the Plan’s proposed projects and programs and to solicit feedback from participants. On February 2, 2023, Public Health also hosted a virtual Pedestrian Plan Workshop to discuss the proposed infrastructure and programmatic projects. Virtual “rooms” gave members from different project communities the opportunity to provide input on the proposals.

Comments received during these workshops identified the community's desire for additional proposed projects including:

- ▶ Pedestrian-scale lighting
- ▶ Traffic calming
- ▶ Improved crossings with high-visibility crosswalks and flashing beacons or signals

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

To understand current levels of walking in Willowbrook and West Rancho Dominguez, the County looked at statistics on commuting to work and car ownership; and conducted pedestrian counts at select locations in the community.

Most residents in West Rancho Dominguez and Willowbrook choose to drive alone to work, at similar rates to LA County overall. Compared to LA County generally (8 percent), commuters in West Rancho Dominguez are similarly likely to carpool (9 percent), while commuters in Willowbrook are more likely to carpool (14 percent). Nearly all residents in West Rancho Dominguez have access to at least one car, consistent with Los Angeles County broadly; however, nearly 15 percent of Willowbrook residents do not have access to a vehicle, almost double the rates for LA County generally.¹ Rates of public transportation use and walking in both communities are about the same as LA County generally.²

The most significant north-south transit connection in Willowbrook/West Rancho Dominguez is the Metro A Line, which operates along Willowbrook Avenue and has multiple stops in the community.

The community is also served by multiple Metro Local lines:

- ▶ Line 53 along Central Avenue
- ▶ Line 205 along Wilmington Avenue
- ▶ Line 125 along Rosecrans Avenue
- ▶ Line 202 along Willowbrook Avenue
- ▶ Line 51 along Compton Boulevard

The project team conducted counts of people walking at four locations in Willowbrook and West Rancho Dominguez to determine how many people are walking, and on what days and times. Counts can also help the County better understand the demographics of people walking, and how that relates to who is involved in pedestrian collisions in the community. Counts are also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals.

Manual pedestrian count data was collected by community volunteers at two of the four locations and the data are summarized in Table 14-5. Automated counters were installed at all four locations between March 2 to March 9, 2022

¹ U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

² U.S. Census Bureau (2021). American Community Survey 1- and 5-year estimates

(Table 14-6). Counts are not typically comparable between communities or against any standard for pedestrian activity. For example, what may be considered high levels of activity in Willowbrook/ West Rancho Dominguez may seem low in another community. Counts are also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals.

Results from the pedestrian counts show that Compton Avenue between 120th Street and 121st Street at 8:00AM was the busiest location and time for the manual counts. Peak pedestrian days

during the automated counts were Monday and Tuesday, with the busiest location at El Segundo Boulevard between Spring Street and Main Street. This may indicate that residents are walking to school or work.

MOTOR VEHICLE VOLUMES

El Segundo Boulevard is one of the highest-volume roads in Willowbrook/West Rancho Dominguez. Within the boundaries of the community, El Segundo Boulevard has an average daily traffic volume of 28,213 vehicles. Other major roadways in Willowbrook/West

Table 14-5: Willowbrook/West Rancho Dominguez Manual Pedestrian Counts Summary

Location	Pedestrian Volume During Peak Hour	Peak Time
12319 Central Avenue between 123rd Street and 124th Street	12	11:00AM
12012 Compton Avenue between 120th Street and 121st Street	30	8:00AM

Source: Los Angeles County, April 2022

Table 14-6: Willowbrook/West Rancho Dominguez Automated Pedestrian Counts Summary

Location	Pedestrian Volume During Peak Day	Peak Day
12743 S Central Avenue between 123rd Street and 124th Street	156	Monday
12012 Compton Avenue between 120th Street and 121st Street	198	Tuesday
2501 Rosecrans Avenue between Cahita Avenue and Aprilla Avenue	241	Monday
121 W El Segundo Boulevard between Spring Street and Main Street	258	Tuesday

Source: Los Angeles County, April 2022

Rancho Dominguez such as Rosecrans Avenue, Compton Avenue, and Avalon Boulevard, have average daily traffic volumes ranging from 18,000 to over 40,000 vehicles.¹

POSTED SPEED LIMITS

The posted motor vehicle speed on major roads in Willowbrook/West Rancho Dominguez is generally 35 mph to 40 mph, including El Segundo Boulevard, Avalon Boulevard, and Rosecrans Avenue. On local and residential streets, the posted speed limit is typically 25 mph, including in school zones.

Challenges to Walking

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

COLLISIONS

Between 2013 and 2022, West Rancho Dominguez and Willowbrook had a total of 257 pedestrian-involved collisions, with 18 total fatalities. The majority took place in Willowbrook (137) with the highest number occurring in 2018. West Rancho Dominguez saw its highest number of collisions in 2018 and 2019 and had a total of 120 pedestrian-involved collisions over the ten-year time span. In Willowbrook, the greatest number of collisions occurred on Wilmington Avenue, Willowbrook Avenue, and El Segundo Boulevard.

¹ This information was collected via machine counts between 2016-2021.

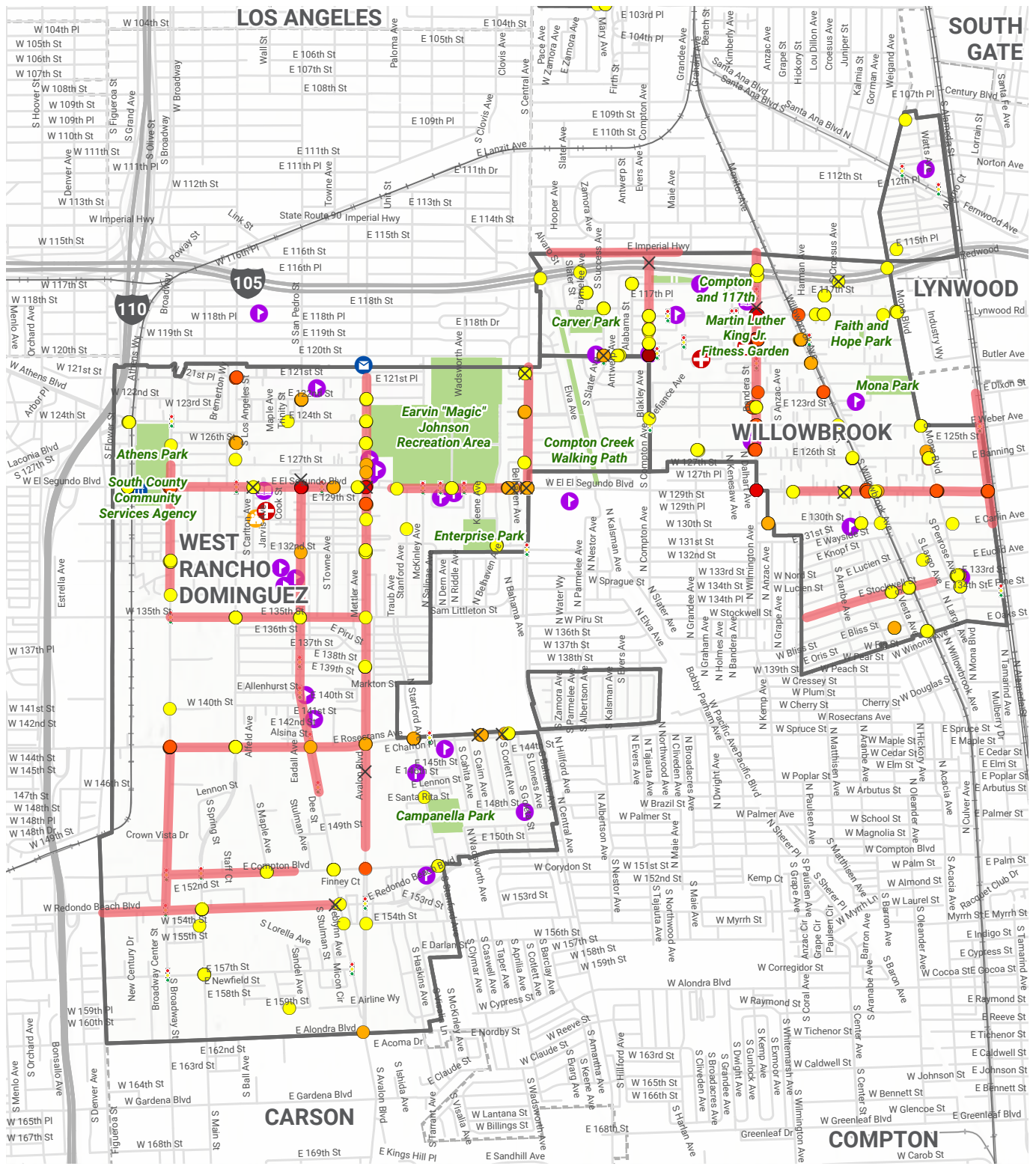
As part of the County's Vision Zero Action Plan, locations where there are concentrations of fatal and severe injury collisions were identified. A Collision Concentration Corridor (CCC) is defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. CCCs are included on Figure 14-3.

Collisions were more likely to occur at dawn and dusk in Willowbrook, which is also AM/PM commuting hours (6:00AM-9:00AM and 5:00PM-8:00PM). Approximately 36 percent of collisions in Willowbrook occurred during those times. Dusk and dawn can be dangerous for pedestrians because it may require walking in the dark, and as the sun rises or sets the sun angle can impact a driver's visibility of the roadway.

In West Rancho Dominguez the highest percentage of collisions occurred at daylight, between 9:00AM and 5:00PM (38 percent). A majority of the violations in both communities were categorized as a "Pedestrian Violation" in which the pedestrian was at fault, closely followed by "Pedestrian Right of Way" collisions in which the driver did not yield to a pedestrian.²

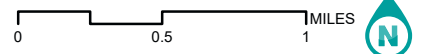
² California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2013-2022, accessed on April 24, 2023. It is important to note that this collision data may not account for all collisions that occur in a community, such as those that go unreported. Collisions from 2021-2022 are provisional.

