Los Angeles County Metro Area Plan

Appendix F: Mobility Study

320 West Temple Street, 13th Floor,
Los Angeles, CA 90012

Los Angeles County Metro Area Plan

Mobility Existing Conditions Study

Summary

The Mobility Existing Conditions study for each of the communities included in the Los Angeles Metro Area Plan (Area Plan) includes a review of existing conditions and mobility needs assessment to inform recommendations to support the development of the Area Plan.

All seven Area Plan communities shared some commonalities with regards to their mobility conditions, constraints, and opportunities. Some of these include:

- All seven communities have Metro Bus or Metro Rail system service, with local or municipal providers that also connect to the Metro system;
- All seven communities are entirely or mostly within a Southern California Association of Governments designated High Quality Transit Area (a location within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours);
- Most of the communities have a grid pattern roadway network with residential and industrial areas that have roadway access semi-disconnected from the street grid by dead-ending streets or an angled internal street network;
- Most of the communities have plans proposed by other agencies to expand active transportation infrastructure, particularly bicycle routes, throughout the community; however, many of these plans are unfunded; and
- Most of the communities have industrial uses and freight rail corridors that constrain mobility either within in or in-and-out of the community.

Mobility Conditions, Constraints and Opportunities

The following section provides a summary of the mobility conditions, constraints, and opportunities for each community.

East Los Angeles

- The hilly topography of the west side of the community results in winding roads that constrain access.
- No existing bike routes connect to the Metro L (Gold) Line stations within the community.
- Major freeway interchanges pose a significant barrier for residents to access LA County USC Medical Center, Cal State LA and its Metrolink and Metro J (Silver) Line stations.
- Metro Eastside Extension Phase 2 will connect the community to the southeast, expanding high quality transit opportunities.

Metro Area Plan

East Rancho Dominguez

- Local streets often terminate rather than connect to two major or secondary roadways.
- Most crashes involving pedestrians take place in the southern area of the community.
- Lacks existing east-west connections from the community to nearby Los Angeles River Bicycle Trail and other regional bike connections.
- There is an unserved opportunity to connect the community to the nearby Metro C Line (Green) Long Beach Blvd Station via transit.

Florence-Firestone

- Local streets often terminate rather than connect to two major or secondary roadways.
- Crashes involving pedestrians and cyclists are most heavily concentrated in the northern and western parts of the community, clustered around certain intersections on route to Metro A (Blue) Line Stations.
- Active freight railroad tracks limit safe crossings and through streets in some areas constrains convenient pedestrian access.
- Vertical transfers by stair or elevator at aerial Slauson and Firestone stations constrain access.
- Access to at grade Florence Station forces transferring or walking riders to cross local streets on approach to the station from either direction and to cross freight tracks from the west.

Walnut Park

- There are no existing bikeways within the community; however, there are bikeways proposed.
- The southwest residential neighborhood is less connected to both the local and regional bus system than the rest of the community.
- Mobility is primarily constrained by access in and out of the community; as a small and dense community this access could be critical.

West Athens-Westmont

- Crashes involving pedestrians and cyclists were more heavily concentrated in the northern half of the community on major thoroughfares.
- I-105, at grade freight rail crossings, and the ramps and elevated portion of Imperial Highway pose the greatest pedestrian barriers around the Vermont/Athens Station.
- Coverage by Metro and municipal bus lines is largely divided by I-105, with Metro serving the area north of the freeway and Gardena Transit and Torrance Transit serving south of the freeway.
- Vermont Transit Corridor is planned to terminate at 120th Street. As a current and future crossroads for transfers, coordination opportunities exist among different transit services and providers.
- Prevalence of crashes, especially involving pedestrians and pedestrian deaths, on major roadways indicates a safety issue.

West Rancho Dominguez-Victoria

- Industrial areas in the western and southern portions of the community have large block sizes compared to the rest of the community.
- Pedestrian and cyclist crashes are distributed throughout the community on both arterial and local neighborhood streets, though a disproportionate number occur near the intersection of El Segundo Boulevard and Broadway Avenue adjacent to Athens Park.

- Lacks bikeway connections overall, with only a limited connection provided in the northeastern portion. Pedestrian and cyclist crashes in the southern industrial area of the community suggest an opportunity to improve bicycle and pedestrian conditions as well as extend transit service.
- Relatively low transit ridership compared to the other Area Plan communities.
- The proximity of three rail and two busway stations, too far to walk from most parts of the community but close enough to bike or take the bus to, presents an opportunity to improve transit and bicycle connections in the community.

