

ch. 12

EAST RANCHO
DOMINGUEZ
DRAFT COMMUNITY
PEDESTRIAN PLAN

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INTRODUCTION

The East 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

East Rancho Dominguez is an unincorporated Los Angeles County community with roughly 15,800 residents in approximately 0.81 square miles.

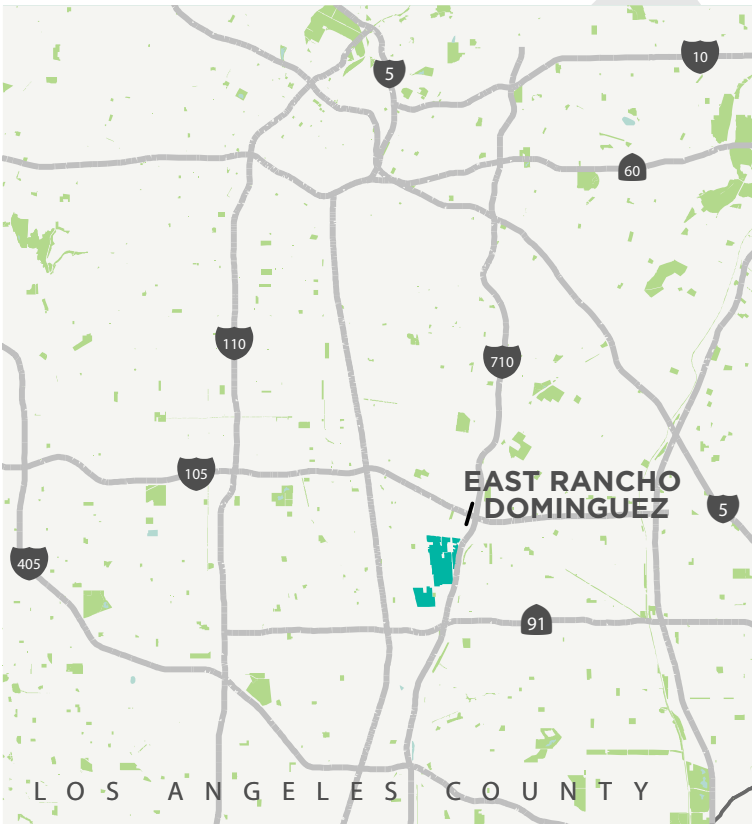
East Rancho Dominguez, also known as East Compton, is surrounded by the city of Compton on all sides. This unincorporated community is predominantly residential and offers a dense suburban style of living where most residents own their homes. The City of Lynwood is to the north and the City of Paramount is to the east.

Thank You

Pedestrian Plan Community Advisory Committee Members:

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Special thanks to the residents of East 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 for East Rancho Dominguez.



East Rancho Dominguez location within Los Angeles County

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.

In East Rancho Dominguez, median household income is \$62,880 (2021), compared with \$77,456 for LA County. About 15 percent of East Rancho Dominguez residents live below the poverty line, compared with 14 percent countywide.

Fifty percent of residents in East Rancho Dominguez have not completed their high school education or equivalent, and significantly fewer residents have completed a bachelor's degree or higher compared to LA County generally. East Rancho Dominguez is a relatively young community, with 27 percent of residents under 18 years old.

East Rancho Dominguez is a majority self-identified Hispanic and Latino community. About 85 percent of residents self-identified as Hispanic or Latino of any race, followed by 12 percent self-identified as Black or African American; and 82 percent of adults speak some Spanish at home.¹

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

Table 12-1: East Rancho Dominguez Demographics

	Percent in East Rancho Dominguez	Percent in Los Angeles County
Education		
Less than high school diploma	50.0	20.0
High school graduate, GED or alternative	25.4	20.4
Some college or Associates degree	18.7	25.6
Bachelor's degree or higher	27.0	34.0
Poverty		
Persons Living in Poverty	15.2	13.9
Median Household Income (2021)	\$62,880	\$77,456
Age		
Under 18 Years	27.4	21.6
18-64 Years	64.1	64.7
65 and Older	8.5	13.7
Self-Identified Race/Ethnicity		
Hispanic or Latino	84.9	48.7
White (Non-Hispanic)	0.8	25.5
American Indian and Alaska Native	0	0.2
Asian	1.3	14.6
Black or African American (Non-Hispanic)	11.9	7.6
Other	0.4	0.4
Immigration and Language		
Foreign Born	40.8	32.5
Language other than English spoken at home (adults)	83.3	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. East Rancho Dominguez is 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 are considerably higher in East Rancho Dominguez for teenagers and adults, about 39 percent for each, than in LA County generally.²

Regular physical activity such as daily walking is a critical strategy for preventing heart disease and diabetes. Fourteen percent of children and 37 percent of adults in East Rancho Dominguez report engaging in regular physical activity, consistent with LA County generally.³

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 SPA 6, which includes East Rancho Dominguez. Over 15 percent of East Rancho Dominguez residents live farther than 1/2 mile from a supermarket or grocery store, and about 6 percent of households do not have access to a car to get them there. Further, between April and July 2020, in the wake of the COVID-19 pandemic, 41.6 percent of households in LA County below 300 percent FPL experienced food insecurity at some point.⁴

Approximately 6 percent of people aged 19-64 in East Rancho Dominguez have a disability, about the same as LA County. However, while the percentage of disabled seniors in Los Angeles County is nearly 5 percent, only 2 percent of the disabled population in East Rancho Dominguez are over the age of 65.⁵

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 AskCHIS Neighborhood Edition 2020

3 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.

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 12-2: East Rancho Dominguez Causes of Death

(Selected) Causes of Death Death rate (per 100,000 population)	Percent in East Rancho Dominguez	Percent in Los Angeles County
Diabetes (18+)	16.0	11.8
Heart Disease (18+)	4.6	6.5

Table 12-3: East Rancho Dominguez Health Indicators

	Percent in East Rancho Dominguez	Percent in Los Angeles County
Obesity		
Children overweight for age (2-11)	17.4	13.5
Teens overweight (12-17)	38.8	34.2
Adult obesity	38.9	29.6
Physical Activity		
Regular physical activity (ages 5-17)	13.7	14.3
Walked at least 150 minutes (age 18+)	37.1	38.4
Respiratory Illness		
Children ages 0-17 years ever diagnosed with asthma	12.0	14.5
Adults (18 years plus) ever diagnosed with asthma	12.8	14.9
Disability¹		
With a disability, under age 65	6.1	6.3
Food Access		
Live ½ mile or more from a supermarket/grocery store	15.4	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 industries, 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.

East Rancho Dominguez is primarily designated for residential uses, followed by commercial and park/recreation uses. Figure 12-1 shows land use designations in East Rancho Dominguez. Most of the community is designated for low density residential, with the densest neighborhoods designated south of Compton Boulevard between Castlegate Avenue and Alondra Boulevard.

Approximately 54 percent of people in East Rancho Dominguez are homeowners, compared to about 46 percent in the county generally.

There are multiple community-serving destinations in East Rancho Dominguez including a library, a clinic, two parks, and houses of worship. Most can be found along Compton and Atlantic Boulevards, which serve as the main thoroughfares for East Rancho Dominguez. In addition, the neighboring city of Compton hosts a middle school and two elementary schools within walking distance for most in East Rancho Dominguez.

Park Access

Measures of park access evaluate the distribution of park land within East Rancho Dominguez and whether residents can easily access it. The closer a person lives to a park, the more likely it is 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

Nearly a quarter of East Rancho Dominguez residents live further than one half-mile from a local park. Park space in East Rancho Dominguez totals 0.5 acres per 1,000 residents. This is lower than the LA County average (3.3 acres) and much lower than the County's adopted goal of 4 acres per 1,000 residents.² Further, just two percent of residents in the Metro Planning Area, which includes East Rancho Dominguez, are within walking distance of a Regional Recreation Park.³

These factors help explain the County's Park Needs Assessment rating of "Very High" for East Rancho Dominguez.

There are two parks in East Rancho Dominguez, each of which provides amenities and services to the community, including

- ▶ **East Rancho Dominguez Park**
 - ▶ Recreational programs and events
 - ▶ Annual tree lighting ceremony
- ▶ **Washington Avenue Park**
 - ▶ Splash pad
 - ▶ Fitness zone
 - ▶ Playground

Additionally, Kelly Park is adjacent to the southern portion of East Rancho Dominguez, in the City of Compton. Kelly Park features multiple sports courts and fields, a playground, and a community center.

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

² Ibid. Note: The distance from each household in East Rancho Dominguez to the access points of all adjacent parks was calculated along the walkable road/pedestrian network, rather than "as the crow flies." Since pedestrians cannot safely or legally walk on highways or freeways, this method takes these barriers into consideration and results in a more accurate assessment of the distance a pedestrian would need to cover to reach a park.

³ 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.

PREVIOUS PLANS AND PROJECTS

This Plan builds on previous planning efforts in East Rancho Dominguez. Where applicable, recommendations and community input from these efforts have informed development of this Community Pedestrian Plan.