Figure 14-3: Map of pedestrian-involved collisions in Willowbrook/West Rancho Dominguez (2013-2022)



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

DESTINATIONS		PEDESTRIAN COLLISIONS	
	Schools		Location with Fatality
	Post Office		1
	Library		2
	Healthcare		3 - 4
	Community Organization		5 - 7
	Civic and Cultural		8 - 10
			Collision Concentration Corridors
			Traffic Signal
			Rail
			Park

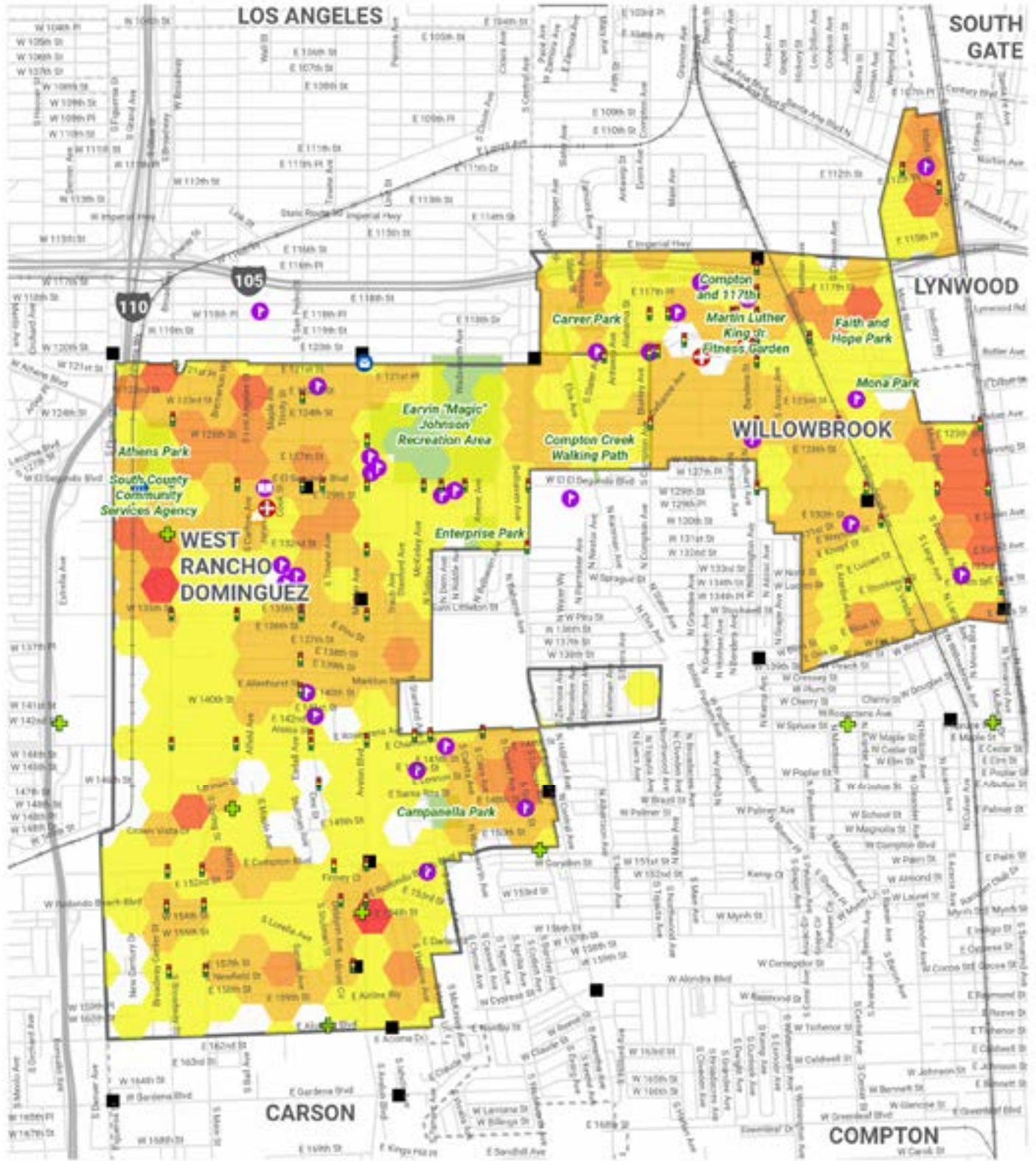


NUISANCE ACTIVITIES

Nuisance activities are those that are considered by some residents to be unwanted, undesirable, or illegal activities that may impact the real and perceived safety, comfort, and attractiveness of the surrounding environment. Figure 14-4 illustrates the locations of nuisance activities throughout Willowbrook/West Rancho Dominguez, including:

- ▶ **Dispensaries:** There are six dispensaries within or adjacent to the West Rancho Dominguez and Willowbrook neighborhoods. Dispensaries are currently illegal to operate in unincorporated Los Angeles County.
- ▶ **Liquor Stores:** Liquor stores in a community have been associated with increased nuisance activities and can have negative health effects for residents living nearby. There are a total of 11 liquor stores within the West Rancho Dominguez and Willowbrook neighborhoods or immediately surrounding them.
- ▶ **Illegal Dumping:** Illegal dumping occurs throughout Willowbrook/West Rancho Dominguez and is mostly prevalent near the railroad tracks on Alameda Street. There is also a cluster of illegal dumping in the neighborhood west of Roy Campanella Park. Illegal dumping can be detrimental to community health and can create a negative visual perception of safety, which can discourage pedestrian activity.

Figure 14-4: Map showing nuisance activities in Willowbrook/West Rancho Dominguez, 2021



Data provided by the County of Los Angeles, Mino LA, TIGER, Caltrans

DESTINATIONS

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

NUISANCES

- Dispensary
- Liquor Store

ILLEGAL DUMPING COUNT

- >120
- 61 - 120
- 41 - 60
- 16 - 40
- <15

- Rail
- Traffic Signal
- Park



CRIME

Fear due to real or perceived crime can limit access to public spaces. Community members identified crime as discouraging participation in healthy activities, such as walking and visiting public parks (see Community Involvement section).

Between December 2019 and June 2020, Willowbrook experienced nearly 39 crimes per 10,000 people.¹ Property crimes, which include theft², grand theft auto, burglary, and theft from vehicles, accounted for many of these crimes. Violent crimes, which include homicide, rape, aggravated assault, and robbery,³ accounted for nearly 40 percent of crimes committed in Willowbrook. Of these violent crimes, aggravated assault was reported at the highest rates. There were also instances of gang violence, and between December 2019- May 2021 there were twelve homicides in the communities.⁴ Violent crimes are shown in Figure 14-5, with homicide locations specifically identified.

GANG ACTIVITY

Gang related activity can be seen scattered throughout the communities of Willowbrook and West Rancho Dominguez. Most prominently, there are clusters at the northern end of West Rancho Dominguez, and more intermittently in Willowbrook (see Figure 14-5). Fear of gangs and violence has been shown to discourage people from walking or even leaving their homes.

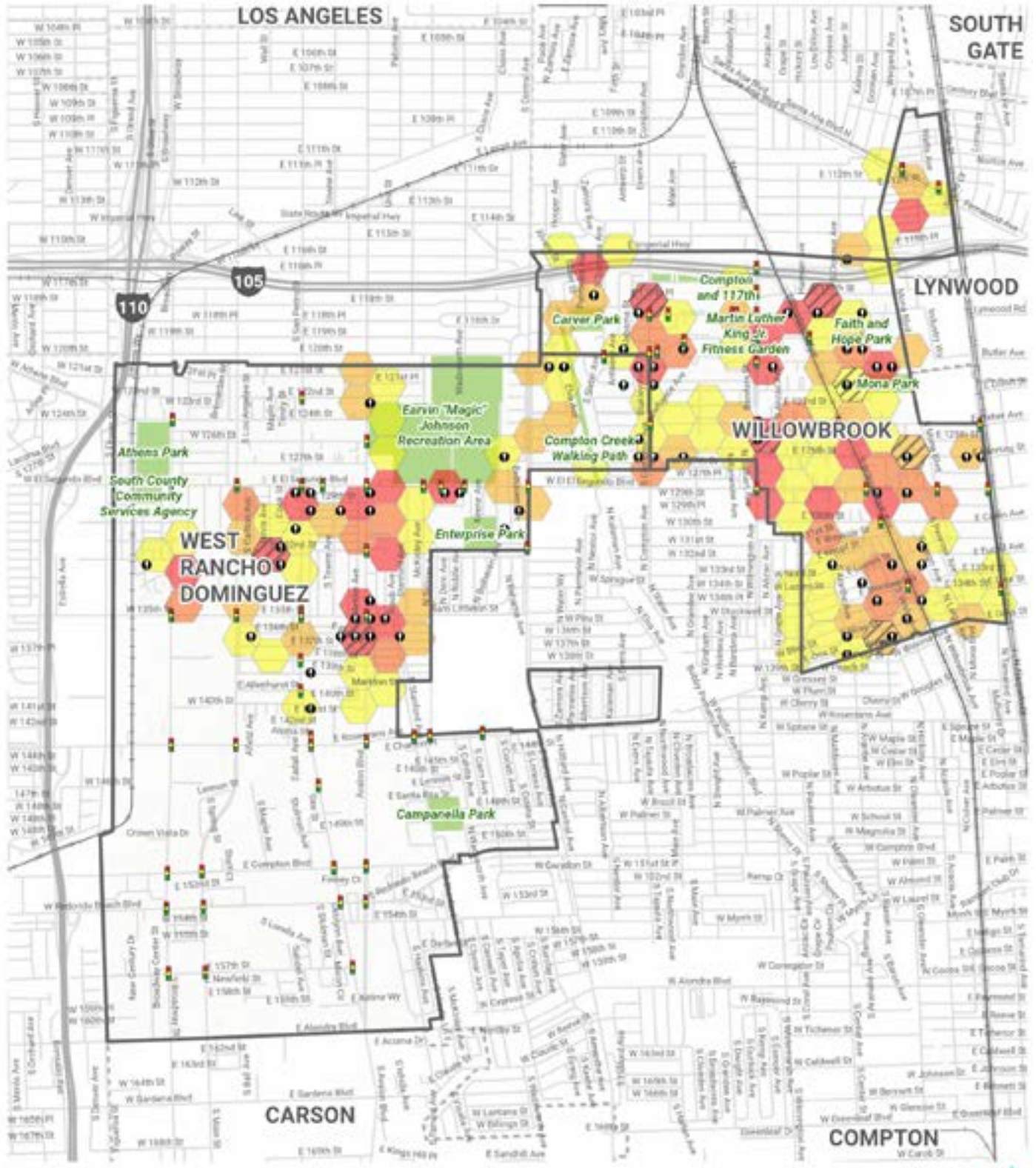
1 Los Angeles Times Crime Mapping data for West Rancho Dominguez not available as of June 2021.

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

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

4 County Sheriff's Department cited by Los Angeles Times Mapping, 2021. Crime data was collected for December 2019 to May 2021, the most recent available data.

Figure 14-5: Map showing violent crime and gang activity in Willowbrook/West Rancho Dominguez (2020)



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

CRIME ACTIVITY REPORTED IN 2020

- Crime with Reported Gang Activity
- Traffic Signal
- Location of Reported Homicide
- Rail
- Number Violent Crimes**
- Least
-
- Most
- Park



ENVIRONMENTAL JUSTICE

Understanding environmental injustices and their tangible impacts on low-income communities of color is necessary to equitably address and enhance the walking experience in these places. Willowbrook/West Rancho Dominguez is one of the most pollution-burdened communities in Los Angeles County, due to concentrations of polluting industries and intense transportation uses from truck-heavy routes to several major freeways. Willowbrook/West Rancho Dominguez residents are exposed to multiple pollution sources that impact quality of life, harm community health, and discourage outdoor recreation, including walking and other physical activity.