Willowbrook

- The roadway network lacks through connections to major or secondary highways. While this helps separate residential neighborhoods from commercial and industrial uses, it also constrains access to and from those uses as well as other local and regional resources.
- Pedestrian and cyclist crashes are concentrated in the southern half of the community, on both arterial and local neighborhood streets.
- The at grade rail running through the center of the community as well as skewed and dead ending streets constrains all modes of transportation, but particularly bicycle and pedestrian travel.
- Concentration of pedestrian and cyclist crashes in the southern part of the community, along the Metro A (Blue) Line, and near the rail station especially indicates a need for pedestrian and bicycle improvements in that area.
- As one of the largest rail to rail transfer points in all of Los Angeles County, there is opportunity to capitalize on the surrounding area to increase access and safety for pedestrians, cyclists, and bus riders.

Introduction

The Mobility Existing Conditions Study for each of the communities included in the Los Angeles County Area Plan provides a baseline understanding of past, current, and future mobility planning efforts. It also includes a mobility needs assessment to inform recommendations for new policies and regulations consistent with the vision and goals for each community and the County overall to support the development of the Area Plan. This review identifies existing conditions, gaps, and opportunities across the following range of modes:

- Public transit
- Roadway network
- Parking conditions
- Bicycle and pedestrian infrastructure

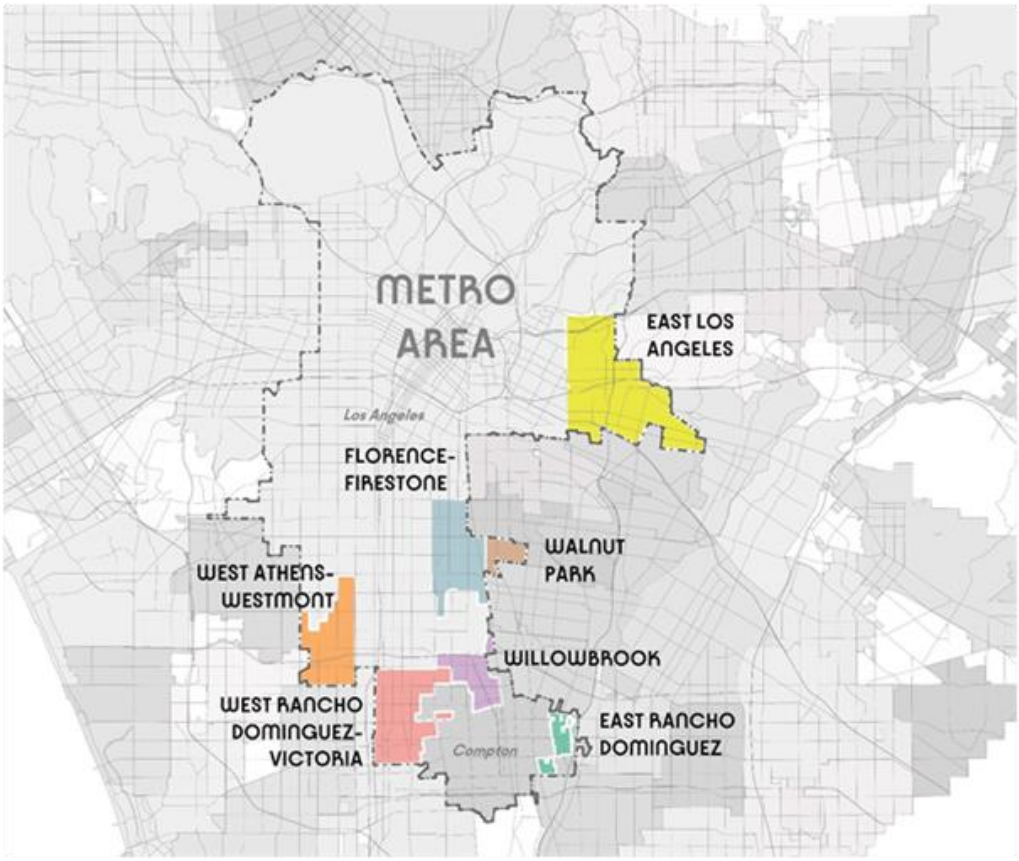
Study Area

This review covers the following unincorporated communities in Los Angeles County as shown in Figure 1. Area Plan Study Area.

- East Los Angeles
- East Rancho Dominguez
- Florence-Firestone
- Walnut Park

- West Athens-Westmont
- West Rancho Dominguez-Victoria
- Willowbrook

Figure 1. Area Plan Study Area



Plans, Programs, and Policies Relevant Countywide

While not part of the detailed literature review, the following plans are applicable to all unincorporated areas of Los Angeles County and should be consistent with the Area Plan.

- County of Los Angeles Bicycle Master Plan (2012)
- Los Angeles County General Plan (2015)
- Step-by-Step Los Angeles County (2019)
- Unincorporated Los Angeles County Community Climate Action Plan (2020)

The following plans are not authored by Los Angeles County but are relevant to overall mobility efforts in Los Angeles County and may provide insight and guidance.

- Metro First-Last Mile Strategic Plan (2014)
- Metro Active Transportation Strategic Plan (2016)
- Connect SoCal: Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (2020)

East Los Angeles

Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within East Los Angeles authored by Los Angeles County.