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*.

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 East Rancho Dominguez, Compton Boulevard and Rosecrans Avenue are

identified as CCCs. Compton Boulevard ranks 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.

East Ranch Dominguez 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 East Rancho Dominguez. 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.

Los Angeles County General Plan 2035 (2015)

The General Plan's goals are to provide a comprehensive policy framework for unincorporated areas in Los Angeles County. The Los Angeles General Plan primarily designates land use in East Rancho Dominguez as residential. Commercial uses are concentrated on Atlantic Avenue and Compton Boulevard.

COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (Public Health) and Los Angeles County Public Works (Public Works), the Los Angeles Neighborhood Initiative (LANI) led outreach efforts to gather community input throughout the development of the draft East 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 proposed projects and programs.

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 East 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 five in-person and two virtual community workshops, three Community Advisory Committee meetings, and multiple community walks with the Community Advisory Committee, 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 crossing, and new sidewalks. Community members also identified additional concerns when walking due to speeding cars and unsafe drivers and expressed concerns for 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 and vendors, parents and school staff, homeowners, community representatives and members of local organizations and groups such as the East Rancho Dominguez Neighborhood Association. Three CAC meetings were held throughout the East 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, LANI and Public Health conducted outreach and engagement at key community destinations, such as East Rancho Dominguez Park, the East Rancho Dominguez Branch Library, and Northgate shopping center. 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 East 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.

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 poorly maintained and crowded sidewalks, personal safety concerns, speeding drivers, street racing, and drivers doing “donuts” at specific intersections.

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

- ▶ East Rancho Dominguez Neighborhood Association
- ▶ Staff and parents of Kelly and Roosevelt Elementary Schools
- ▶ Staff and parents of Whaley Middle School
- ▶ Local businesses and food truck vendors

Additionally, stakeholder interviews were conducted with the head of the School Police Division for Compton Unified School District and with County staff that operate the East Rancho Dominguez Community Resource Center, Library, and Park.

Community Events

To get a comprehensive understanding of the community's needs, project staff 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 East 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 30 surveys completed in English and Spanish.

Respondents' top three areas of concern were:

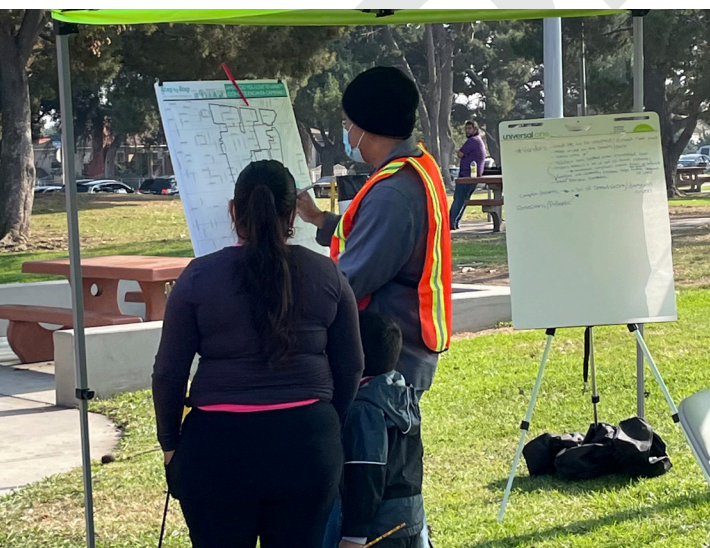
- ▶ Obstacles on the sidewalk
- ▶ Crime, violence, and/or gangs
- ▶ Poor lighting at night



Project staff collected input at community events like Parks After Dark.

Community events the project team attended included:

- ▶ Parks After Dark: East Rancho Dominguez (ERD) Park
- ▶ Halloween Trick or Treat at ERD Park
- ▶ Winter Wonderland at ERD Park
- ▶ Parks at Sunset at ERD Park
- ▶ Supervisor Holly J. Mitchell’s virtual Community Listening Session



Community input on barriers to walking at Workshop 1 in East Rancho Dominguez

Pop Up Community Outreach

The project team canvassed residents outside of schools and parks, business owners, and held several “pop-ups” at East Rancho Dominguez Park, informal or impromptu outreach efforts to intercept residents where they already gather.

The pop-ups allowed project staff to collect input from community members as they used the park and accessed resources at the East Rancho Dominguez Community Center. The informal, less-structured approach allowed for deeper conversations and greater insight from community members who may not have otherwise participated in the planning process.

Community Workshops Phase 1

On December 4, 2021, Public Health hosted a community open house workshop at East Rancho Dominguez Park. During the workshop, attendees identified barriers to walking in East Rancho Dominguez, including speeding, donuts/ street racing, pavement and sidewalk conditions, and inadequate 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.

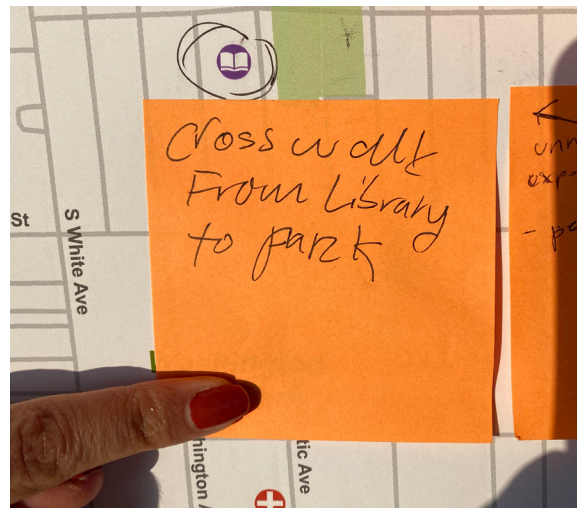
On December 9, 2021, Public Health hosted a virtual Pedestrian Plan Workshop, at which the project team provided attendees with an overview of the project, and solicited input from stakeholders from different project communities in separate virtual “rooms.”

Concerns and opportunities included:

- ▶ Speeding on Atlantic Avenue
 - ▶ A need to address drivers doing donuts in intersections and street racing (Atlantic Avenue and Compton Boulevard)
 - ▶ Pavement and sidewalk conditions (Atlantic Avenue between Compton Boulevard and Alondra Boulevard)
 - ▶ A need for increased lighting, particularly at East Rancho Dominguez Park and Library
- ▶ Additional marked crossing at Atlantic Boulevard and E Rose Street
 - ▶ Safer or new visible crosswalks connecting East Rancho Dominguez Park and Library

Community Workshops Phase 2

Following the release of the public draft of the East Rancho Dominguez Community Pedestrian Plan, project staff held a series of four in-person workshops between August 2022 and January 2023. On August 8, 2022, Public Health and Regional Planning hosted a Planning 101 Workshop to educate community



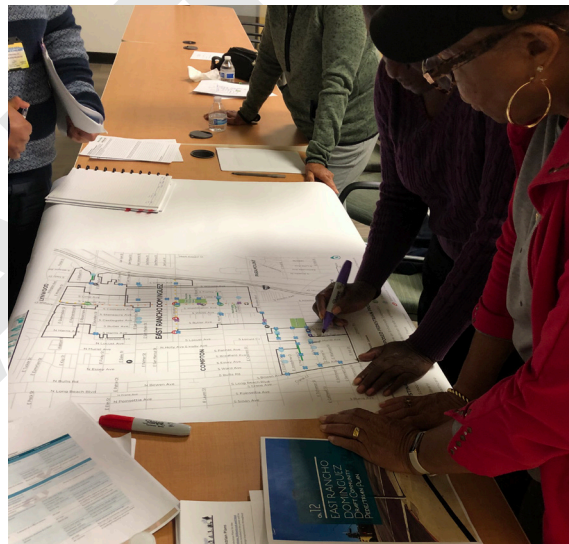
The workshop at East Rancho Dominguez Park included mapping exercises and kid-friendly activities.

members on the basics of the planning process. In collaboration with Public Works, Public Health also provided a workshop on the benefits of the urban forest and how the County manages trees on October 5, 2022.

To gather specific input on proposed improvements in the Plan, Public Health hosted two workshops, one at East Rancho Dominguez Park on December 2, 2022 and the other at East Rancho Dominguez Library on January 28, 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 the Plan workshops identified the community's desire for additional recommendations for traffic calming, pedestrian-scale lighting, and improved crossings. These comments were factored into the final list of proposed projects in this Plan.



East Rancho Dominguez residents provide feedback on the draft Plan at a workshop



Public Health and Public Works share information about street trees at a workshop in East Rancho Dominguez.