As a dense community surrounded by the region's major transportation systems, including the SR-91, I-105, SR-110 and I-710 freeways, Willowbrook/West Rancho Dominguez's air quality is among the worst in the California. According to the California Office of Health Hazard and Assessment, a majority of census tracts in Willowbrook/West Rancho Dominguez rank above the 90th percentile for pollution burden, meaning their exposure to pollution is greater than nearly all other census tracts statewide.¹ Diesel emissions from trucks on freeways and streets, including Wilmington Ave., Compton Ave., and Central Ave., contribute significantly to local and regional air pollution,

including Particulate Matter 2.5 (PM 2.5) and Diesel Particulate Matter (DPM). All census tracts in Willowbrook/West Rancho Dominguez rank above the 80th percentile for PM 2.5, and half of the census tracts are above the 80th percentile for DPM.² Exposure to DPM and other polluting gases can cause lung cancer, premature death, chronic heart and lung disease, asthma, and decreased lung function in children.³

Pollution from nearby industries also impacts the health and well-being of Willowbrook/West Rancho Dominguez residents and visitors, often affecting their ability to recreate and enjoy being outdoors. Recent emissions investigations in West Rancho Dominguez found elevated levels of the toxic compound Hexavalent Chromium from industrial sources including a metal finishing facility, a chromium electroplating facility, and concrete batch facilities operating in the community.⁴ Hexavalent Chromium can impact health conditions like allergy symptoms, nose sores, irritation of the nose, throat and lungs, and breathing high levels of Hexavalent Chromium over a long period of time increases the risk of lung and nose cancer.⁵

1 <https://experience.arcgis.com/experience/11d-2f52282a54ceebcac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

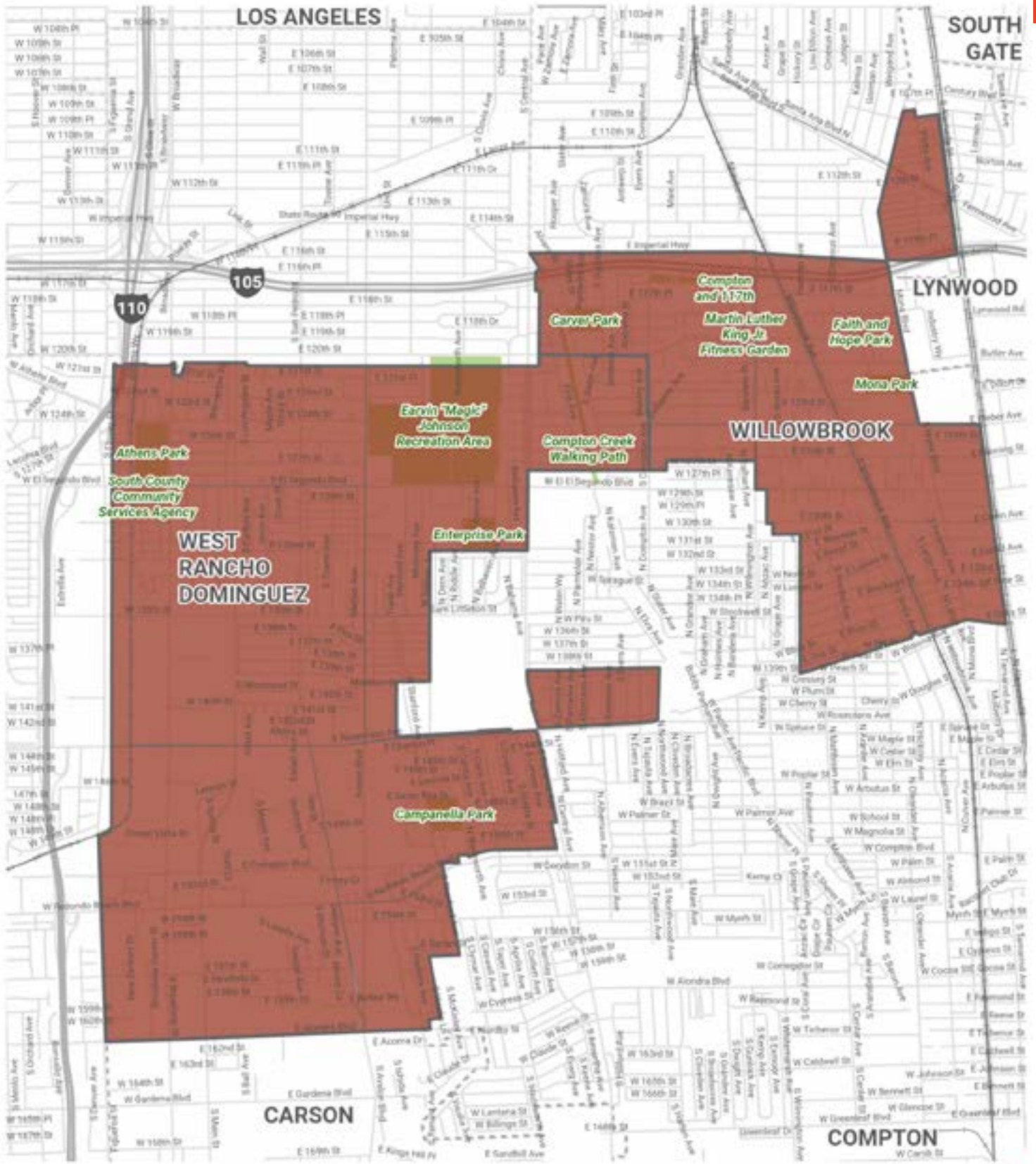
2 <https://experience.arcgis.com/experience/11d-2f52282a54ceebcac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

3 <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>

4 <http://www.aqmd.gov/home/news-events/community-investigations/west-rancho-dominguez-emissions-investigations>

5 <http://publichealth.lacounty.gov/eh/docs/chromium6/west-rancho-dominguez-outreach-flyer.pdf>

Figure 14-6: Map of CalEnviroScreen 4.0 Results in Willowbrook/West Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

POLLUTION BURDEN PERCENTILE

75-100%



Los Angeles's history of oil extraction has also had long term effects on communities like Willowbrook/West Rancho Dominguez. Ujima Village was a residential community in Willowbrook located on a former petroleum storage facility, known then as Athens Tank Farm. Investigations by the federal Department of Housing and Urban Development and the Los Angeles County Housing Authority found that the soil underneath the village was contaminated and detected the presence of petroleum-related chemicals in the groundwater,¹ which have likely been the cause of "cancer, leukemia, miscarriages, respiratory distress, chronic infections, asthma, anemia and cognitive and neurological issues" and caused the wrongful death of 38 former residents.²

At present, there are 225 plugged oil or gas wells, 6 plugged dry holes, 4 plugged or idle injection wells, 41 idle oil or gas wells, 7 active waterflood wells, and 25 active oil or gas wells located within West Rancho Dominguez.

1 https://www.waterboards.ca.gov/losangeles/water_issues/programs/remediation/Former_Athens_Tank_Farm/Ujima%20Village%20Fact%20Sheet%20Final%202008.pdf

2 <https://www.latimes.com/archives/la-xpm-2010-apr-12-la-me-ujima13-2010apr13-story.html#:~:text=In%20a%20civil%20lawsuit%20filed,and%20cognitive%20and%20neurological%20issues.>

Additionally, West Rancho Dominguez is located within the Rosecrans, Rosecrans East, and Rosecrans South Oil/Gas Fields.³ While there are no oil or gas wells located within Willowbrook, there is an active crude oil pipeline, three abandoned crude oil pipelines, and an abandoned natural gas pipeline in the community. According to a 2018 report by Public Health, particulate matter and Volatile Organic Compounds from oil and gas extraction activities "can lead to harmful human health effects, including eye, nose and throat irritation; exacerbations of asthma; and other respiratory conditions,"⁴ among other health impacts.

3 <https://maps.conservation.ca.gov/doggr/wellfinder/#/>

4 http://publichealth.lacounty.gov/eh/docs/PH_OilGasFacilitiesPHSafetyRisks.pdf

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CLIMATE

Hotter days and wetter storms due to a changing climate affect some populations more than others; depending on geography, social factors, and having the infrastructure in place to protect them from extremes. The LA County Climate Vulnerability Assessment (CVA) examines the County's social and physical vulnerability to climate hazards such as extreme heat, wildfire, and flooding — which are projected to become more severe in the coming decades.

The CVA's Social Sensitivity Index combines 29 indicators such as age, health, income, and transportation access to identify places with the greatest proportion of climate-sensitive residents. Willowbrook and West Rancho Dominguez include four census tracts in the highest tier for social sensitivity in Los Angeles County, as shown in Figure 14-7. Those four include the Athens Village neighborhood between the 110 Freeway and Earvin "Magic" Johnson Recreation Area, and the southeast corner of West Rancho Dominguez between Redondo Beach Boulevard and Alondra Boulevard.¹

Humans start to experience higher risk of heat illness at 95°F. According to the CVA, Willowbrook/West Rancho Dominguez historically

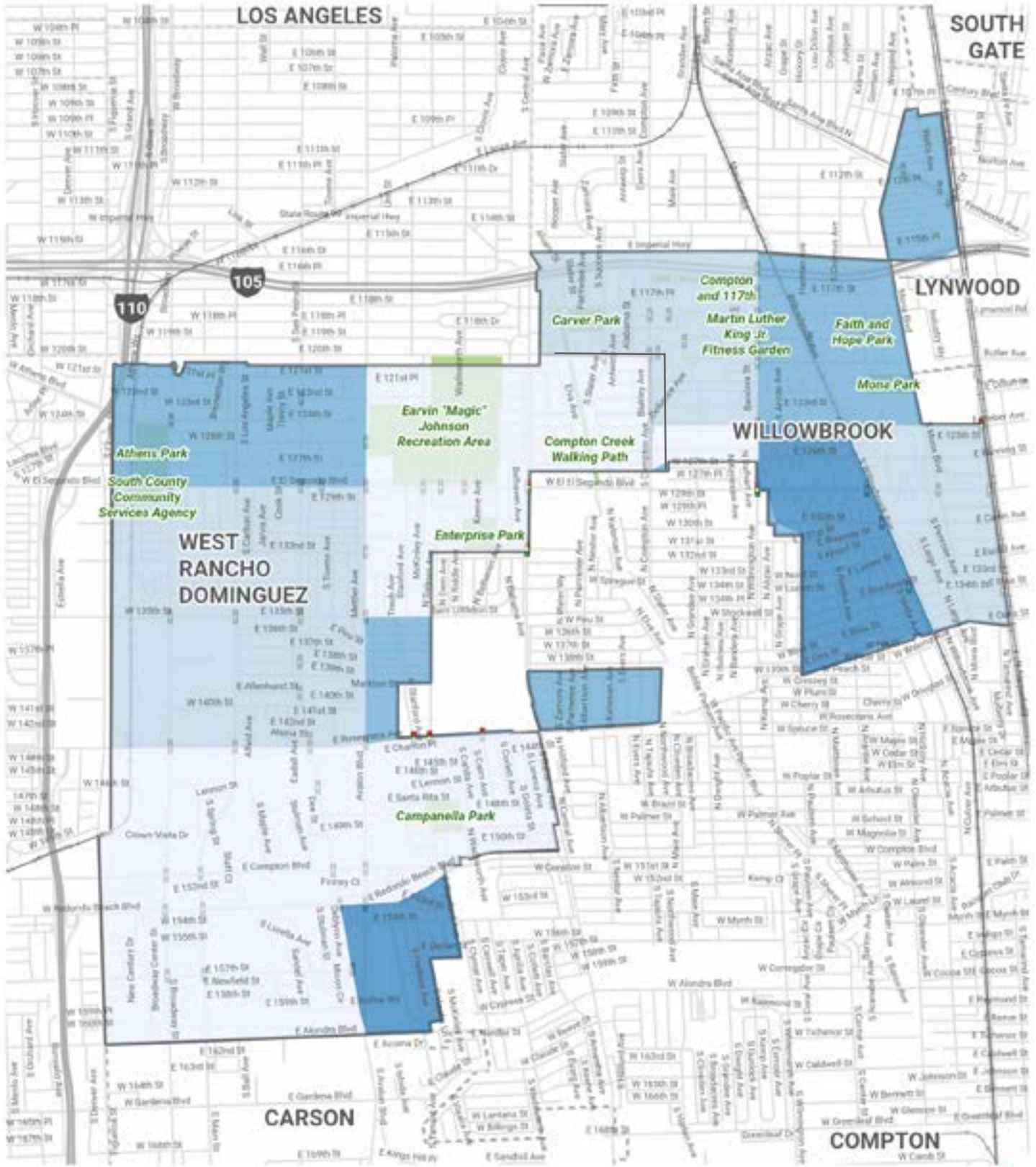
experiences 95th-percentile daily maximum temperatures of 85.8°F on average, which is projected to increase on average by 7.5°F to 93.3°F by late-century. This means the hottest days will generally be hotter than they are today, and more unpleasant to walk or roll without refuge from the heat, such as shade trees, green spaces, and bus shelters.