Relevant plans and policies authored by Los Angeles County include:

- East Los Angeles Community Standards District (2002)
- East Los Angeles Community Plan (1988)
- East Los Angeles 3rd Street TOD Specific Plan (2014)
- East Los Angeles Zoning Consistency Update (2019)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)
- East Los Angeles Parking Availability Improvement Study - Existing Parking Conditions (2021)
- East Los Angeles Community Pedestrian Plan (ongoing)
- Transit-Oriented District (TOD) Toolkit

Relevant plans and policies authored by other agencies include:

- Gateway Cities Strategic Transportation Plan Final Report (2016)
- Eastside Transit Corridor Phase 2: Post Draft EIR/EIS Technical Study Report (2017)
- I-710 Corridor Project Recirculated Draft EIR/Supplemental EIS (2017)

East Los Angeles Community Standards District (2002)

The community standards district provides standards for parking, road access to commercial properties, and commercial property orientation to the street. The following is a list of the relevant and specific mobility provisions and requirements.

- Requires specific parking and vehicular access for existing commercial buildings in non-residential zones and along Whittier Boulevard.
- For commercial areas zoned as C-1, at least 65% of total width of building's ground floor parallel to and facing the commercial street shall be devoted to entrances, shop windows, or other displays which are of interest to pedestrians.
- To encourage the continuity of retail sales and services along Whittier Blvd, at least 50% of the total width of the building's ground floor parallel to and facing the commercial street shall be devoted to entrances, show windows, or other displays which are of interest to pedestrians.

East Los Angeles Community Plan (1988)

The Community Plan establishes a framework of goals, policies, and programs designed to provide guidance to those making decisions affecting the allocation of resources and the pattern, density, and character of development in East Los Angeles. The following is a list of the relevant and specific mobility goals, objectives, and policies.

- Allows for parking adjacent to commercial areas along Whittier and Olympic Boulevards by utilizing performance standards to protect neighboring residential uses
- Requires new commercial development to provide parking compatible with adjoining businesses and residences in line with strict development standards

- Encourages existing commercial uses to provide common parking areas, improve automobile and truck access, and establish attractive/unifying architectural elements and themes.
- Requires no new freeways or highways to be built; new homes close to freeways should be properly screened
- Assists with development of parking areas for key businesses that do not disrupt residential areas
- Encourages improvement of local public transit to serve needs of the community more closely
- Improves the most seriously deficient roads as a priority using existing rights-of-way when possible

East Los Angeles 3rd Street TOD Specific Plan (2014)

The 3rd Street TOD Specific Plan promotes transit-oriented development around four Metro L Line Stations in East Los Angeles. As a result, zoning and land use policy was updated for parcels within the 3rd Street Specific Planning area. The following is a list of the relevant and specific mobility goals, policies, and objectives.

- Indiana, Maravilla, Civic Center, and Atlantic Stations to be transformed into "transit centers" with mixed-use buildings containing retail, restaurants, or offices
- Includes review of existing conditions, vision, and plan strategy for each station area
- Encourages different types of housing near stations to accommodate residents of different ages, incomes, and household sizes
- Promotes plazas, outdoor dining, and public art unique to each station area
- Includes six major goals with specific policies to achieve those goals
    - Enhance and preserve East Los Angeles' distinctive community character
    - Improve economic vitality and create jobs
    - Provide a range of housing
    - Activate the public realm
    - Improve mobility and transportation choices
    - Create a sustainable community

To prepare for additional rail stations in Transit Oriented Districts (TODs), the County is preparing a TOD toolkit which will provide a framework to support land use plans as it relates to implementing public infrastructure and transportation-related improvements (Los Angeles County Department of Public Works 2022). This tool kit will emphasize approaches to facilitating public and private investment in transit-oriented districts, and moreover, identify community needs and enhancements.

East Los Angeles Zoning Consistency Update (2019)

This zoning consistency update proposes an amendment to the Community Plan consisting of a zone change to properties outside of the 3rd Street Specific Planning Area. The following is a list of the relevant and specific mobility goals, policies, and objectives. The zoning consistency update does not propose development or redevelopment of the affected 118 parcels, but rather a change in zoning and land use of those parcels to be consistent with the County's General Plan. Per CEQA initial study, future land use that occurs pursuant to the update would need to be consistent with the County

General Plan and Mobility Element for unincorporated communities. Traffic impacts would be less than significant.

Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of East Los Angeles are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Whiteside Street, City Terrace Drive, Cesar E. Chavez Avenue, 1st Street, Whittier Boulevard, Olympic Boulevard, Indiana Street, Eastern Avenue, Ford Boulevard, Arizona Avenue, and Atlantic Boulevard.