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

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

In East Rancho Dominguez, 90 percent of residents drive alone or carpool when traveling to work, compared to 70 percent in LA County. Just 3 percent of residents rely on public transportation and under one percent of residents report walking or biking to work in East Rancho Dominguez.¹ Nearly 93 percent of residents in East Rancho Dominguez have access to at least one vehicle. Residents are also almost twice as likely to have access to 3 or more vehicles than LA county as a whole, which may be due to multiple families or adults sharing a single home.²

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

The community is served by multiple Metro local bus lines:

- ▶ Line 125 along Rosecrans Avenue
- ▶ Line 260 along Atlantic Avenue
- ▶ Line 127 along Compton Boulevard, which also connects residents to the Metro A Line at Compton Station
- ▶ Line 128 along Alondra Boulevard

The project team conducted counts of people walking along Compton Boulevard between Lime Avenue and Frailey Avenue 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.

Manual counts were completed by the project team on Thursday, March 3 and Saturday, March 5, 2022. Thursday counts were completed from 7:00AM-9:00AM and 4:00PM-6:00PM. The

Saturday count was completed between 11:00AM and 1:00PM. The counters noted the number of pedestrians, perceived gender, and their general

age. Automated counters were also installed between March 17 and March 29, 2022 and counted the number of pedestrians walking by the counter every 15 minutes.

Automated and manual pedestrian counts summarized in Table 12-4 and 12-5 show us what pedestrian activity looks like along a key segment of Compton Boulevard in the heart of East Rancho Dominguez. Though count data is also used to assess whether a location meets a threshold for certain pedestrian improvements like traffic signals, 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 East Rancho Dominguez may seem low in another community.

Results show that peak pedestrian period during the manual counts was at 5:00PM on Thursday (Table 12-4). The peak day identified during the

automated counts was on Sunday, with over 1,000 pedestrian movements counted (Table 12-5).

MOTOR VEHICLE VOLUMES

Rosecrans Avenue is one of the highest-volume roads in East Rancho Dominguez. Within the boundaries of the community, Rosecrans Avenue has an average daily traffic volume ranging from 33,500 to 45,500 vehicles. Two other major roads in the community, Atlantic Avenue and Compton Boulevard, have average daily traffic volumes of 19,000 to 23,000 vehicles.¹

POSTED SPEED LIMITS

The posted motor vehicle speed limits on major roads in East Rancho Dominguez is 35 mph, including Atlantic Avenue, Rosecrans Avenue, Compton Boulevard. On residential streets, the posted speed limit is typically 25 mph.

¹ This information was collected via machine counts between 2016-2020. It is important to note that any data collected during the COVID-19 pandemic may be skewed. When possible, counts taken before 2020 were used to account for "typical" traffic volumes.

Table 12-4: East Rancho Dominguez Manual Pedestrian Counts Summary

Location	Pedestrian Volume During Peak Hour	Peak Time
Compton Boulevard, between Lime Avenue and Frailey Avenue	76	5:00 PM

Source: Los Angeles County, April 2022

Table 12-5: East Rancho Dominguez Automated Pedestrian Counts Summary

Location	Average Daily Pedestrian Movements	Peak Day of Week
Compton Boulevard, between Lime Avenue and Frailey Avenue	1372	Sunday

Source: Los Angeles County, April 2022

Challenges to Walking

This section examines past pedestrian collisions to better understand factors that lead to collisions, in addition to other challenges to walking, including nuisances and crime.

COLLISIONS

Between 2013 and 2022, there were 79 pedestrian-involved collisions within East Rancho Dominguez, including four fatalities. The highest concentrations of these collisions were along Compton Boulevard, Atlantic Avenue, and Rosecrans Avenue.

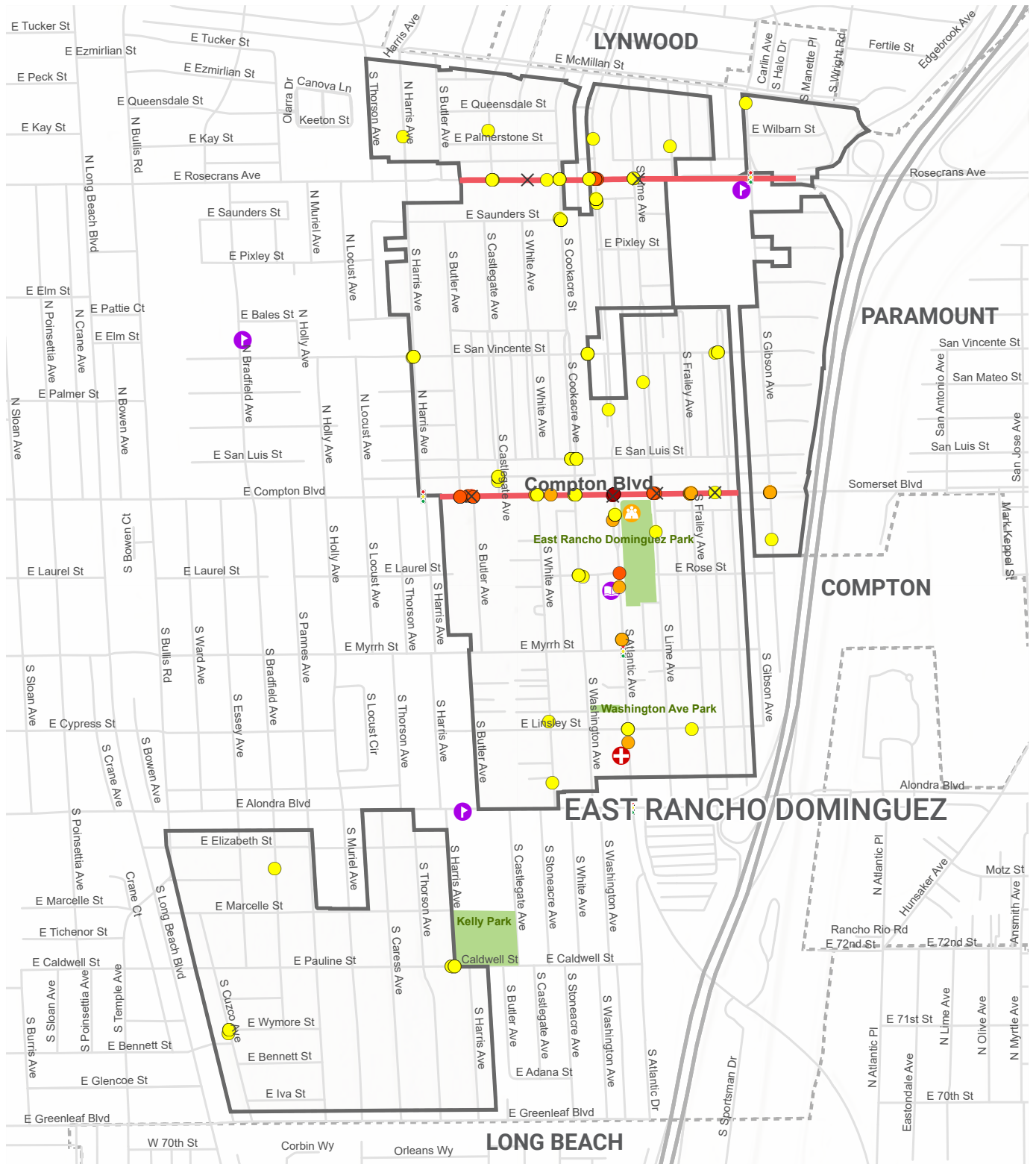
Most collisions occurred on Saturdays, Sundays, and Mondays during peak AM/PM commuting hours, which includes dawn and dusk (6AM-9AM & 5PM-8PM). Dusk and dawn can be dangerous for pedestrians because it may require walking in the dark, and as the sun rises or sets the sun angle can impact a driver's visibility of the roadway.

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 12-3.

The California Highway Patrol reported 55 percent of collisions were attributed to a pedestrians' failure to follow rules (e.g., crossing mid-block outside of a crosswalk). Another 31 percent of collisions were attributed to a motorist's failure to yield to a pedestrian who had the legal right-of-way.¹

¹ California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2013-2022, accessed in April 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. Data from 2021 and 2022 is provisional.