Additionally, Willowbrook/West Rancho Dominguez historically sees an average of 28.1 heavy rain days each year, which the CVA projects will increase by an average of 5.5 to 33.6 heavy rain days by late-century. Localized flooding can occur in inland places like Willowbrook/West Rancho Dominguez when stormwater infrastructure is overwhelmed, and streets and sidewalks can become dangerous or impassable.

According to the CVA, Willowbrook/West Rancho Dominguez has relatively low community-level adaptive capacity due to limited tree canopy (10 percent vs. 20 percent countywide), lots of pavement and other impermeable surfaces (64 percent vs. 23 percent countywide), and other features of the built environment that magnify the impacts of even modest increases in temperature.

¹ The Social Sensitivity Index illustrated in Figure 12-7 incorporates the demographics and individual characteristics of the people living in each census tract. However, it does not measure the quality of the physical environment in which they live; and should not be the only factor in decision-making about projects and programs to enhance the pedestrian experience

Figure 14-7: Social Sensitivity Index in Willowbrook/West Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

SOCIAL SENSITIVITY TO CLIMATE CHANGE

- Higher Sensitivity
-
-
- Lower Sensitivity



EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities, including sidewalks, crosswalks, traffic signals, curb ramps, tree canopy, and lighting conditions, all contribute to access as well as aesthetics that make places easier and more pleasant places to walk. This section looks at existing pedestrian facilities and opportunities for enhancement in Willowbrook/West Rancho Dominguez. Opportunities for enhancement are recorded in Figure 14-8 and Figure 14-9. The conditions shown in these figures are based on observations recorded during walk audits along specific corridors throughout the community. For information about the County's maintenance practices and procedures (e.g., restriping faded crosswalks), see Chapter 4 of *Step by Step*. For further description and examples of pedestrian facility types, see Chapter 3 of *Step by Step*.

Sidewalks

Sidewalks form the backbone of pedestrian transportation networks. Sidewalks are prevalent within Willowbrook and West Rancho Dominguez; however, many are as narrow as 4-5 feet, and have obstructions such as signage and utility poles, notably along portions of Avalon

Boulevard. However, some locations feature sidewalks 8-10 feet wide, such as Wilmington Avenue, that are in good condition and include street trees.

Crosswalks

Crossings at intersections are not required to be marked; however, marked crosswalks are installed to guide pedestrians and help to enhance driver awareness of potential pedestrian activity, increasing the chances that a driver will stop for a pedestrian. There are many different styles of crosswalk markings. Standard crosswalk markings consist of two parallel lines, while both continental and ladder crosswalks are considered "high-visibility" patterns. These styles can enhance the visibility of crossings from greater distances than with standard markings.

Crosswalks are unmarked at some intersections in Willowbrook/West Rancho Dominguez, such as at Willowbrook Avenue and 126th Street and along most of 120th Street. Notably, there is a decorative crosswalk at the intersection of Wilmington Avenue and 118th Street.



A ladder crosswalk with pedestrian crossing signage



An example of a continental crosswalk



A standard crosswalk with two parallel yellow lines in a school zone on 120th Street

Curb Ramps and Radii

Curb ramps can assist all users in moving from the street to the sidewalk. Most curb ramps in the community are single curb ramps that align diagonally with the intersection. Refer to chapter 3 for more information about different types of curb ramps. Smaller curb radii can enhance the pedestrian environment because it requires vehicles to slow down before turning. Small curb radii also shortens the crossing distance between two curbs. Curb radii are wider (about 25 feet) at some intersections like at Compton Boulevard and Main Street and Avalon Boulevard and Redondo Beach Boulevard. Shorter (about 20 feet) curb radii are at smaller intersections like San Pedro Street and El Segundo Boulevard, and preferred curb radii for pedestrians (15 feet or less) are at neighborhood intersections like San Pedro Street and 122nd Street.

Traffic Signals

Traffic signals are present at major intersections within Willowbrook/West Rancho Dominguez and include push-button activated pedestrian count-down signals.

Lighting

Pedestrian-scale lighting, defined in Chapter 3 of *Step by Step*, is limited and inconsistent within Willowbrook/West Rancho Dominguez. Most intersections with marked crosswalks and traffic signals have street lights, which illuminate the roadway, but do not always light the sidewalk, which could discourage community members from walking at night.

Tree Canopy

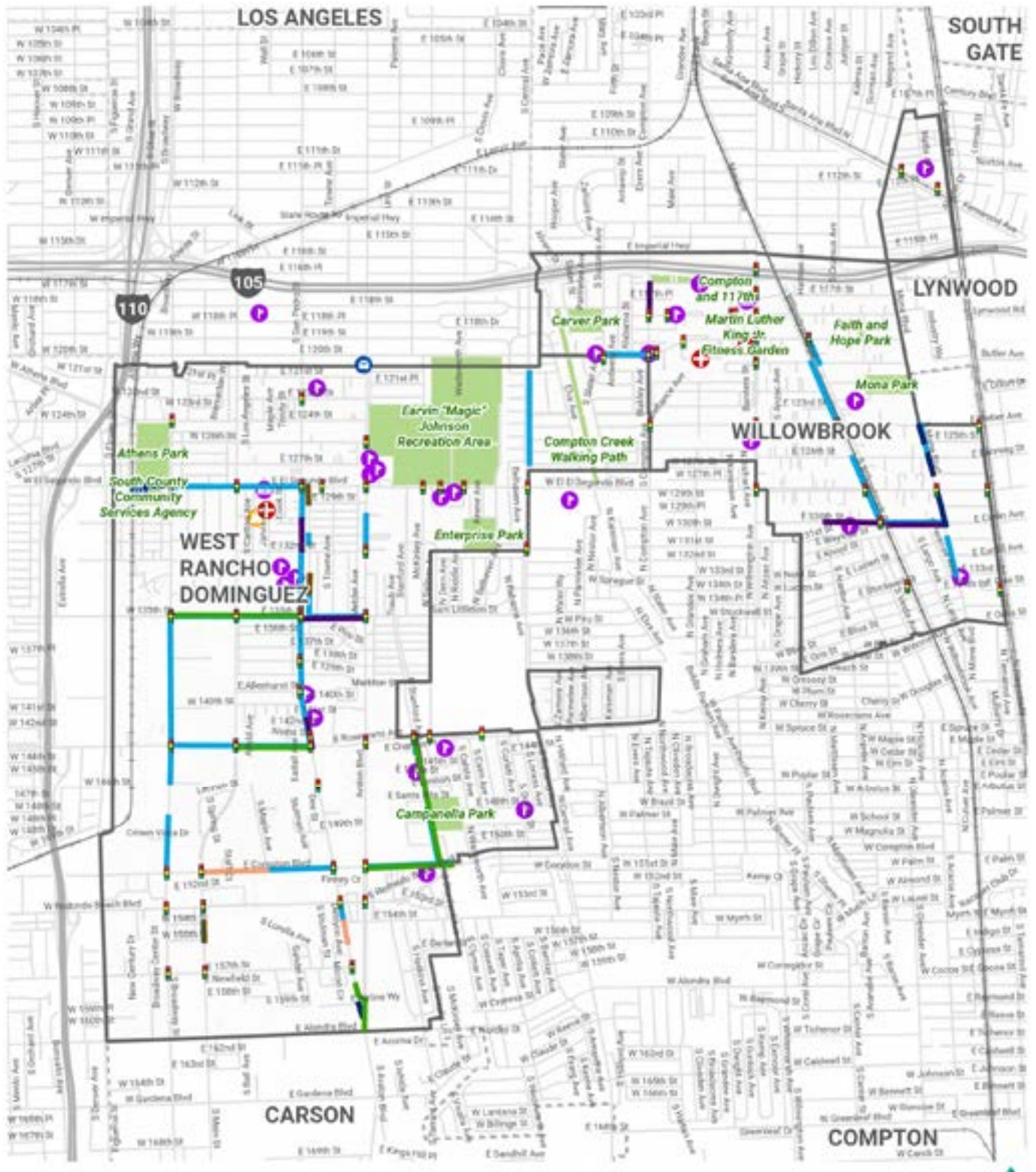
According to the Healthy Places Index, 71 percent of other communities in California have better tree canopy coverage than Willowbrook and 79 percent have better tree canopy coverage than West Rancho Dominguez.¹

Dense tree canopy cover is an important strategy to cool neighborhoods and help communities adapt to a changing climate. Trees can also make walking feel safer and more pleasant, beautify the community, provide important mental health benefits, and improve overall quality of life.

Even so, while there are many benefits to a robust tree canopy, nearly all trees can conflict with surrounding infrastructure. Having enough space around and above trees is an important consideration in which species are planted, where, and for what purpose.

¹ Public Health Alliance, Healthy Places Index, 2011.