East Los Angeles Parking Availability Improvement Study – Existing Parking Conditions (2021)

This study assesses the East Los Angeles' parking needs; reviews current parking restrictions and enforcement practices; researches best practices; and identifies solutions to potential implementation challenges.

According to this study, existing parking related challenges consist of:

- High population density,
- Lack of available on-street parking,
- Reserving of on-street parking spaces/low turnover,
- Limited parking enforcement,
- Mobile vendors,
- Parking spillover,
- Inoperable vehicles,
- Off-street parking supply,
- Free parking system,
- Residential parking permits, and
- Management of parking supply/demand.

Recommendations consist of:

- Implementing a parking enforcement district;
- Hiring a professional parking enforcement firm to assist the County;
- Offering parking benefit and neighborhood incentive programs; and
- Exploring possibility of using County real estate to address parking needs.

East Los Angeles Community Pedestrian Plan (ongoing)

The Community Pedestrian Plan is currently under development by the County's Department of Public Health and will help the County address corridors in East Los Angeles that have high concentrations of collisions along select corridors. Some of the key initial findings include:

- The rate of motor vehicle collision involving pedestrians in East LA is 41%, compared to 21% for LA County.
- Over 39% of East LA residents 18 or older are considered obese, compared to 29% for LA County.

- Youth obesity in East LA is 38%, compared to 35.5% for LA County.
- The rate of households with no vehicles in East LA is 11.6%, compared to 9% for LA County.
- East LA - Northwest has 1 park acres per 1,000 residents and East LA – Southeast has 0.1 park acres per 1,000 residents whereas the County average is 3.3 park acres per 1,000. According to the Countywide park needs assessment, East Los Angeles (Northwest and Southeast) has a very high park need.

The County's Department of Public Health is currently conducting outreach.

By working with the community to understand concerns and opportunities for walkability enhancements, the Pedestrian Plan will help the County achieve the Vision Zero goal, which aims to eliminate fatal injury traffic collisions on County roadways by 2035.

Public Transit

The transit agencies, routes, and service types in East Los Angeles are summarized in **Table 1. East Los Angeles Transit Service**.

Table 1. East Los Angeles Transit Service

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Los Angeles County Department of Public Works	Children's Court Shuttle	Shuttle	Mon-Fri Morning to Evening	10 minutes	30 minutes
	El Sol City Terrace/ELA College	Shuttle	Mon-Thu Morning to Night Fri Morning to Late Night Sat Late Morning to Late Night Sunday Late Morning to Evening	30 minutes	30 minutes
	El Sol Whittier Blvd/Saybrook Park	Shuttle		30 minutes	30 minutes
	El Sol Union Pacific/Salazar	Shuttle		30 minutes	30 minutes
Los Angeles Department of Transportation	Community Dash (El Sereno/City Terrace)	Community	Mon-Sun Morning to Night	15 minutes	25 minutes
	Community Dash (Boyle Heights)	Local	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	20 minutes	20 minutes
Metro	L Line (Gold)	Light Rail	Mon-Sun Early Morning to Late Night	12 minutes	20 minutes
	18	Local	Mon-Sun 24 hours	6 minutes	20 minutes 60 minutes (late night)
	30	Local	Mon-Sun 24 hours	30 minutes	45 minutes 60 minutes (late night)

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
	62	Local	Mon-Sun Morning to Late Night	50 minutes	60 minutes
	66	Local	Mon-Fri Early Morning to Late Night Sat-Sun Morning to Night	6 minutes	30 minutes 60 minutes (late night)
	70	Local	Mon-Sun 24 hours	8 minutes	10 minutes 60 minutes (late night)
	106	Local	Mon-Sun Early Morning to Late Night	20 minutes	30 minutes 45 minutes (late night)
	256	Local	Mon-Sun Morning to Night	60 minutes	60 minutes
	258	Local	Mon-Sun Morning to Night	40 minutes	60 minutes
	260	Local	Mon-Fri Early Morning to Night Sat-Sun Morning to Night	12 minutes	30 minutes
	665	Community	Mon-Sun Morning to Late Evening	60 minutes	60 minutes
Montebello Bus	10	Local	Mon-Sun Early Morning to Night	10 minutes	20 minutes
	30	Local	Mon-Sun Morning to Night	60 minutes	60 minutes
	40	Local	Mon-Fri Morning to Night Sat-Sun Morning-Evening	10 minutes	20 minutes
	70	Local	Mon-Fri Morning to Evening	45 minutes	50 minutes
	90	Express	Weekday peak commute	20 minutes	N/A