Figure 12-3: Map of pedestrian-involved collisions in East Rancho Dominguez (2013-2022)



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

DESTINATIONS

- Schools
- Library
- Healthcare
- Community Organization

PEDESTRIAN COLLISIONS

- Location with Fatality
- 1
- 2
- 3 - 4
- 5 - 7
- 8 - 10

- Collision Concentration Corridors
- Traffic Signal
- Rail
- Park

0 0.15 0.3 MILES

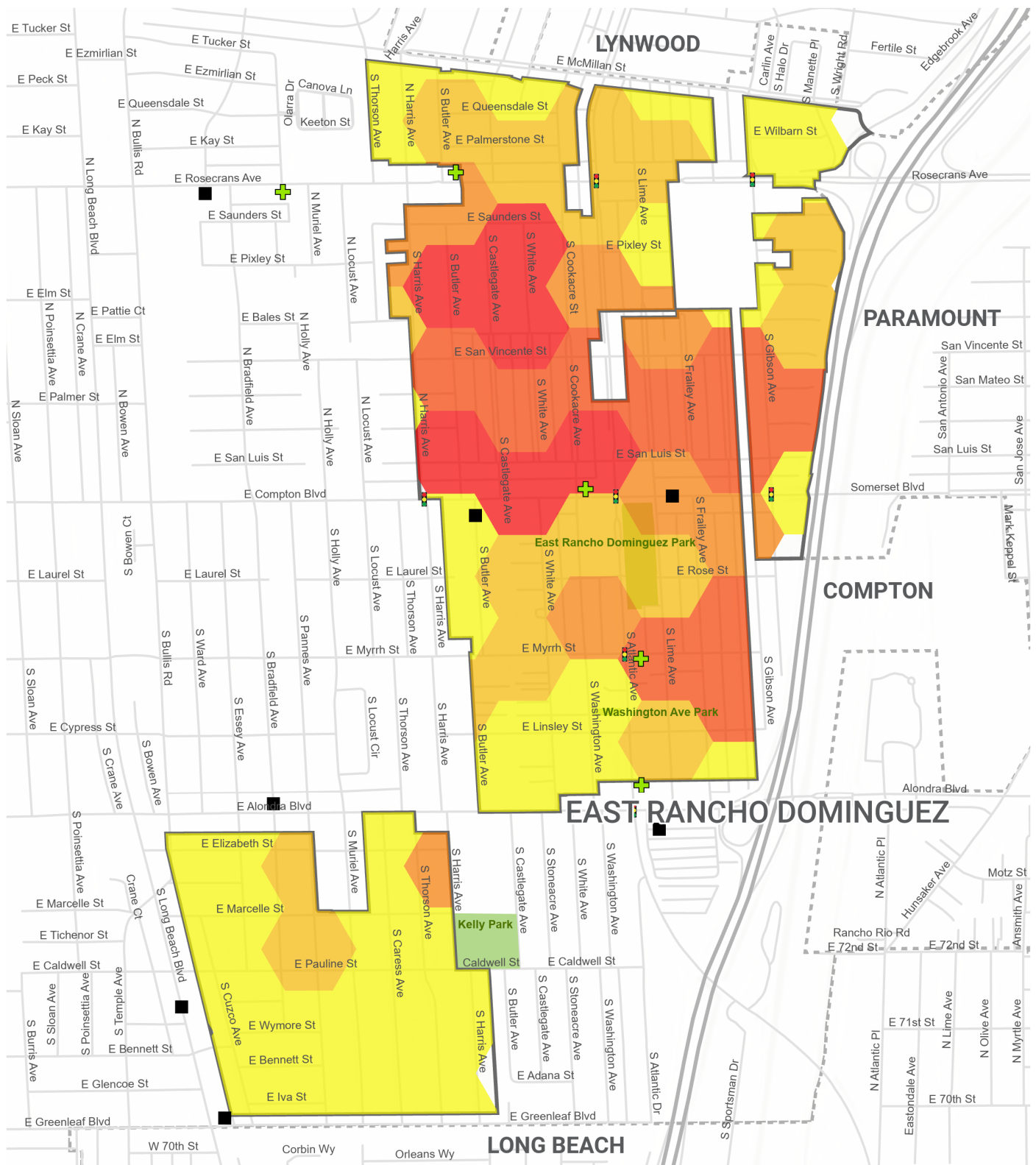


NUISANCE ACTIVITIES

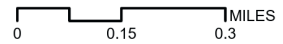
Nuisance activities are those that are considered by some residents to be unwanted, undesirable, or illegal activities that may impact the real and perceived safety, comfort, and attractiveness of the surrounding environment. Figure 12-4 illustrates locations of nuisance activities throughout East Rancho Dominguez:

- ▶ **Dispensaries:** There are five dispensaries within or adjacent to East Rancho Dominguez. Dispensaries are currently illegal to operate in unincorporated Los Angeles County and the City of Compton.
- ▶ **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 seven liquor stores within or just outside of East Rancho Dominguez.
- ▶ **Illegal Dumping:** Illegal dumping occurs across East Rancho Dominguez, though is most prevalent on South Williams Avenue. There is also ongoing illegal dumping in neighborhood alleyways. Illegal dumping can be detrimental to public health and can create a negative visual perception of safety, which can discourage pedestrian activity.

Figure 12-4: Map showing nuisance activities in East Rancho Dominguez, 2021



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



DESTINATIONS

- Schools
- Library
- Healthcare
- Community Organization

NUISANCES

- Liquor Store
- Dispensary

ILLEGAL DUMPING COUNT

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

- Traffic Signal
- Park
- Rail

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 December 2020, East Rancho Dominguez experienced about 25 crimes per 10,000 people. Property crimes, which include theft,¹ grand theft auto, and theft from vehicles, accounted for many reported crimes. Violent crime, which includes homicide, rape, aggravated assault, and robbery,² accounted for nearly 27 percent of crimes committed in East Rancho Dominguez.³ Violent crimes are shown in Figure 12-5, with homicide locations specifically identified.

GANG ACTIVITY

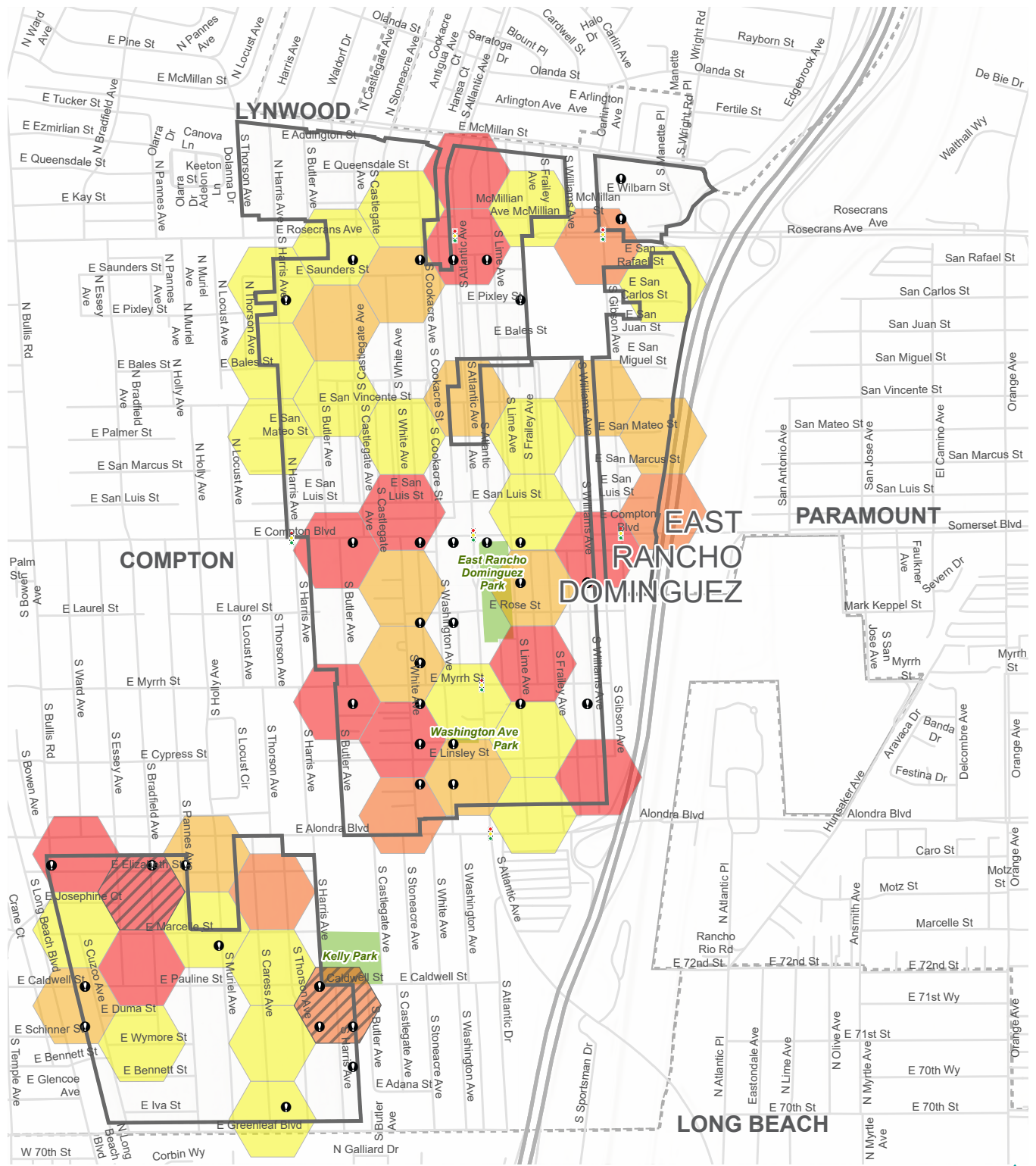
Concentrations of gang-related crimes have occurred along Compton Boulevard, White Avenue, and Saunders Street (see Figure 12-5). Fear of gangs and gang violence can discourage people from walking or even leaving their homes.

1 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.

2 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.

3 County Sheriff's Department cited by Los Angeles Times Mapping, 2021. Crime data was collected for December 2019 to June 2020, the most recent available data.