Figure 14-8: Map of walk audit observations related to sidewalks and paths in Willowbrook/West Rancho Dominguez



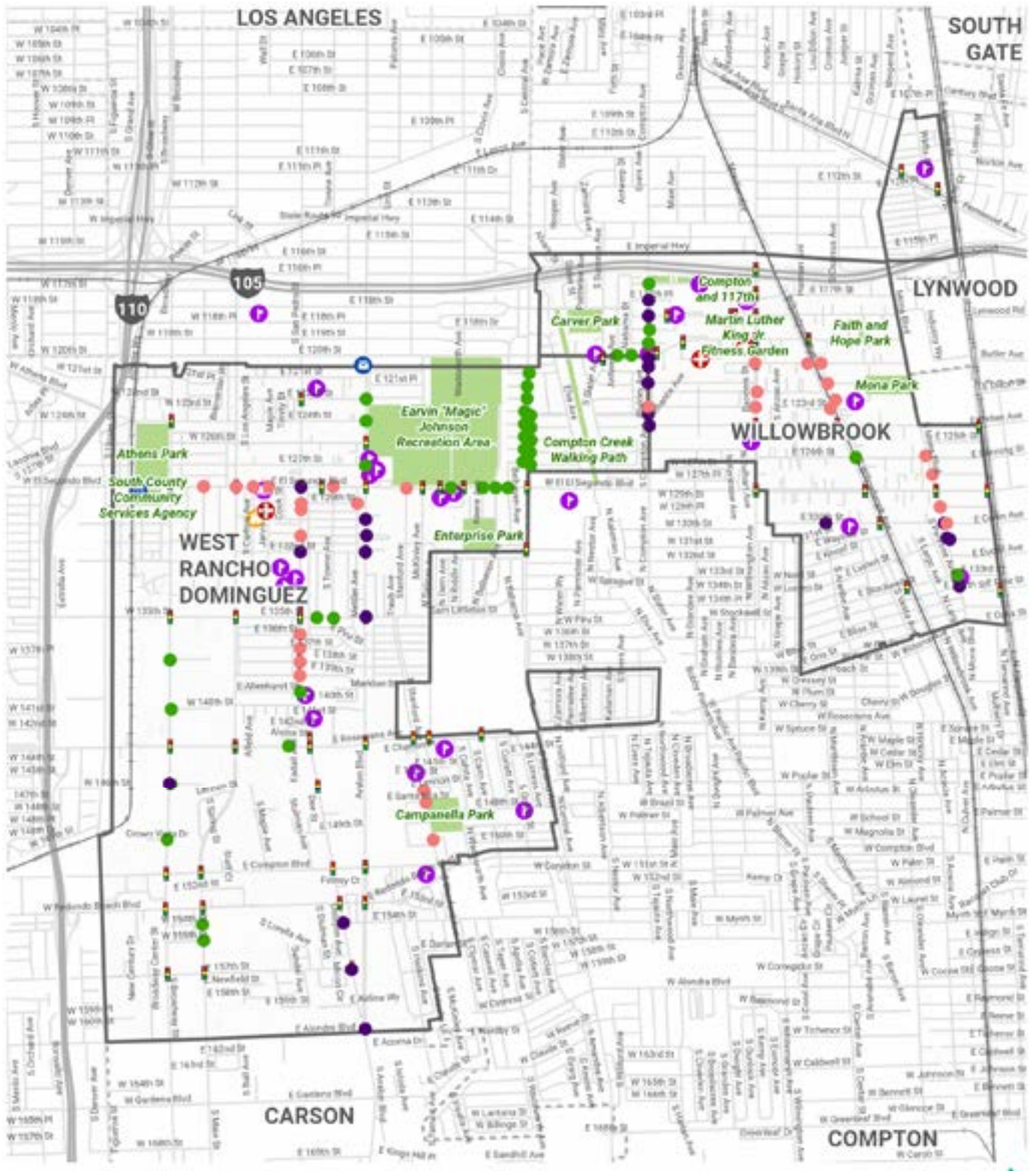
Data provided by the County of Los Angeles, West LA, TIGER, Caltrans



- | DESTINATIONS | SIDEWALK OBSERVATIONS | |
|------------------------|-----------------------|----------------|
| Schools | NARROW SIDEWALK | Traffic Signal |
| Post Office | LIMITED LIGHTING | Park |
| Library | NO SIDEWALK | Rail |
| Healthcare | DAMAGED SIDEWALK | |
| Community Organization | LIMITED SHADE | |
| Civic and Cultural | SIDEWALK CLUTTER | |

* For the purposes of this plan, damaged sidewalks are defined as locations with cracks, tree roots lifting up sections, or other issues with the existing pavement. Narrow sidewalks refer to those 4 feet wide or less and/or those that have obstructions such as utility boxes or signposts that make the walking path narrow. Observations were made by engineers from Alta Planning + Design in May 2021.

Figure 14-9: Map of walk audit observations related to intersections in Willowbrook/West Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

DESTINATIONS

- Schools
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural

INTERSECTION OBSERVATIONS

- CURB RAMPs MISSING OR DAMAGED AT MARKED CROSSWALKS
- CURB RAMPs MISSING OR DAMAGED AT UNMARKED CROSSWALKS
- UNMARKED CROSSWALK

- Traffic Signal
- Park
- Rail



* Damaged curb ramps may include locations that are cracked or have other obstructions, or have obvious compliance issues like missing truncated domes. Observations were made by engineers from Alta Planning + Design in May 2021.

PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for Willowbrook/West Rancho Dominguez's pedestrian network. Proposals were developed through conversations with County departments, public safety agencies, and community residents; as well as careful observations of the existing transportation network, to identify actions that can support efforts for people to walk, wheel, live and thrive in Willowbrook/West Rancho Dominguez. The proposals are intended to inform County departments' pedestrian safety efforts; and provide a record of community needs and desires for residents, advocates, and policymakers.

The projects are largely concentrated on major streets throughout the two neighborhoods, including Alameda Street, El Segundo Boulevard, Rosecrans Avenue, Avalon Boulevard, Broadway, Main Street, Mona Boulevard, San Pedro Street, and Wilmington Avenue. These streets feature high vehicle volumes and speeds and a high number of collisions, and provide access to many community destinations and services. All of these corridors except Mona Boulevard are Vision Zero Collision Concentration Corridors and

were identified as priorities during community outreach. The proposed projects are categorized and defined in the following sections.

Corridor Studies - Potential roadway reconfigurations that could enhance walking conditions and potentially add more green space to the community, but need more extensive study to implement. For example:

- ▶ Conducting studies along Broadway from 120th Street to El Segundo Boulevard, and Mona Boulevard from Imperial Highway to El Segundo Boulevard, to determine if roadway reconfiguration, which could help calm traffic and create space for other pedestrian enhancements, is appropriate.
- ▶ Conducting a study to determine if a physical median is appropriate along Laconia Boulevard between Flower Street and Athens Way.

Crossing Projects - Facilities that enhance crossing the street at intersections and mid-block, including high-visibility crosswalks, advance yield markings, pedestrian-activated warning systems, new traffic signals with

pedestrian signal heads, and ADA compliant curb ramps. Any recommendations to stripe a crosswalk (at controlled or uncontrolled locations) shall be consistent with local and state guidelines. For example:

- ▶ High visibility crosswalks, flashing crossing beacons, curb extensions, and ADA compliant curb ramps along major streets like El Segundo Boulevard and San Pedro Street
- ▶ Additional marked crossings at unsignalized locations along Mona Boulevard and San Pedro Street, with Rectangular Rapid Flashing Beacons and high visibility crosswalks, to offer more frequent and safer opportunities for people to cross these streets.

Sidewalk/Path Projects - Facilities that could enhance walking down the street, including adding new or widened sidewalks and evaluating removal or relocation of driveways, such as:

- ▶ New sidewalks on the west side of Mona Boulevard from Piru Street to 133rd Street.

Traffic Calming - Facilities that could slow down drivers, reduce traffic volumes, and deter other dangerous driver behavior like donuts, such as mini roundabouts and all-way stops. Examples of proposed traffic calming projects include:

- ▶ Speed humps along 127th Street between Central Avenue and Elva Avenue to slow drivers.
- ▶ Traffic circles, mini roundabouts, or other traffic calming at the intersections of San Pedro Street and 124th, and San Pedro and 130th Street.

Pedestrian Lighting - Human-scaled lights that provide lighting for people walking in Florence-Firestone, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 of *Step by Step* for more information about requesting pedestrian-scale lighting in Willowbrook/West Rancho Dominguez. These proposals include, but are not limited to:

- ▶ Compton Avenue between Imperial Highway and 117th Street.
- ▶ Success Avenue between 120th Street and Imperial Highway.

Enhanced Transit Stops - Facilities that can make transit more efficient while providing pedestrian benefits, as well as shade, seating, and lighting, which can make taking transit a more comfortable experience. This also includes bus bulbs, which extend the curb from the sidewalk further into the street. Bus stops are placed on the bus bulb, allowing buses to stop without leaving the travel lane. The bus bulbs also shorten crossing distances for pedestrians, much like a curb extension. Examples of proposed transit stop enhancements in East Los Angeles include:

- ▶ Bus bulbs and enhanced transit stops at multiple intersections along Wilmington Avenue.
- ▶ New bus shelters at the intersection of Rosecrans Avenue and Avalon Boulevard.

These proposed projects are detailed in Table 14-5, and are mapped in Figures 14-10, 14-11, 14-12, and 14-13. Chapter 6 of *Step by Step* provides an overview of how the County will implement these projects, and Appendix D of *Step by Step* contains detailed information on potential funding sources.

Implementation of proposed projects in Willowbrook/West Rancho Dominguez is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this Plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support.

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez*Further studies will be required to determine if the project is feasible prior to implementation*

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
E 118th Street						Average Corridor Score: 40.0
County	E 118th St & Antwerp Avenue	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	40.0
E 120th Street						Average Corridor Score: 62.9
County	E 120th Street & Compton Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	75.0
	E 120th Street & Compton Avenue		Restripe as yellow continental crosswalk	\$12,000	\$20,000	
			Install protected left turn signal	\$20,000	\$30,000	
		Northwest and southwest corners	Install new ADA compliant curb ramp	\$375,000	\$500,000	
County	E 120th Street & Elva Avenue	Eastbound	Install school signage	\$130,000	\$200,000	55.0
County	E 120th Street & Parmelee Avenue	North and south corners	Install curb extensions	\$850	\$850	45.0
County	E 120th Street & Success Avenue	Westbound	Install school signage	\$850	\$850	69.5
		All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	
		Northeast and northwest corners	Install curb extensions	\$130,000	\$200,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County / City of Los Angeles	E 120th Street (Central Avenue to Compton Avenue)	Both sides of street	Study for road reconfiguration	\$200,000	\$300,000	70.0
E 121st Street					Average Corridor Score: 62.0	
County	E 121st Street (Main Street to Avalon Boulevard)	All way	Study for speed humps	\$20,000	\$40,000	62.0
E 122nd Street					Average Corridor Score: 55.0	
County	E 122nd Street (Defiance Avenue to Bandera Street)	All way	Study for speed humps	\$20,000	\$40,000	55.0
E 123rd Street					Average Corridor Score: 35.0	
County	E 123rd Street & Grandee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	35.0
E 124th Street					Average Corridor Score: 43.4	
County	124th Street (Athens Way to Avalon Boulevard)	Both sides of street	Study for roadway reconfiguration to narrow traffic lanes	\$200,000	\$300,000	52.0
County	E 124th Street (S Willowbrook Avenue to S Mona Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	47.0

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	E 124th Street & Grandee Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	35.0
County	W 124th Street & Athens Way/ Laconia Boulevard	All way	Study for possible traffic calming features Stripe continental crosswalks at all legs of the intersection	\$100,000 \$21,000	\$650,000 \$35,000	39.5
E 126th Street					Average Corridor Score: 47.5	
County	E 126th Street & Clovis Avenue	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	35.0
County	E 126th Street (Central Avenue to Elva Avenue)	All way	Study for speed humps	\$20,000	\$40,000	60.0
E 127th Street					Average Corridor Score: 67.0	
County	E 127th Street (Central Avenue to Elva Avenue)	All way	Study for speed humps	\$20,000	\$40,000	67.0
135th Street					Average Corridor Score: 51.3	
County / City of Los Angeles	135th Street (Avalon Boulevard to McKinley Avenue)	All way	Study for speed humps	\$20,000	\$40,000	62.0