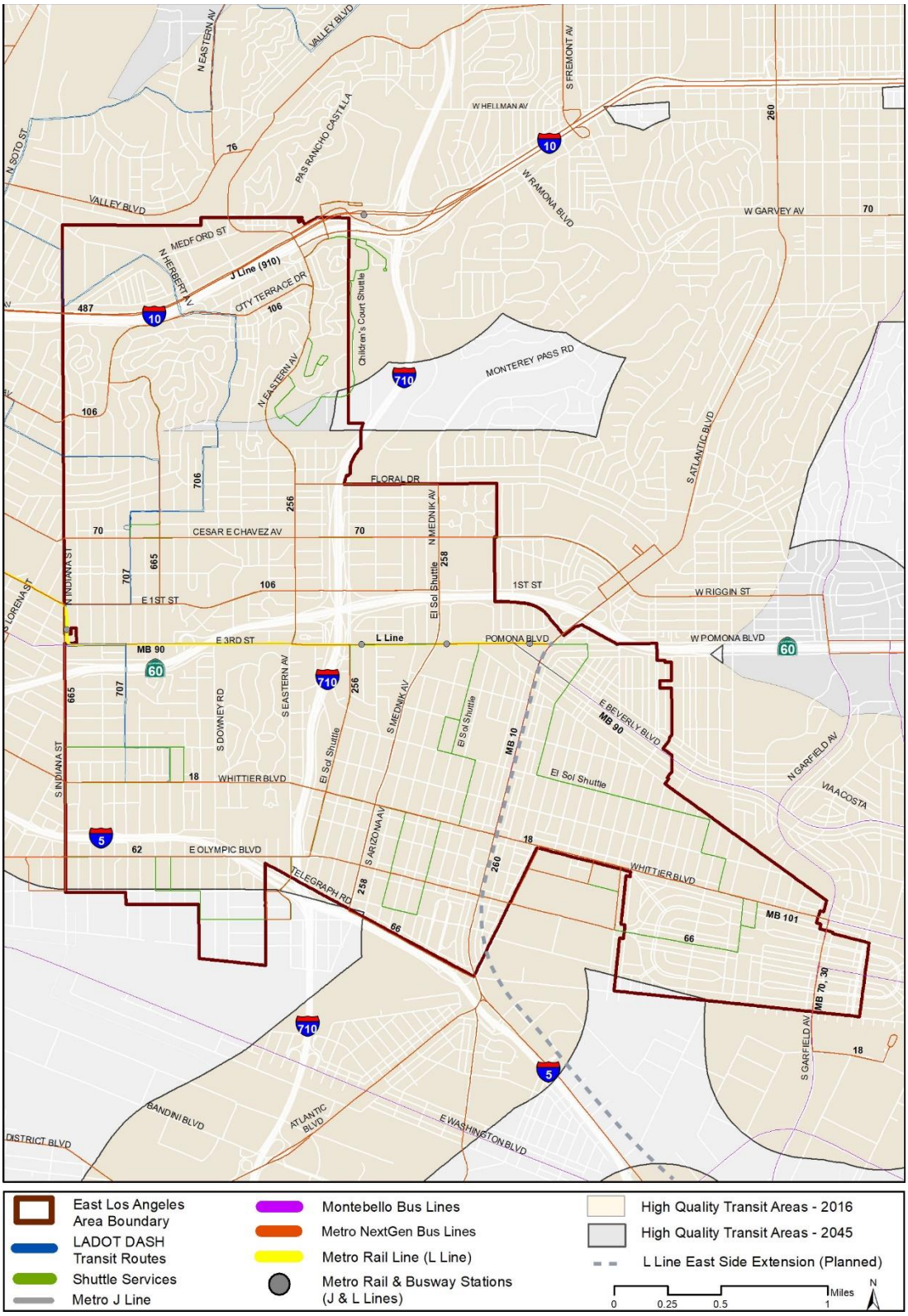
Source: Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b; Montebello Bus Lines, 2021

Coverage by Metro and municipal bus lines is relatively well distributed within East Los Angeles, with most major and secondary roadways served by at least one line. The transit service in East Los Angeles is shown on Figure 2. East Los Angeles Transit Service. Almost all of East Los Angeles is part of the Southern California Association of Government's (SCAG) 2016 and 2045 High Quality Transit Area, which is a location within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours (SCAG, 2020).

In October 2019 there were 18,599 average daily boardings on the Metro system in the study area on weekdays: 14,123 of these boardings on bus and 4,476 on rail (Metro, 2020a). Atlantic Station on the Metro L Line had the most boardings of any transit stop in East Los Angeles, with 1,965 average daily boardings in October 2019. At just under 7.5 square miles in area and a population of 126,191, East Los Angeles has 2,500 boardings per square miles and 0.15 boardings per resident, the fourth and third (tied) most, respectively, of the seven Area Plan communities. This indicates an average to high use of the Metro system in East Los Angeles relative to the other Area Plan communities. Stop-level average daily boardings are shown on Figure 3. East Los Angeles Average Daily Metro Boardings (2019).