Figure 12-5: Map showing violent crime and gang activity in East 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
- Location of Reported Homicide
- Least
- Most
- Traffic Signal
- Rail
- Park

0 0.15 0.3 MILES



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. East Rancho Dominguez is one of the most pollution-burdened communities in LA County, due to concentrations of polluting industries in adjacent communities and intense transportation uses from truck-heavy routes to several major freeways. East 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 close to the region's major transportation systems, including the SR-91, I-105, and I-710 freeways, East Rancho Dominguez's air quality is among the worst in California. According to the California Office of Health Hazard and Assessment's CalEnviroScreen 4.0 analysis (Figure 12-6), most census tracts in East Rancho Dominguez rank above the 80th percentile for pollution burden, meaning their exposure to pollution is greater than the vast majority -- 80% -- of other census tracts in California.¹ Diesel emissions from trucks on freeways and streets contribute significantly to local and regional air pollution, including

Particulate Matter 2.5 (PM 2.5) and Diesel Particulate Matter (DPM).² Most census tracts in East Rancho Dominguez also rank above the 80th percentile for PM 2.5 and DPM. 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

Los Angeles's history of oil extraction has also had long term effects on communities like East Rancho Dominguez. At present, there are no oil or gas wells located within the East Rancho Dominguez boundaries; however, there are at least 2 idle oil or gas wells located in nearby communities.⁴ According to a 2018 report by Public Health, particulate matter and Volatile Organic Compounds from oil and gas extraction activities "can contribute to harmful human health effects, including eye, nose and throat irritation; exacerbations of asthma; and other respiratory conditions,"⁵ among other health impacts.

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

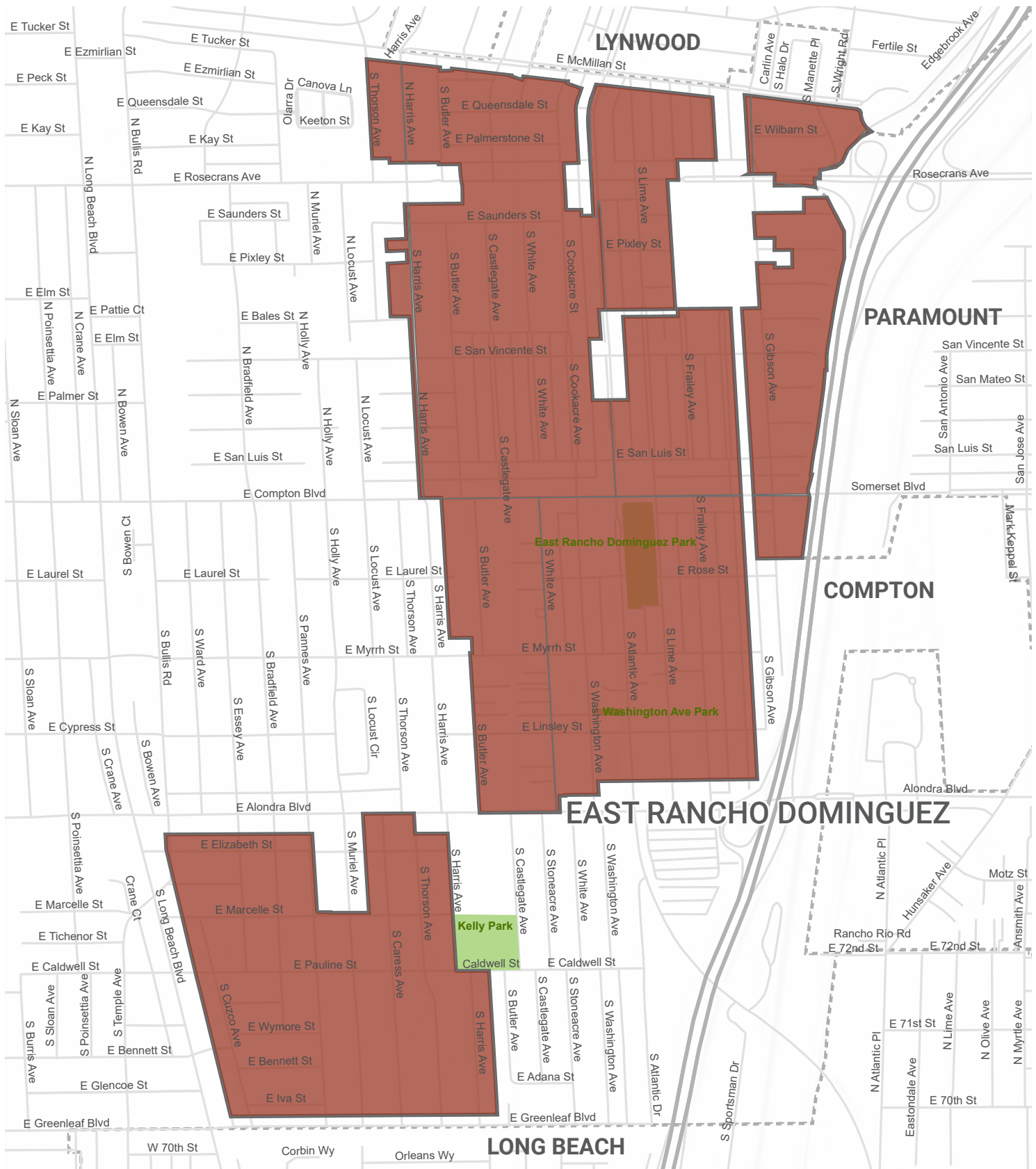
² <https://experience.arcgis.com/experience/11d-2f52282a54ceebcac7428e6184203/page/Draft-CalEnviroScreen-4.0/>

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

⁴ <https://maps.conservation.ca.gov/doggr/wellfinder/#/>

⁵ http://publichealth.lacounty.gov/eh/docs/PH_OilGasFacilitiesPHSafetyRisks.pdf

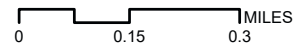
Figure 12-6: Map of CalEnviroScreen 4.0 Results in East Rancho Dominguez



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

POLLUTION BURDEN PERCENTILE

75-100



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. East Rancho Dominguez has 3 of 5 census tracts in the highest tier for social sensitivity in Los Angeles County. Similarly, the northwest corner of the community, Census Tract 5421.03, ranks among the most vulnerable to health impacts from extreme heat on the State of California’s Heat Health Action Index.¹

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

Humans start to experience higher risk of heat illness at 95°F. According to the CVA, East Rancho Dominguez historically experiences 95th-percentile daily maximum temperatures of 86.8°F, which is projected to increase 7.6°F to 94.4°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, East Rancho Dominguez historically sees 28.1 heavy rain days each year, which the CVA projects will increase by 5.9 to 34 heavy rain days by late-century. Localized flooding can occur in inland places like East Rancho Dominguez when stormwater infrastructure is overwhelmed, and streets and sidewalks can become dangerous or impassable.

According to the CVA, East Rancho Dominguez has relatively low community-level adaptive capacity due to limited tree canopy (17 percent vs. 20 percent countywide), lots of pavement and other impermeable surfaces (62 percent vs. 23 percent countywide), and other features of the built environment that magnify the impacts of even modest increases in temperature.

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 East Rancho Dominguez. These opportunities are recorded in Figure 12-8 and Figure 12-9. 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 on both sides of the street throughout East Rancho Dominguez. Sidewalks as narrow as 4-5 feet were noted intermittently throughout the neighborhood, such as locations along Rosecrans Avenue, Cookacre Street, Gibson Avenue, and San Vincent Street. Some segments

of Rosecrans Avenue, Atlantic Avenue, and Compton Boulevard feature relatively wide sidewalks between 12-16 feet, providing ample space for pedestrian travel.

Many community sidewalks are in relatively good condition, though some exhibit damage from tree roots, particularly around East Rancho Dominguez Park

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.

Marked crosswalks exist only at select locations in East Rancho Dominguez, typically at intersections along major streets and near schools. Most marked crosswalks are standard



A standard crosswalk with parallel lines on Atlantic Avenue



A yellow ladder crosswalk outside of Whaley Middle School on Gibson Avenue



An example of a high-visibility continental crosswalk

style, though yellow high-visibility markings are used in school zones.

Many intersections within East Rancho Dominguez are unmarked such as along Rosecrans Avenue, Cookacre Street, and Gibson Avenue. Additionally, along major corridors such as Compton Boulevard, there are stretches as long as 1,500 feet between marked crossing, which may result in pedestrians crossing at locations with no traffic controls or crosswalks.

Curb Ramps and Radii

Curb ramps can assist all users in moving from the street to the sidewalk. For example, a sidewalk without a curb ramp can be a barrier to someone in a wheelchair, leading them to travel in the street instead of on the sidewalk and to use driveways for access to and from the sidewalk. Most intersections along major roads in East Rancho Dominguez have single curb ramps that align diagonally with the intersection.

Curb radii in East Rancho Dominguez vary. Radii are larger (over 30 feet) at intersections like Compton Boulevard and Atlantic Avenue, which allows vehicles to make turns into the crosswalk without significantly slowing their travel speed.