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County / City of Los Angeles	W 135th Street (Figueroa Street to Avalon Boulevard)	Both sides of street	Study for road reconfiguration to extend road diet from west of Figueroa Street	\$200,000	\$300,000	47.0
County	W 135th Street & Broadway	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	45.0
		All corners	Install curb extensions	\$260,000	\$400,000	
E 139th Street					Average Corridor Score: 55.0	
County	E 139th Street (Main Street to McKinley Avenue)	All way	Study for speed humps	\$20,000	\$40,000	55.0
Alameda Street					Average Corridor Score: 54.0	
County	Alameda Street & El Segundo Boulevard	All legs	Restripe as yellow continental crosswalk	\$18,000	\$30,000	62.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County/ City of Lynwood	N Alameda Street & E 111th Street	West leg	Stripe continental crosswalk	\$3,000	\$5,000	50.0
		Northwest and southwest corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
County	N Alameda Street & Santa Ana Boulevard N	All legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	50.0
		Slip lane island	Install new ADA compliant curb ramp	\$20,000	\$30,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
Aranbe Avenue					Average Corridor Score: 43.8	
County	S Aranbe Avenue & E 130th Street	All corners	Install curb extension	\$260,000	\$400,000	45.0
		South and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	
County	S Aranbe Avenue & E Stockwell Street	Northeast and southeast corners	Install new ADA compliant ramp	\$20,000	\$30,000	42.5
		All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate	\$100,000	\$650,000	
County	S Aranbe Avenue & Wayside Street	North and south legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	43.8
		All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	
		All corners	Install new ADA compliant ramp	\$40,000	\$60,000	
Athens Way					Average Corridor Score: 32.0	
County	Athens Way (W 124th Street to W El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	32.0
Avalon Boulevard					Average Corridor Score: 59.4	
County	S Avalon Boulevard (E 120th Street to Rosecrans Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	70.0
County	S Avalon Boulevard & E 122nd Street	North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	67.0
			Install pedestrian refuge island	\$40,000	\$65,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	S Avalon Boulevard & E 126th Street	South and west legs	Restripe as continental crosswalk	\$6,000	\$10,000	62.0
		Northwest, southwest, and southeast corners	Install curb extension	\$195,000	\$300,000	
County	S Avalon Boulevard & 129th Street	Northwest and southwest corners (on E 129th Street)	Install curb extension	\$130,000	\$200,000	60.3
		Northwest, southwest, and northeast corners	Install new ADA compliant curb ramp	\$30,000	\$45,000	
		North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	S Avalon Boulevard & 132nd Street	All legs	Restripe as continental crosswalk	\$9,000	\$15,000	58.7
		All corners	Install curb extension	\$260,000	\$400,000	
County	S Avalon Boulevard & E 135th Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast corner	Install bus bulb	\$200,000	\$390,000	
		Northwest and northeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
		All legs	Install anti-sideshow infrastructure in the intersection such as bollards, small curbs, or other vertical elements	\$20,000	\$40,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	S Avalon Boulevard & E 138th Street	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	53.7
			Install curb extensions	\$260,000	\$400,000	
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	S Avalon Boulevard (E 139th St to E Rosecrans Avenue)	Midblock	Stripe continental crosswalk	\$3,000	\$5,000	55.0
County/ Cit of Gardena	S Avalon Boulevard & E Alondra Boulevard	Northwest and southeast corners	Install bus bulb	\$400,000	\$780,000	53.7
		All legs	Restripe as continental crosswalk	\$12,000	\$20,000	
		Westbound, northeast corner	Install bus shelter	\$28,000	\$28,000	
County	S Avalon Boulevard & E Compton Boulevard	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	58.7
		All corners	Install curb extension	\$260,000	\$400,000	
			Restripe as continental crosswalk	\$12,000	\$20,000	
County	S Avalon Boulevard & E Redondo Beach Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	53.3
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northeast and southwest corners	Install curb extension	\$130,000	\$200,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	S Avalon Boulevard & S San Pedro Street	Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	65.0
Broadway						Average Corridor Score: 52.5
County	S Broadway (E 120th Street to El Segundo Boulevard)	Both sides of street	Study for road reconfiguration	\$200,000	\$300,000	55.0
County	S Broadway (E 121st Street to E 126th Street)	Both sides of street	Plant street trees	\$55,000	\$75,000	57.0
County	S Broadway (W 122nd Street to W 121st Street)	Northbound, right lane	Restripe with lane directional arrows to reduce traffic to one lane	\$10,560	\$10,560	50.0
County	S Broadway & 124th Street	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	52.5
			Install curb extension	\$12,000	\$20,000	
		All legs	Restripe as continental crosswalk	\$260,000	\$400,000	
			Northbound, northeast corner	Install bus shelter	\$28,000	
County	S Broadway & 126th Street	South leg	Stripe continental crosswalk	\$3,000	\$5,000	48.3
			Install pedestrian-activated warning system	\$130,000	\$200,000	
		Southwest and southeast corners	Install curb extensions	\$4,000	\$4,000	
		North-south direction	Install advance yield marking	\$125,000	\$400,000	
County	S Broadway & Compton Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	55.0

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	S Broadway & Redondo Beach Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	50.0
		All corners	Install curb extension	\$260,000	\$400,000	
Central Avenue					Average Corridor Score: 70.1	
County	Central Avenue & E 121st Street	North leg	Stripe continental crosswalk	\$3,000	\$5,000	68.3
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	S Central Avenue (W 131st Street to El Segundo Boulevard)	West side of street	Install pedestrian-scale lighting	Varies	Varies	72.0
Compton Avenue					Average Corridor Score: 58.8	
County	Compton Avenue & E 117th Street	South leg	Install pedestrian-activated warning system	\$125,000	\$400,000	55.0
County	Compton Avenue & E 118th Street	All legs	Restripe as yellow continental crosswalk	\$9,000	\$15,000	67.0
County	Compton Avenue (Imperial Highway to E 117th Street)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	67.0

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County/ City of Los Angeles/ Caltrans	Compton Avenue (Imperial Highway to El Segundo Blvd)	Both sides of street	Study for roadway reconfiguration	\$200,000	\$300,000	70.0
County	Compton Avenue & 123rd Street	South leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	50.0
County	Compton Avenue & 124th Street	Northwest corner	Install bus bulb	\$200,000	\$390,000	42.0
County	Compton Avenue & 126th St	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	37.0
County/ City of Los Angeles	Compton Avenue & Imperial Highway	East, west, south legs	Install protected left turn signal	\$375,000	\$500,000	82.0
		Southwest, southeast corners	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
Compton Boulevard					Average Corridor Score: 51.0	
County	E Compton Boulevard & S Stanford Avenue	West leg	Install curb extension	\$65,000	\$100,000	52.0
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		Eastbound, westbound	Install advance yield pavement markings	\$4,000	\$4,000	
City of Compton	E Compton Boulevard & E Redondo Beach Boulevard	All legs	Study for removal of left turn lane and left slip lane closure	\$50,000	\$100,000	50.0

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
El Segundo Boulevard					Average Corridor Score: 68.8	
County	El Segundo Boulevard & Athens Way	North and south legs	Stripe continental crosswalk	\$6,000	\$10,000	52.0
County	El Segundo Boulevard & S Avalon Boulevard	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	80.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	El Segundo Boulevard (Belhaven Avenue to McKinley Avenue)	All ways	Install physical median in center lane	Varies	Varies	75.0
County	El Segundo Boulevard & S Broadway	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	60.0
		All corners	Install curb extension	\$260,000	\$400,000	
County/ City of Los Angeles	El Segundo Boulevard & S Central Avenue	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	87.0
County	El Segundo Boulevard & Keene Avenue	West and south legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	65.3
		East-west direction	Install advance yield marking	\$4,000	\$4,000	
		West leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
County	El Segundo Boulevard (Main Street to Central Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	75.0

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	El Segundo Boulevard & S Main Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	65.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	
County	El Segundo Boulevard & N McKinley Avenue	East and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	65.0
County	El Segundo Boulevard & San Pedro Street	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	72.5
			Restripe as continental crosswalk	\$12,000	\$20,000	
		Southwest and southeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	El Segundo Boulevard & Towne Avenue	Southwest and southeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	57.0
County	El Segundo Boulevard & Wadsworth Avenue	All legs	Install pedestrian-activated warning system	\$125,000	\$400,000	65.3
		West, east, and north legs	Stripe continental crosswalk	\$6,000	\$10,000	
		West and east legs	Install pedestrian refuge island	\$80,000	\$130,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	El Segundo Boulevard & Willowbrook Avenue	All legs	Restripe as continental crosswalk	\$18,000	\$30,000	75.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
Figueroa Street					Average Corridor Score: 70.0	
County/ City of Los Angeles	S Figueroa Street & Compton Boulevard	Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	70.0
Imperial Highway					Average Corridor Score: 67.0	
County/ City of Los Angeles	Imperial Highway & S Mona Boulevard	Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	67.0
Jarvis Avenue					Average Corridor Score: 50.0	
County	Jarvis Avenue & E 130th Street	North and east legs Northwest, northeast, and southeast corners	Stripe continental crosswalk	\$6,000	\$10,000	50.0
			Install new ADA compliant curb ramp	\$30,000	\$45,000	
Laconia Boulevard					Average Corridor Score: 37.0	
County	Laconia Boulevard (Flower Street to Athens Way)	All ways	Install physical median in center lane. Further studies required.	Varies	Varies	37.0
Main Street					Average Corridor Score: 53.5	
County	S Main Street (E 121st Street to El Segundo Boulevard)	Both sides of street	Plant street trees	\$55,000	\$75,000	60.0
			Study for road reconfiguration	\$200,000	\$300,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	S Main Street & 135th Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
		All corners	Install curb extension	\$260,000	\$400,000	
County	S Main Street & 139th Street	Southeast corner	Install curb extension	\$65,000	\$100,000	45.0
		East leg	Restripe as continental crosswalk	\$3,000	\$5,000	
County	S Main Street & Compton Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	55.0
County	S Main Street & Redondo Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	52.0
		All corners	Install curb extension	\$260,000	\$400,000	
County	S Main Street & E 157th Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	52.0
Mona Boulevard					Average Corridor Score: 50.7	
County	S Mona Boulevard (Imperial Highway to El Segundo Boulevard)	Both sides of street	Study for road reconfiguration	\$200,000	\$300,000	60.0
County	S Mona Boulevard between E 120th Street and E 124th Street	Midblock	Stripe yellow continental crosswalk	\$3,000	\$5,000	52.5
			Install Rectangular Rapid Flashing Beacon (to be determined in coordination with schools)	\$80,000	\$80,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Both sides of midblock crossing	Install curb extension	\$130,000	\$200,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	S Mona Boulevard (E 120th Street to E 125th Street)	Both sides of the street	Install pedestrian-scale lighting	Varies	Varies	42.0
County/ City of Compton	S Mona Boulevard & E 124th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	47.0
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
County	S Mona Boulevard & E 126th Street	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	52.0
County	S Mona Boulevard & E 133rd Street	All	Reconfigure intersection	\$250,000	\$750,000	52.0
		North leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	
		South and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	
County	S Mona Boulevard & E Hatchway Street	West leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	50.0
		Northwest and southwest corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
County	S Mona Boulevard (160 feet north of 126th Street to E 126th Street)	West side of street	Install sidewalks	\$7,200	\$10,400	47.0
County	S Mona Boulevard (E Piru Street to E 133rd Street)	West side of street	Install sidewalks	\$9,000	\$13,000	52.0