While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, El Sol shuttles had 805,133 boardings, the most of any Public Work's provided shuttle service (Los Angeles County, 2021b). Montebello Bus Lines 10 and 40, which operate along major East Los Angeles arterials Atlantic Boulevard, Whittier Boulevard, 3rd Street, and Beverly Boulevard are the Montebello Bus system's highest ridership lines (Montebello Bus Lines, 2015), though this accounts for riders outside of East Los Angeles as well as within. Ridership data for Los Angeles Department of Transportation (LADOT) transit lines is not available.

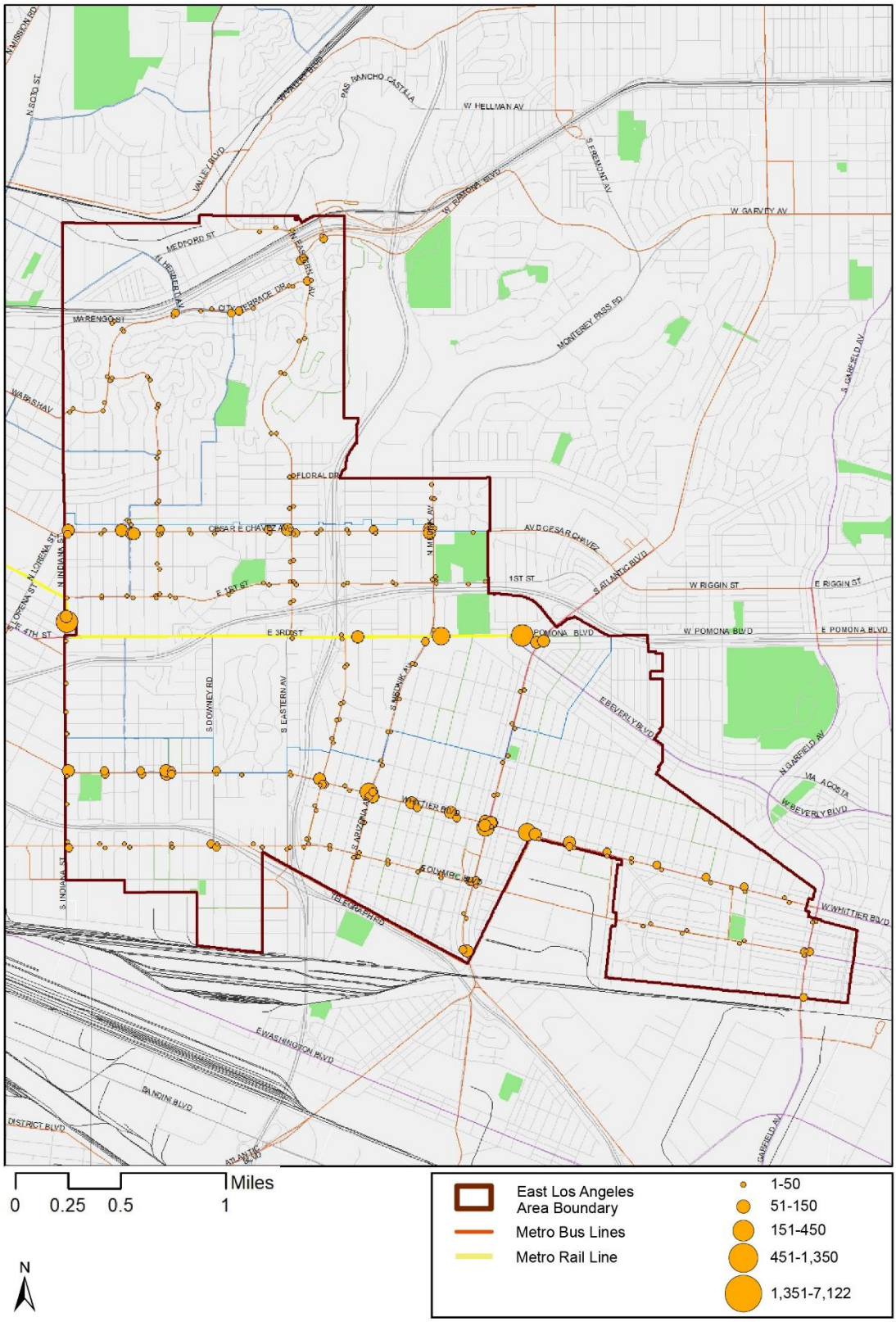
Figure 2. East Los Angeles Transit Service



Source: Los Angeles County Department of Public Works, 2021b; Los Angeles Department of Transportation, 2020; Metro, 2021a; Montebello Bus Lines, 2021; SCAG, 2021a; SCAG, 2021b

Metro Area Plan

Figure 3. East Los Angeles Average Daily Metro Boardings (2019)



Source: Metro, 2020a

Metro Area Plan

Roadway Network

The roadway network in East Los Angeles is primarily a diagonal grid. The hilly topography of the west side of the community results in winding roads that do not entirely match the grid. Major and secondary roadways in East Los Angeles are listed in **Table 2. East Los Angeles Roadways** and shown on **Figure 4,.East Los Angeles Roadways**.