Radii are smaller (less than 15 feet) at other intersections like Atlantic Boulevard and Myrrh Street, providing for slower vehicle turns, as well as shorter pedestrian crossing distances.

Traffic Signals

Traffic signals are present at most major intersections in East Rancho Dominguez and include pushbutton-activated countdown walk signals. Some intersections in East Rancho Dominguez also feature a Leading Pedestrian Interval, signal timing that gives pedestrians a 3-7 second “head start” to cross before vehicle traffic gets a green light.

Lighting

No pedestrian-scale lighting, defined in Chapter 3, exists in East Rancho Dominguez. Most major roads in East Rancho Dominguez do have street lighting, which illuminates the roadway but does not always light the sidewalk, which could discourage community members from walking at night.

Tree Canopy

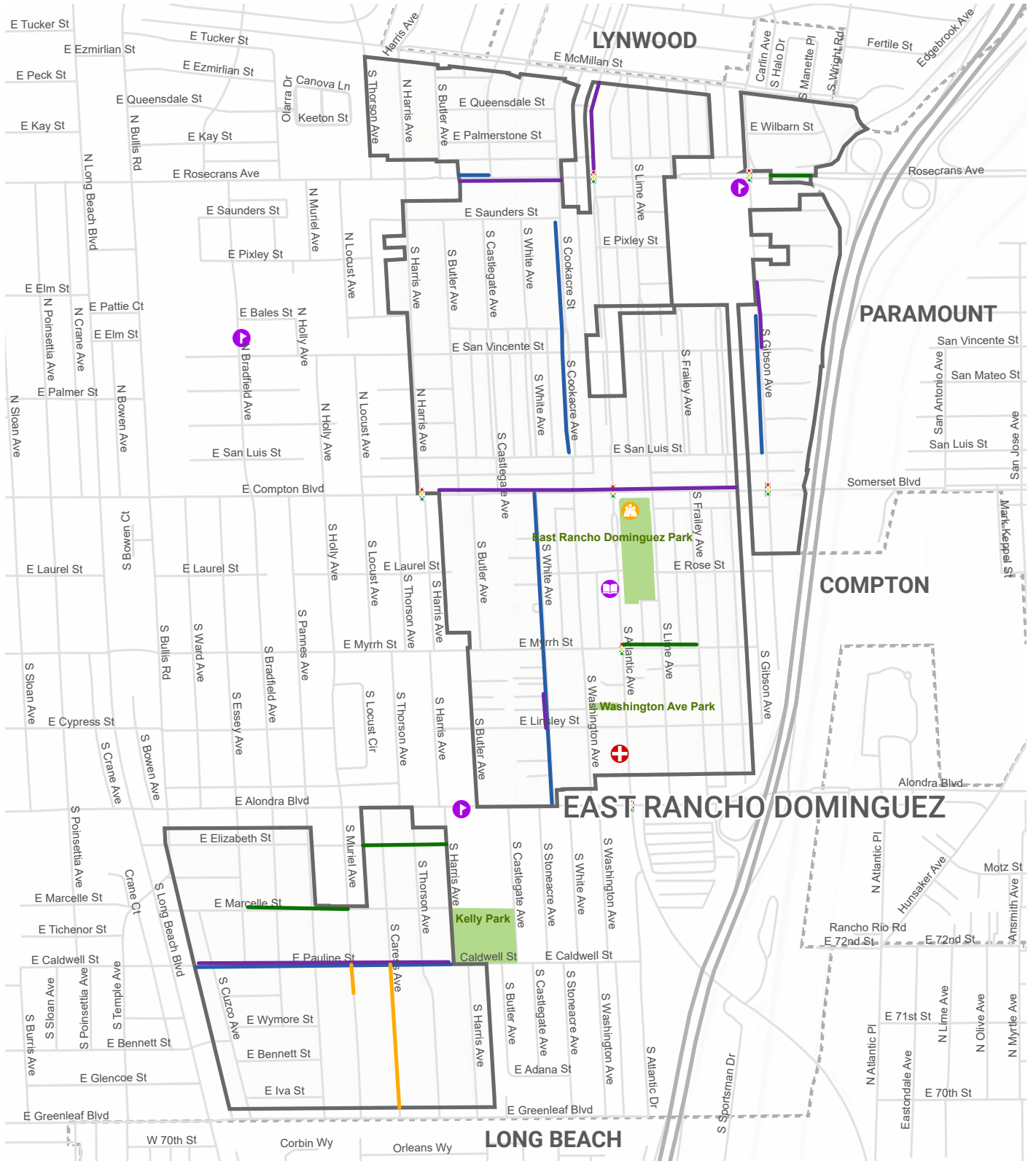
According to the Healthy Places Index, 79 percent of other communities in California have greater tree canopy coverage than East Rancho Dominguez.¹

Dense tree canopy coverage can beautify the community, making walking feel safer and more pleasant; provide important mental health benefits; and improve overall quality of life. Trees are important tools for cooling neighborhoods and helping communities adapt to a changing climate.

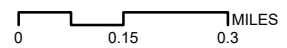
Even so, while there are many benefits to a robust tree canopy, nearly all trees can conflict with surrounding infrastructure. Having enough space around and above trees is an important consideration in which species are planted, where, and for what purpose.

¹ Healthy Places Index, 2021.

Figure 12-8: Map of walk audit observations related to sidewalks and paths in East Rancho Dominguez



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



DESTINATIONS

- Schools
- Library
- Healthcare
- Community Organization

SIDEWALK OBSERVATIONS

- Limited lighting
- Limited shade
- Narrow sidewalk
- No Sidewalk
- Traffic Signal
- Park
- Rail

* 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 12-9: Map of walk audit observations related to intersections in East Rancho Dominguez



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

DESTINATIONS

- Schools
- Library
- Healthcare
- Community Organization

SIDEWALK OBSERVATIONS

- NOT TO CURRENT ADA STANDARDS/ DAMAGED CURB RAMPS
- NOT TO CURRENT ADA STANDARDS/ DAMAGED CURB RAMPS, UNMARKED CROSSWALK

0 0.15 0.3 MILES



- 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 East 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 East 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.

Most proposed projects are concentrated on major roadways including Compton Boulevard, a portion of which is a Vision Zero Collision Concentration Corridor. These corridors have a history of pedestrian-related collisions, high motor vehicle volumes and speeds, 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:

- ▶ Roadway reconfiguration on Atlantic Avenue from San Vicente Street to Alondra Boulevard, if feasible, to help curb vehicle speeds.
- ▶ Removal of the existing slip lane at Gibson Avenue and Rosecrans Avenue to help slow vehicle speeds and shorten the distance pedestrians must cross at this complex intersection. The removed slip lane could also be used as space for an enhanced bus stop, space for street trees, or other type of community space.

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:

- ▶ New and enhanced crossings along Atlantic Avenue, Compton Boulevard, and Gibson Avenue to provide a safer environment for

pedestrians, with high-visibility crosswalks and new beacons better alerting drivers to the presence of pedestrians. Curb extensions and ADA compliant curb ramps to provide a safer, more accessible experience for all users of the street.

- ▶ Leading pedestrian intervals, advanced yield markings, high-visibility crosswalks, and curb extensions at several intersections along Atlantic Avenue.
- ▶ High-visibility crosswalks, curb extensions pedestrian-activated warning systems, and leading pedestrian intervals along Compton Boulevard.

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 along Cuzco Avenue and Caress Avenue to create a dedicated space for pedestrians.

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:

- ▶ A mini roundabout at the intersection of Gibson Avenue and San Vicente Street to help reduce unsafe driver behavior.
- ▶ Traffic circles or other traffic calming treatments to slow vehicle speeds and prevent unsafe driver behavior like “donuts” along Elizabeth Street, Marcelle Street, Myrrh Street, Pauline Street, Harris Avenue, and Lime Avenue.

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 East Rancho Dominguez. These proposals include, but are not limited to:

- ▶ Atlantic Avenue between the north community boundary and Rosecrans Avenue.
- ▶ Lime Avenue between San Luis Street and Myrrh Street.

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 at multiple locations along Compton Boulevard.

These proposed projects are detailed in Table 12-5, and are mapped in Figure 12-10. 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 and project prioritization scoring.