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County/ City of Compton	S Mona Boulevard & E Piru Street	Northwest corner	Install curb extension	\$65,000	\$100,000	52.0
		Northeast and southwest corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	
E Redondo Beach Boulevard					Average Corridor Score: 56.3	
County	E Redondo Beach Boulevard & McKinley Avenue	Northwest and southwest corners	Install curb extension	\$125,000	\$400,000	56.3
		West leg	Install pedestrian- activated warning system	\$130,000	\$200,000	
			Relocate crosswalk to west leg	\$5,000	\$7,000	
			Install pedestrian refuge island	\$40,000	\$65,000	
Rosecrans Avenue					Average Corridor Score: 60.6	
County	Rosecrans Avenue & S Avalon Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	62.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	
		Southbound, northwest corner	Install bus shelter	\$28,000	\$28,000	
County	Rosecrans Avenue & S Broadway	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
County	Rosecrans Avenue & S Main Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	57.0
		Westbound, northeast corner	Install bus shelter	\$28,000	\$28,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Rosecrans Avenue & S Stanford Avenue	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	62.0
County	Rosecrans Avenue & San Pedro Street	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	65.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
San Pedro Street					Average Corridor Score: 49.0	
County	San Pedro Street (E 120th Street to Rosecrans Boulevard)	Both sides of the street	Study for road reconfiguration	\$200,000	\$300,000	70.0
County	San Pedro Street & E 121st Street	South and east legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	42.5
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	San Pedro Street & E 122nd Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	43.7
		All corners	Install curb extension	\$260,000	\$400,000	
		Northbound, southeast corner	Install bus shelter	\$28,000	\$28,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	San Pedro Street & E 124th Street	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0
County	San Pedro Street & E 126th Street	North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	45.0
		North and west legs	Stripe yellow continental crosswalk	\$6,000	\$10,000	
County	San Pedro Street & E 130th Street	All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	40.0
County	San Pedro Street & E 132nd Street	All corners	Install curb extension	\$260,000	\$400,000	52.0
		South leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	
County	San Pedro Street & E 135th Street	All legs	Restripe as yellow continental crosswalk	\$12,000	\$20,000	52.0
County	San Pedro Street & E Allenhurst Street	North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	45.0
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
County	San Pedro Street & Compton Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	43.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$130,000	\$200,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	San Pedro Street & Redondo Beach Boulevard	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	58.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		All corners	Install curb extension	\$260,000	\$400,000	
County	San Pedro Street (Rosecrans Avenue to Avalon Boulevard)	Both sides of the street	Install green street	Varies	Varies	65.0
Santa Ana Boulevard N					Average Corridor Score: 50.0	
County/ City of Los Angeles	Santa Ana Boulevard N & Watts Avenue	North leg	Stripe yellow continental crosswalk	\$3,000	\$5,000	50.0
Stanford Avenue					Average Corridor Score: 52.9	
County	S Stanford Avenue between E Lennon Street and S Clymar Avenue	North-south direction	Install advance yield marking	\$4,000	\$4,000	46.7
		Both sides of midblock crossing	Install curb extension	\$130,000	\$200,000	
		Midblock	Install raised crosswalk	\$25,000	\$50,000	
County	S Stanford Avenue & E Lennon Street	North leg	Install Rectangular Rapid Flashing Beacon	\$80,000	\$80,000	52.0
			Install raised crosswalk	\$25,000	\$50,000	
County	Stanford Avenue (Rosecrans Avenue to Compton Boulevard)	Both sides of street	Study for speed humps	\$20,000	\$40,000	60.0

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
Success Avenue					Average Corridor Score: 63.3	
County	Success Avenue (E 120th Street to Imperial Highway)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	74.5
			Study for speed humps	\$20,000	\$40,000	
County	Success Avenue & E 118th Street	All legs	Stripe as continental crosswalk	\$12,000	\$20,000	52.0
		All corners	Install curb extension	\$260,000	\$400,000	
Towne Avenue					Average Corridor Score: 41.1	
County	Towne Avenue (El Segundo Boulevard to E 135th Street)	Both sides of street	Study for speed humps	\$20,000	\$40,000	57.0
County	Towne Avenue & E 129th Street	All legs	Stripe continental crosswalk	\$12,000	\$20,000	37.5
		All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	
County	Towne Avenue & E 131st Street	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	30.0
County	Towne Avenue & E 132nd Street	All legs	Stripe yellow continental crosswalk	\$12,000	\$20,000	40.0
			Install traffic circle	\$100,000	\$650,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
Wadsworth Avenue					Average Corridor Score: 62.0	
County	Wadsworth Avenue (El Segundo Boulevard to 750' north of E 126th Street)	All ways	Study for speed humps	\$20,000	\$40,000	62.0
Willowbrook Avenue					Average Corridor Score: 57.9	
County	S Willowbrook Avenue & E 130th Street	All legs	Restripe as yellow continental crosswalk	\$18,000	\$30,000	55.0
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
County	S Willowbrook Avenue & E Stockwell Street	All legs	Restripe as continental crosswalk	\$18,000	\$30,000	59.7
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northwest corner	Install curb extension	\$65,000	\$100,000	
County	Willowbrook Avenue & E 124th Street	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	60.0
			Restripe as yellow continental crosswalk	\$18,000	\$30,000	
Wilmington Avenue					Average Corridor Score: 71.4	
County/ City of Compton	Wilmington Avenue (E 119th Street to El Segundo Boulevard)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	75.0

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Wilmington Avenue & E 118th Street	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	75.0
		Southeast corner	Install bus bulb	\$200,000	\$390,000	
County	Wilmington Avenue & Hahn Plaza Ent / 118th Street	Northbound, southeast corner	Install bus shelter	\$28,000	\$28,000	60.0
County	Wilmington Avenue & E 122nd Street	Northbound, southeast corner	Install bus shelter	\$28,000	\$28,000	66.3
		South leg	Restripe as continental crosswalk	\$3,000	\$5,000	
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		All ways	Install advance yield pavement markings	\$6,000	\$6,000	
		Southwest and southeast corners	Install curb extension	\$130,000	\$200,000	
County	Wilmington Avenue & E 123rd Street	North leg	Restripe as continental crosswalk	\$3,000	\$5,000	71.3
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		All ways	Install advance yield pavement markings	\$6,000	\$6,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	

Table 14-5: Proposed pedestrian projects in Willowbrook/West Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

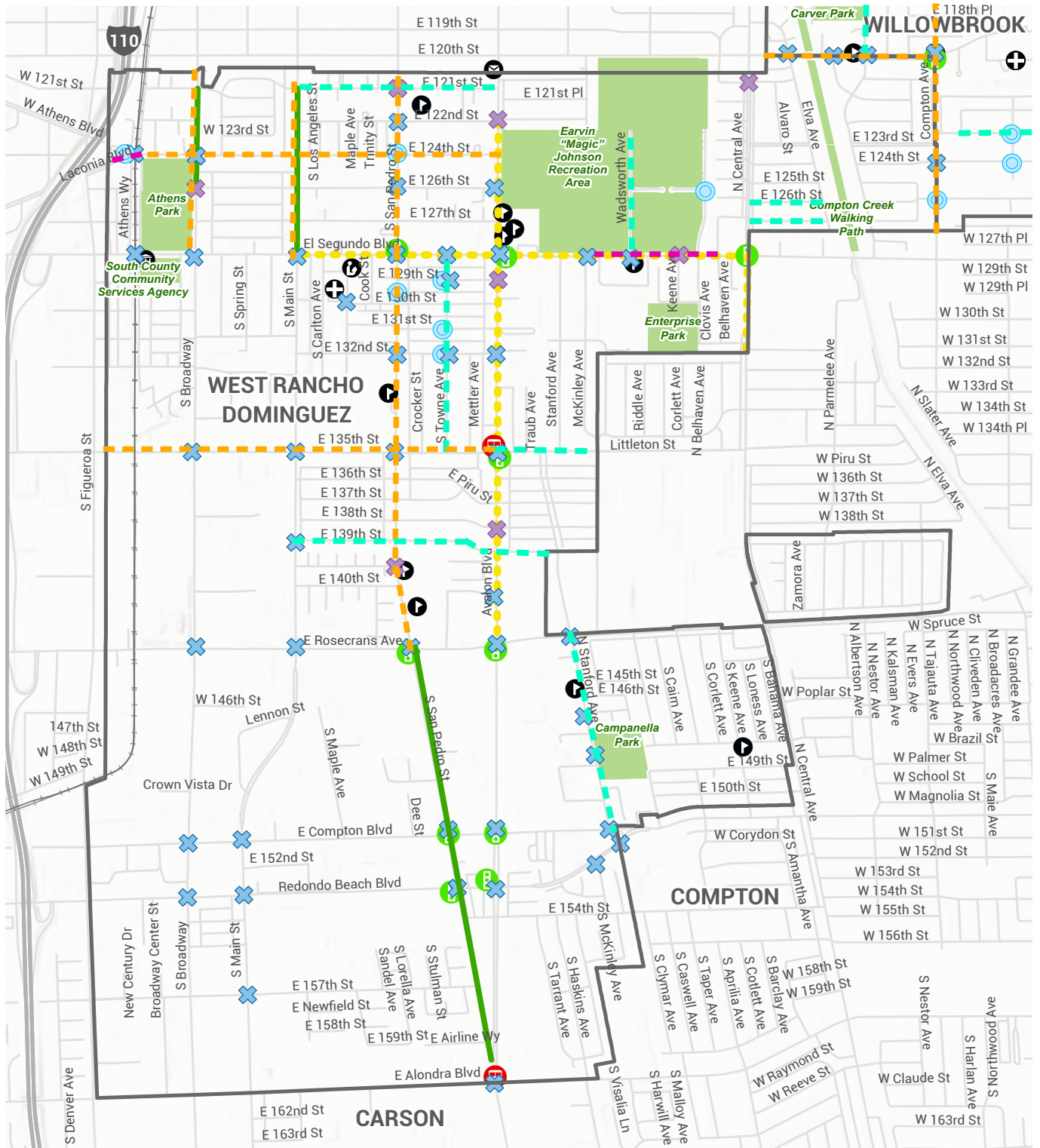
Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
County	Wilmington Avenue & E 124th Street	All legs	Modify signal timing to include a Leading Pedestrian Interval	\$4,000	\$30,000	72.5
			Restripe as yellow continental crosswalk	\$18,000	\$30,000	
		Northeast and southwest corners	Install bus bulb	\$400,000	\$780,000	
		Southbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
		Northbound, northeast corner	Install bus shelter	\$28,000	\$28,000	
County/City of Compton	Wilmington Avenue & El Segundo Boulevard	All corners	Install curb extension	\$260,000	\$400,000	68.3
		All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Northwest corner	Reduce curb radius and rebuild corner to eliminate drop lane	\$15,000	\$50,000	
Total Capital Costs ²				\$16,314,460	\$34,195,660	
Contingency (20% of total capital cost)				\$3,262,892	\$6,839,132	
Total P.E. (30% of total capital cost)				\$4,894,338	\$10,258,698	
Total Construction Engineering (50% of total capital cost)				\$8,157,230	\$17,097,830	
Community Total				\$32,628,920	\$68,391,320	

¹All costs are based on 2023 estimates. Appropriate inflation and escalation increases may be applicable at the time of implementation.