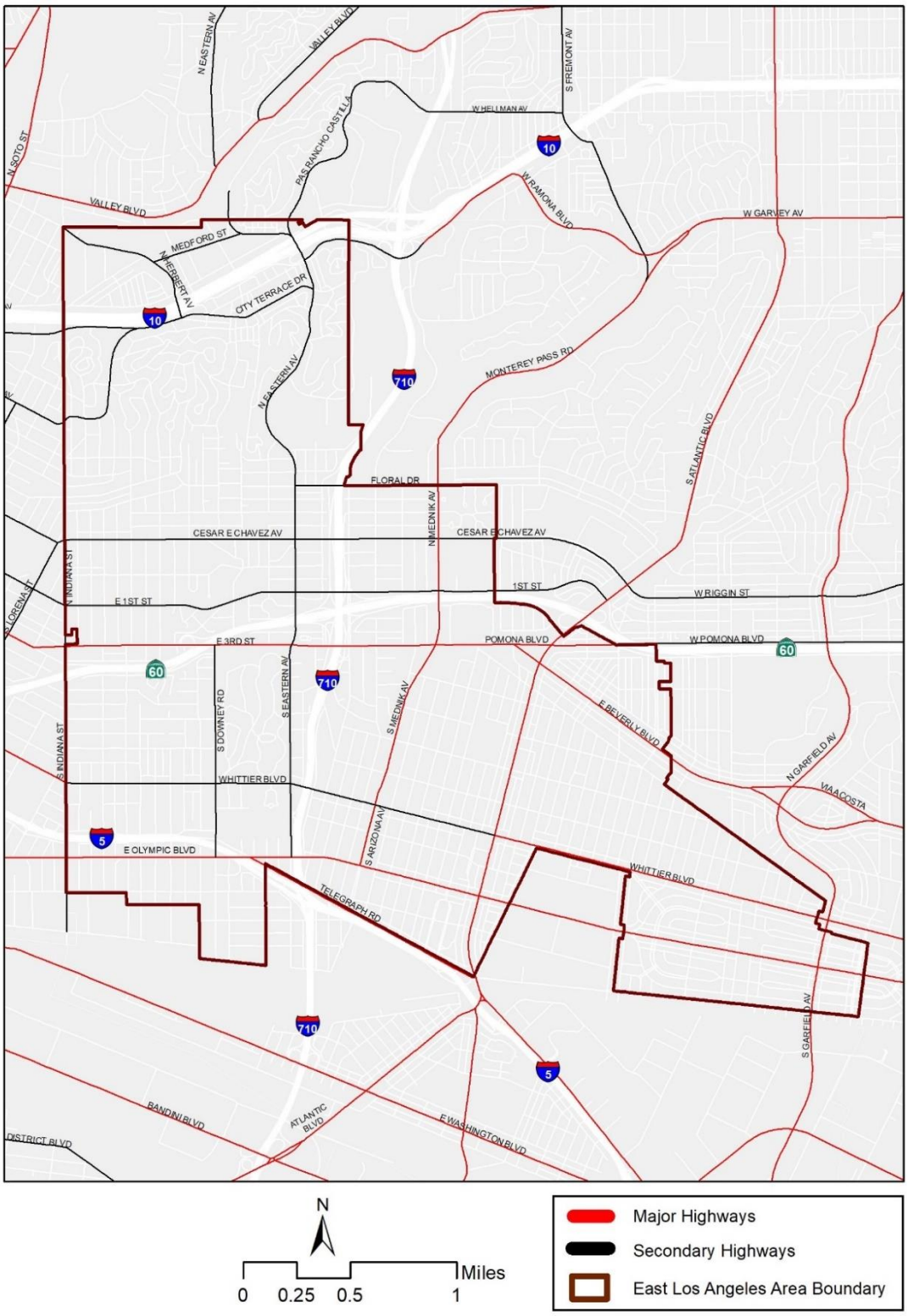
Table 2. East Los Angeles Roadways

Arterial Name	Roadway Classification	Direction
1st Street	Secondary	East-West
Cesar Chavez Avenue	Secondary	East-West
City Terrace Drive	Secondary s	East-West
E 3rd Street	Major Highway	East-West
E Olympic Boulevard	Major Highway	East-West
Floral Drive	Secondary	East-West
Marengo Street	Major/Secondary	East-West
Medford Street	Secondary	East-West
Monterey Pass Road	Major Highway	North-South
N Herbert Avenue	Secondary	North-South
N Indiana Street	Secondary	North-South
N Marianna Avenue	Secondary	North-South
N Mednik Avenue	Major Highway	North-South
Pas Rancho Castilla	Secondary	East-West
Pomona Boulevard	Major Highway	East-West
S Arizona Avenue	Major Highway	North-South
S Eastern Avenue	Secondary	North-South
S Indiana Avenue	Secondary	North-South
S Mednik Avenue	Major Highway	North-South
W Ramona Boulevard	Secondary	East-West
Beverly Blvd	Major Highway	East-West
Atlantic Blvd	Major Highway	North-South