Implementation of proposed projects in East 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 12-5: Proposed pedestrian projects in East 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
Alondra Avenue					Average Corridor Score: 48.5	
County/City of Compton	E Alondra Boulevard & S Butler Avenue	East leg	Restripe as yellow continental crosswalk	\$3,000	\$5,000	47.0
			Install RRFB	\$80,000	\$80,000	
			Install pedestrian-activated warning system	\$125,000	\$400,000	
		Northeast and southeast corner	Install curb extension	\$130,000	\$200,000	
		East-west direction	Install advance yield marking	\$4,000	\$4,000	
County/City of Compton	E Alondra Boulevard & S White Avenue	West and north leg	Restripe as yellow continental crosswalk	\$6,000	\$10,000	50.0
		Northwest corner	Install curb extension	\$65,000	\$100,000	
Atlantic Avenue					Average Corridor Score: 69.1	
County/City of Compton	S Atlantic Avenue (north community boundary to Rosecrans Avenue)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	60.0
County/City of Compton	S Atlantic Avenue (Rosecrans Avenue to southern community boundary)	Both sides of street	Study for roadway reconfiguration	\$200,000	\$300,000	80.0
County/City of Compton	S Atlantic Avenue (E San Vicente Street to E Alondra Boulevard)	Both sides of street	Plant street trees	\$55,000	\$75,000	85.0

Table 12-5: Proposed pedestrian projects in East 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 Atlantic Avenue & Linsley Street	North and west legs	Stripe continental crosswalk	\$6,000	\$10,000	58.3
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		North leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
County	S Atlantic & E Myrrh Street	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	67.0
			Restripe as continental crosswalk	\$12,000	\$20,000	
County	S Atlantic Avenue & E Rose Street	North leg	Install pedestrian-activated warning system	\$125,000	\$400,000	64.5
			Install pedestrian refuge island	\$40,000	\$65,000	
		North and west legs	Stripe continental crosswalk	\$6,000	\$10,000	
		Northwest and northeast corners	Install curb extension	\$130,000	\$200,000	
		North-south direction	Install advance yield markings	\$4,000	\$4,000	
County	S Atlantic Avenue & E Rosecrans Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	70.0
		All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Westbound, northwest corner	Install bus shelter	\$28,000	\$28,000	

Table 12-5: Proposed pedestrian projects in East 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
Caress Avenue					Average Corridor Score: 35.0	
County	S Caress Avenue (E Pauline Street to southern community boundary)	Both sides of street	Install sidewalks	\$61,920	\$89,440	35.0
Compton Boulevard					Average Corridor Score: 67.0	
County	E Compton Boulevard & Atlantic Avenue	Northwest and southwest corners	Install bus bulb	\$400,000	\$780,000	85.0
		Southeast and northeast corner	Install curb extension	\$130,000	\$200,000	
		All legs	Restripe as continental crosswalk	\$12,000	\$20,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval	\$4,000	\$30,000	
		Eastbound, southwest corner	Install bus shelter	\$28,000	\$28,000	
County	E Compton Boulevard (N Harris Avenue to Long Beach Highway)	Both sides of the street	Install pedestrian-scale lighting	Varies	Varies	70.0
County/City of Compton	E Compton Boulevard & N Harris Avenue	Northeast and southeast corners	Install bus bulb	\$400,000	\$780,000	53.3
		All legs	Restripe as continental crosswalk	\$12,000	\$20,000	
		Southwest corner	Install curb extension	\$65,000	\$100,000	

Table 12-5: Proposed pedestrian projects in East 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 Compton Boulevard & S Castlegate Avenue	North and east legs	Stripe continental crosswalk	\$6,000	\$10,000	68.3
		East leg	Install pedestrian-activated warning system	\$125,000	\$400,000	
		Northeast corner	Install bus bulb	\$200,000	\$390,000	
		West-east direction	Install advance yield marking	\$4,000	\$4,000	
County	E Compton Boulevard & S Gibson Avenue	All legs	Restripe as continental crosswalk	\$12,000	\$20,000	58.0
		Northwest corner, southeast corner	Install curb extension	\$130,000	\$200,000	
County	E Compton Boulevard & S Lime Avenue	Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	68.7
		East leg	Restripe as continental crosswalk	\$3,000	\$5,000	
		All legs	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	
Cuzco Avenue					Average Corridor Score: 41.0	
County	S Cuzco Avenue & E Bennett Street	West leg	Stripe continental crosswalk	\$3,000	\$5,000	42.0
City of Compton	S Cuzco Avenue (E Greenleaf Boulevard to E Iva Street)	West side of street	Install sidewalks	\$5,400	\$7,800	40.0

Table 12-5: Proposed pedestrian projects in East 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
Elizabeth Street					Average Corridor Score: 37.8	
County	E Elizabeth Street & S Bradfield Avenue	North and south legs	Stripe continental crosswalks	\$6,000	\$10,000	42.0
County	E Elizabeth Street (S Caress Avenue to S Harris Avenue)	Both sides of street	Plant street trees in existing greenway strip	\$55,000	\$75,000	40.0
County	E Elizabeth Street & S Caress Avenue	North and south legs	Stripe as yellow continental crosswalk	\$6,000	\$10,000	45.0
		All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	
County	E Elizabeth Street & S Thorson Avenue	North leg	Stripe continental crosswalk	\$3,000	\$5,000	40.0
		All corners	Install new ADA compliant curb ramp where nonexistent	\$40,000	\$60,000	
		All way	Install roundabout/ traffic circle	\$100,000	\$650,000	
County/City of Compton	E Elizabeth Street & S Bullis Road	North and south legs	Stripe continental crosswalk	\$6,000	\$10,000	40.0
County/City of Compton	E Elizabeth Street & S Pannes Avenue	West and east legs	Stripe continental crosswalk	\$6,000	\$10,000	32.5
			Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	
County	E Elizabeth Street & Essey Avenue		Install roundabout/ traffic circle	\$100,000	\$650,000	25.0

Table 12-5: Proposed pedestrian projects in East 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
Gibson Avenue					Average Corridor Score: 43.1	
County	S Gibson Avenue & E Rosecrans Avenue	Northeast corner	Remove slip lane; reclaim pedestrian space	\$50,000	\$100,000	55.0
		All legs	Stripe yellow continental crosswalk	\$12,000	\$20,000	
County/City of Compton	S Gibson Avenue & E San Juan Street	Northeast and southeast corners	Install curb extension	\$130,000	\$200,000	41.7
		North and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	S Gibson Avenue & E San Vicente Street	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	\$100,000	\$650,000	32.5
		All legs	Stripe as yellow continental crosswalk	\$12,000	\$20,000	
Harris Avenue					Average Corridor Score: 36.7	
County/City of Compton	S Harris Avenue & E Elizabeth Street	North and south legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	40.0
County/City of Compton	S Harris Avenue & E Marcelle Street	North and west legs	Stripe as yellow continental crosswalk	\$6,000	\$10,000	40.0
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
		Northeast corner	Install new ADA compliant curb ramp	\$10,000	\$15,000	

Table 12-5: Proposed pedestrian projects in East 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 Harris Avenue & E Saunders Street	Northeast and northwest corner	Install curb extension	\$130,000	\$200,000	30.0
Lime Avenue					Average Corridor Score: 52.3	
County	S Lime Avenue & E Rose Street	Northeast, southeast, and southwest corners	Install curb extension	\$195,000	\$300,000	51.7
		East and south legs	Stripe continental crosswalk	\$6,000	\$10,000	
		North-south direction	Install advance yield marking	\$4,000	\$4,000	
County	S Lime Avenue & E San Luis Street	East leg	Stripe continental crosswalk	\$3,000	\$5,000	55.0
County	S Lime Avenue & E San Vicente Street	North leg	Stripe as yellow continental crosswalk	\$3,000	\$5,000	55.0
County	S Lime Avenue & E Linsley Street		Install roundabout/traffic circle	\$100,000	\$650,000	40.0
County	S Lime Avenue (E San Luis Street to E Myrrh Street)	Both sides of street	Install pedestrian-scale lighting	Varies	Varies	65.0
Marcelle Street					Average Corridor Score: 38.8	
County	E Marcelle Street & S Cuzco Avenue	South leg	Stripe continental crosswalk	\$3,000	\$5,000	40.0

Table 12-5: Proposed pedestrian projects in East 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	E Marcelle Street (S Essey Avenue to S Muriel Avenue)	North side of street	Plant street trees in existing parkway	\$55,000	\$75,000	35.0
County/City of Compton	E Marcelle Street & S Muriel Avenue	All corners	Install new ADA compliant curb ramp	\$40,000	\$60,000	40.0
County	E Marcelle Street & S Bradfield Avenue	East and west legs	Stripe continental crosswalk	\$6,000	\$10,000	40.0
Muriel Avenue					Average Corridor Score: 35.0	
County	S Muriel Avenue (E Pauline Street to 400 feet south of E Pauline Street)	Both sides of street	Install sidewalks	\$18,000	\$26,000	35.0
Myrrh Street					Average Corridor Score: 48.7	
County	E Myrrh Street (S Atlantic Avenue to S Frailey Avenue)	North side of street	Plant street trees in existing parkway	\$55,000	\$75,000	57.0
County	E Myrrh Street & S Lime Avenue	North and west legs	Stripe continental crosswalk	\$6,000	\$10,000	46.7
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
		All way	Install roundabout/ traffic circle	\$100,000	\$650,000	