²Cost does not include treatments for which estimated unit prices are listed as "Varies," such as pedestrian-scale lighting and studies for roadway reconfiguration. Costs for these treatments can vary widely depending on the design. Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation, and maintenance costs.

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Figure 14-10: Proposed pedestrian projects in West Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

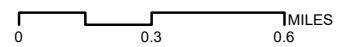
DESTINATIONS

- Post Office
- Library
- Healthcare
- Schools
- Civic and Cultural
- Parks

PROPOSED PEDESTRIAN PROJECTS

- Pedestrian-Scale Lighting
- New or Enhanced Sidewalk
- Study for Potential Road Reconfiguration
- Study for Physical Median Installation
- Study for Traffic Calming
- Enhanced Transit Stop
- Signal Update
- Traffic Calming
- New or Enhanced Crossing
- New or Enhanced Crossing

- Road Network
- Rail

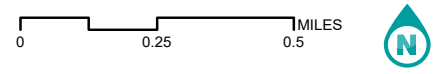


Installation of pedestrian-scale lighting is contingent upon available and secured funding to finance the installation, operation, and maintenance costs.

Figure 14-11: Proposed pedestrian projects in Willowbrook



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans



DESTINATIONS

- Schools
- Library
- Healthcare
- Parks

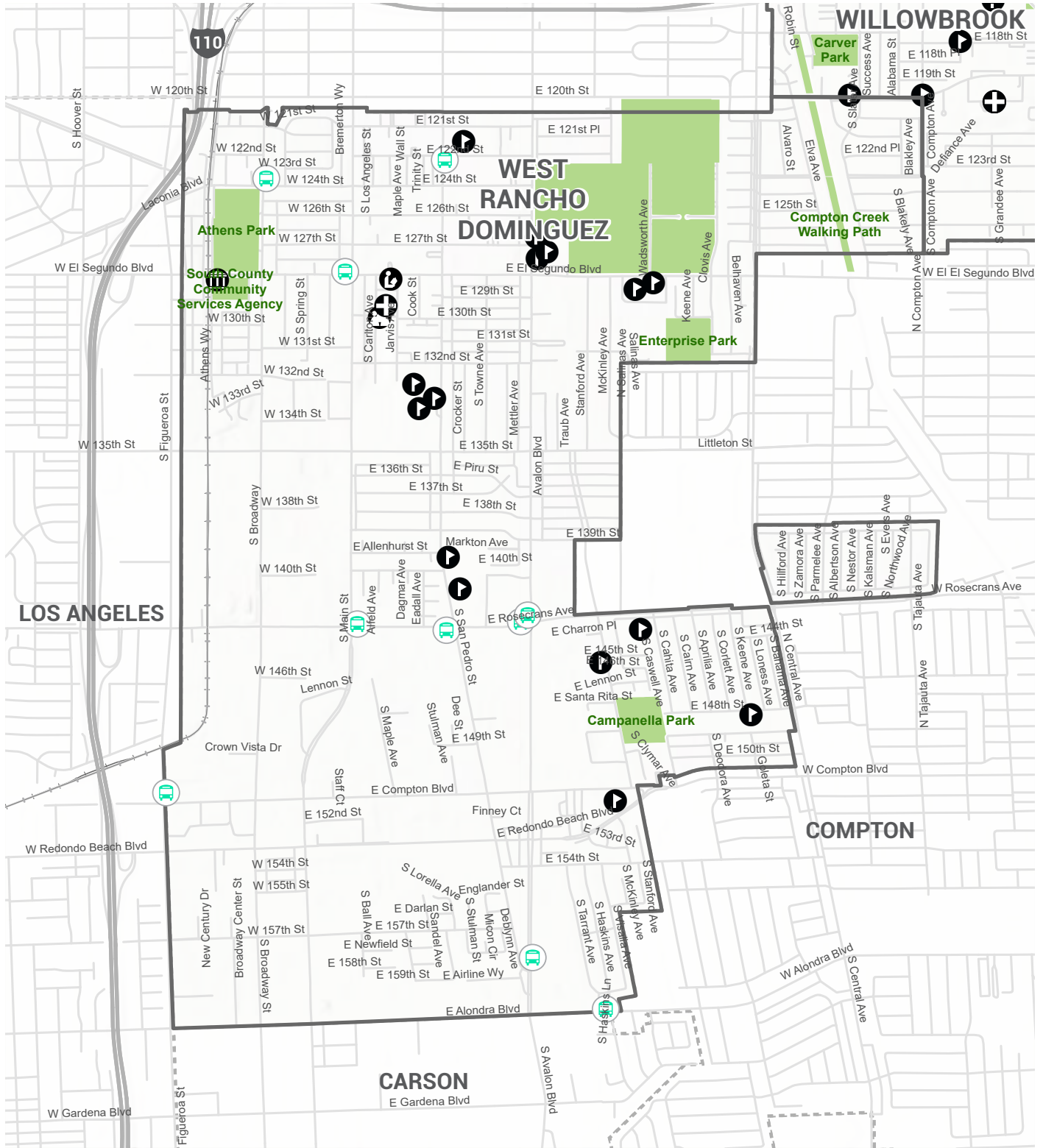
PROPOSED PEDESTRIAN PROJECTS

- Pedestrian-Scale Lighting
- New or Enhanced Sidewalk
- Study for Potential Road Reconfiguration
- Study for Physical Median Installation
- Study for Traffic Calming
- Enhanced Transit Stop
- Signal Update
- Traffic Calming
- New or Enhanced Crossing
- New or Enhanced Crossing with Beacon/Signal

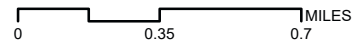
- Road Network
- Rail
- Metro A & C Line Station

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

Figure 14-12: Proposed bus shelters in West Rancho Dominguez



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans



DESTINATIONS

- School
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural
- Park

PROPOSED PEDESTRIAN PROJECTS

- Install New Bus Shelter

- Road Network
- Rail

Figure 14-13: Proposed bus shelters in Willowbrook



Data provided by the County of Los Angeles, Metro LA, TIGER, Caltrans

DESTINATIONS

- School
- Post Office
- Library
- Healthcare
- Community Organization
- Civic and Cultural
- Park

PROPOSED PEDESTRIAN PROJECTS

- Install New Bus Shelter

0 0.25 0.5 MILES

- Road Network
- Rail
- Metro A Line Station
- Metro C Line Station



PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2 of *Step by Step*, while Table 14-6 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Willowbrook/West Rancho Dominguez. Relevant actions from the County's Vision Zero Action Plan are listed in Table 14-7.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs are described in Chapter 5 of *Step by Step*; those suggested for Willowbrook/West Rancho Dominguez are listed in Table 14-8.

Table 14-6: Countywide Suggested Actions for Willowbrook/West Rancho Dominguez

Action	Lead Departments	Timeframe
Action SS-2.9: At intersections with a history of pedestrian-involved collisions resulting from right-turning vehicles, prohibit right-turns on red, where feasible and appropriate.	Public Works	Long-Term
Action EH-2.3: Continue to work with communities to develop pedestrian wayfinding signage that incorporate local identity to direct pedestrians to important neighborhood destinations, including commercial areas, schools, and parks.	Public Works	On-going
Action EH-2.6a: Develop bus stop design guidelines based on an increased sidewalk width to include elements that enhance the walking experience, such as signage, seating, and shelters; and ensure that transit signs, benches, and shelters do not impede the pedestrian walkway.	Public Works	Short-Term
Action EH-3.5: Identify opportunities to pilot pedestrian safety treatments using semi-permanent materials where feasible and appropriate.	Public Works	Medium-Term
Action C-2.3: Work with utility companies to underground or relocate utilities as locations are identified where sidewalks do not meet or maintain ADA required widths due to the location of utility boxes or poles.	Public Works	On-going

Table 14-7: Vision Zero Actions Suggested for Willowbrook/West Rancho Dominguez

Action	Lead Departments	Timeframe
Action A-9: Incorporate traffic safety enhancements into Public Works projects along the Collision Concentration Corridors where feasible and appropriate.	Public Works	On-going
Action A-12: Utilize the Collision Concentration Corridors list when seeking funding from local, regional, state, and federal roadway infrastructure and planning grant opportunities.	Public Works	On-going
Action B-4: Establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling.	Public Works	On-going
Action B-5: Establish a Safe Routes to Parks Program to support safe and equitable access to parks through community engagement and education, park design, signage and wayfinding, and other strategies in the National Recreation and Park Association’s Safe Routes to Parks Action Framework.	Parks and Recreation	On-going
Action D-11: Continue leading the Street Racing Task Force aimed at reducing roadway racing regionally by coordinating among law enforcement agencies and the community.	California Highway Patrol	On-going

Table 14-8: Countywide Programs Suggested for Willowbrook/West Rancho Dominguez

Program	Description
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors.
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2) encouraging active modes of getting to school through new infrastructure and programming; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing cut-through traffic on residential streets near schools due to school drop-off and pick-up.
Walking Clubs	Public Health leads walking clubs at a number of County parks that participate in the Parks After Dark (PAD) Program. The program gets residents engaged in physical activity while their children or grandchildren take advantage of park activities. Public Health also developed a Community Walking Club Toolkit, which is available for community members and organizations interested in organizing their own walking clubs. It provides nutrition and physical activity information to inform walking club participants. Walking clubs also build social cohesion as participants get to know their neighbors.
The Works	Public Works has an online and mobile application called The Works that serves as a one-stop solution for County residents to report and track services. If the service is not handled by Los Angeles County, The Works will provide residents with the appropriate contact information.

CONCLUSION

The Willowbrook/West Rancho Dominguez Community Pedestrian Plan (“Plan”) is a guide for enhancing walking for residents and visitors, and includes proposed projects and programs that, once implemented, will provide safer and more comfortable pedestrian experiences in the community. The proposed projects and programs based on an analysis of recent data, such as Census data and collision data, and extensive community input.

To guide implementation of this Plan, the County developed a prioritization framework to evaluate and score each proposed projects based on a set of objective, data-driven criteria. This process creates a blueprint for enhancing the walking in Willowbrook/West Rancho Dominguez over the next many years, and enables the County to focus on projects that will have the greatest impact on enhancing safety, comfort, and mobility for all, as funding becomes available. Further, the Plan will help the County when applying for competitive regional, state, and federal grant opportunities to fund implementation of the projects and programs in the Plan.

Through investment in projects and programs included in this Plan, the County has the potential to encourage Willowbrook/West Rancho Dominguez residents and visitors to walk more often for school, work, recreation, shopping, and other trips. Ultimately, this Plan will help the County meet its Vision Zero goals while creating a higher quality of life for Willowbrook/West Rancho Dominguez residents overall.