Table 12-5: Proposed pedestrian projects in East 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 Myrrh Street & S White Avenue	All way	Install a roundabout, traffic circle, or mini-roundabout if appropriate	\$100,000	\$650,000	42.5
		North and west legs	Stripe continental crosswalk	\$6,000	\$10,000	
Pauline Street						Average Corridor Score: 33.1
County	E Pauline Street & S Bradfield Avenue	North and south legs	Stripe continental crosswalk	\$6,000	\$10,000	40.0
County	E Pauline Street & S Cuzco Avenue	East and west legs	Stripe continental crosswalk	\$6,000	\$10,000	35.0
		All corners	Install curb extension	\$260,000	\$400,000	
County/City of Compton	E Pauline Street & S Harris Avenue	North and east legs	Restripe as yellow continental crosswalk	\$6,000	\$10,000	33.7
		Northwest, northeast, and southeast corners	Install curb extension	\$195,000	\$300,000	
		All legs	Install pedestrian-scale lighting	Varies	Varies	
County	E Pauline Street & S Muriel Avenue	Northwest and northeast corners	Install new ADA compliant curb ramp	\$20,000	\$30,000	32.5
		All way	Install roundabout/ traffic circle	\$100,000	\$650,000	

Table 12-5: Proposed pedestrian projects in East 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 Pauline Street & S Thorson Avenue	Northwest, northeast, and southeast corners	Install new ADA complaint curb ramp	\$30,000	\$45,000	35.0
		North and east legs	Stripe as yellow continental crosswalk	\$6,000	\$10,000	
		All way	Install roundabout/ traffic circle	\$100,000	\$650,000	
County	E Pauline Street & S Pannes Avenue	All way	Install roundabout/ traffic circle	\$100,000	\$650,000	25.0
Rosecrans Avenue					Average Corridor Score: 41.7	
County/ Caltrans	Rosecrans Avenue (4917 Rosecrans Avenue to 4951 Rosecrans Avenue)	North side	Plant street trees, install pedestrian lighting	\$55,000	\$75,000	50.0
Caltrans	Rosecrans Avenue & SB 710 On-Ramp	North side	Coordinate with Caltrans on implementing pedestrian enhancements at the SB 710 On/ off-Ramps	Varies	Varies	37.5
Caltrans	Rosecrans Avenue & SB 710 Off-Ramp	South side	Coordinate with Caltrans on implementing pedestrian enhancements at the SB 710 On/ off-Ramps	Varies	Varies	37.5

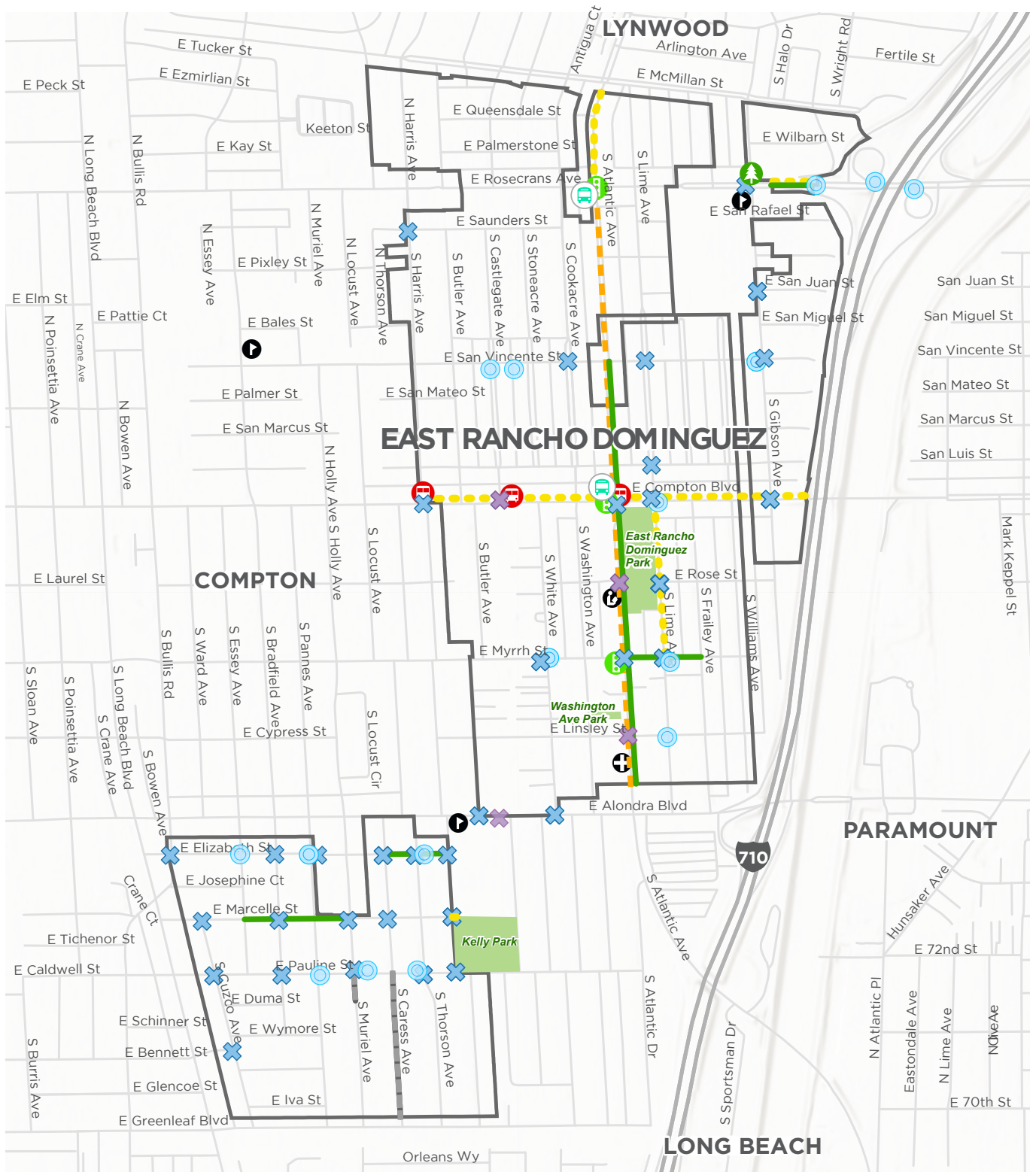
Table 12-5: Proposed pedestrian projects in East Rancho Dominguez, continued
 Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low ¹	Estimated Capital Cost - High ¹	Prioritization Score
San Vicente Street					Average Corridor Score: 40.7	
County	E San Vicente Street & S Cookacre Street	North leg	Stripe continental crosswalk	\$3,000	\$5,000	52.0
County	E San Vicente Street & S White Avenue	All corners	Curb extension or other traffic calming device to reduce potential for vehicles turning donuts	\$260,000	\$400,000	35.0
County	E San Vicente Street & S Castlegate Avenue	All corners	Curb extension or other traffic calming device to reduce potential for vehicles turning donuts	\$260,000	\$400,000	35.0
Total Capital Costs ²				\$6,363,320	\$16,457,240	
Contingency (20% of total capital cost)				\$1,272,664	\$3,291,448	
Total P.E. (30% of total capital cost)				\$1,908,996	\$4,937,172	
Total Construction Engineering (50% of total capital cost)				\$3,181,660	\$8,228,620	
Community Total				\$12,726,640	\$32,914,480	

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.

Figure 12-9: Proposed pedestrian projects in East Rancho Dominguez



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

DESTINATIONS

- Schools
- Library
- Healthcare
- Parks

PROPOSED PEDESTRIAN PROJECTS

- New or Enhanced Sidewalks
- Pedestrian-Scale Lighting
- Street Trees
- Study for Potential Road Reconfiguration
- New or Enhanced Crossing
- New or Enhanced Crossing with Beacon/Signal
- Signal Update
- Traffic Calming
- Enhanced Transit Stop
- Install New Bus Shelter
- Pocket Park

Road Network

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

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 12-6 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in East Rancho Dominguez. Relevant actions from the County's Vision Zero Action Plan are listed in Table 12-7.

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 East Rancho Dominguez are listed in Table 12-8.

Table 12-6: Countywide Actions Suggested for East Rancho Dominguez

Action	Lead Departments	Timeframe
EH-2.1: Develop guidelines that establish a maximum distance between controlled intersections and marked crosswalks on major and secondary streets, where feasible.	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	On-going
Action EH-2.7: When planning and designing corridor projects, incorporate supportive pedestrian amenities such as landscaping and street furniture, as funding is available.	Public Works	On-going
Action EH-3.3: Finalize the Parklet Application Manual and develop an online application that allows community stakeholders to apply for approval to construct and operate a parklet in the road right-of-way.	Public Works	On-going
Action EQ-2.5: Design and construct accessible pedestrian medians or islands to create a pedestrian refuge area, where feasible and appropriate.	Public Works	On-going

Table 12-7: Vision Zero Actions Suggested for East 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 12-8: Countywide Programs Suggested for East 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 pickup.
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, such as sidewalk obstructions causing issues in East Rancho Dominguez. If the service is not handled by Los Angeles County, The Works will provide residents with the appropriate contact information.

CONCLUSION

The East 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 East 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 East 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 East Rancho Dominguez residents overall.