Source: Los Angeles County Department of Public Works, 2020a

Figure 5. East Los Angeles Roadway Crashes (2019) shows the location and type of crashes in the community in 2019. Excluding freeways, crashes are most dense on Atlantic Boulevard, Cesar Chavez Avenue, Olympic Boulevard, and Whittier Boulevard. The California Highway Patrol recorded a total of 593 crashes (80 per square mile) in East Los Angeles in 2019, 437 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 6. East Los Angeles Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. Five of the crashes on East Los Angeles surface streets resulted in a death.

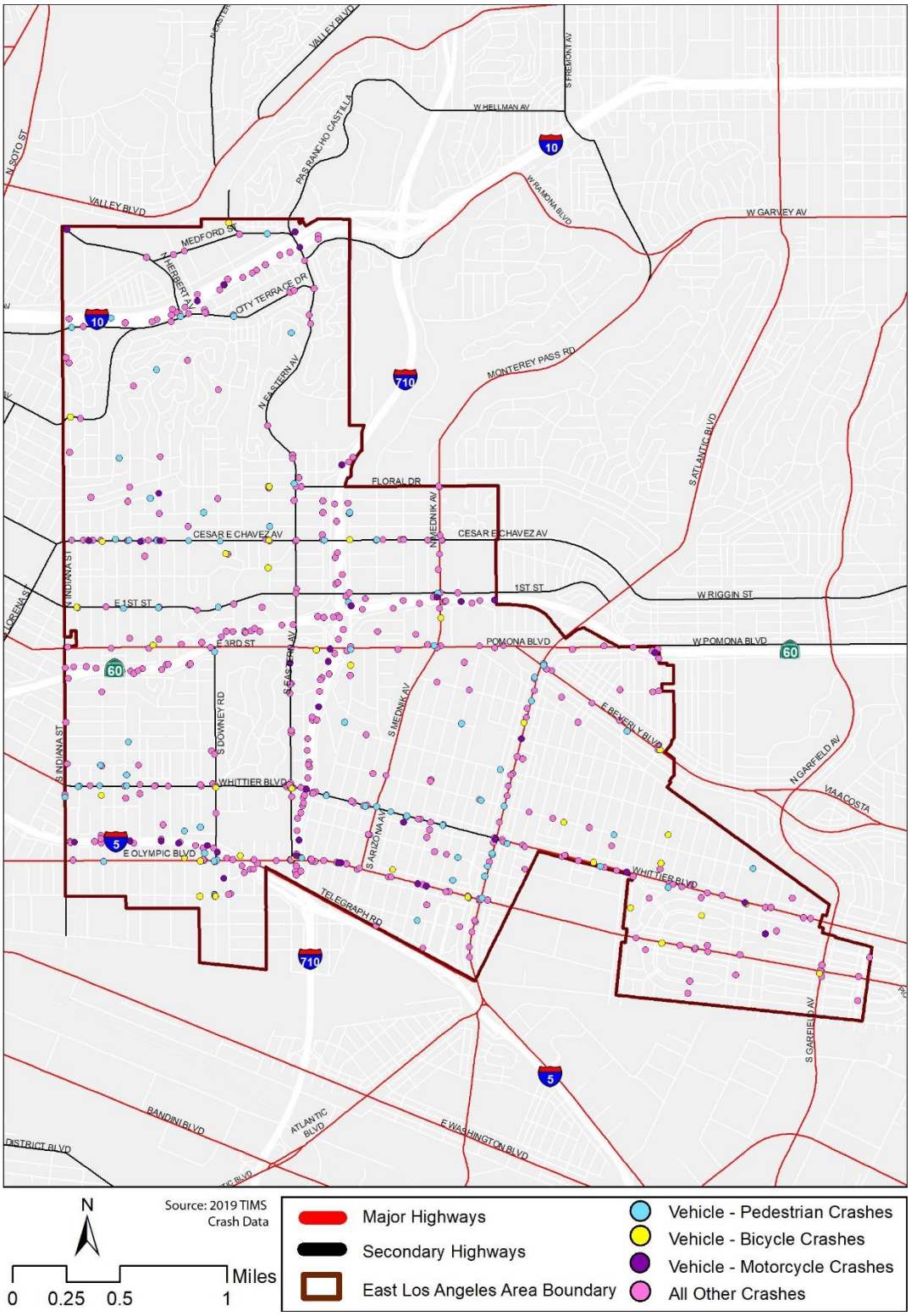
Figure 4. East Los Angeles Roadways



Source: Los Angeles County Department of Public Works, 2020a

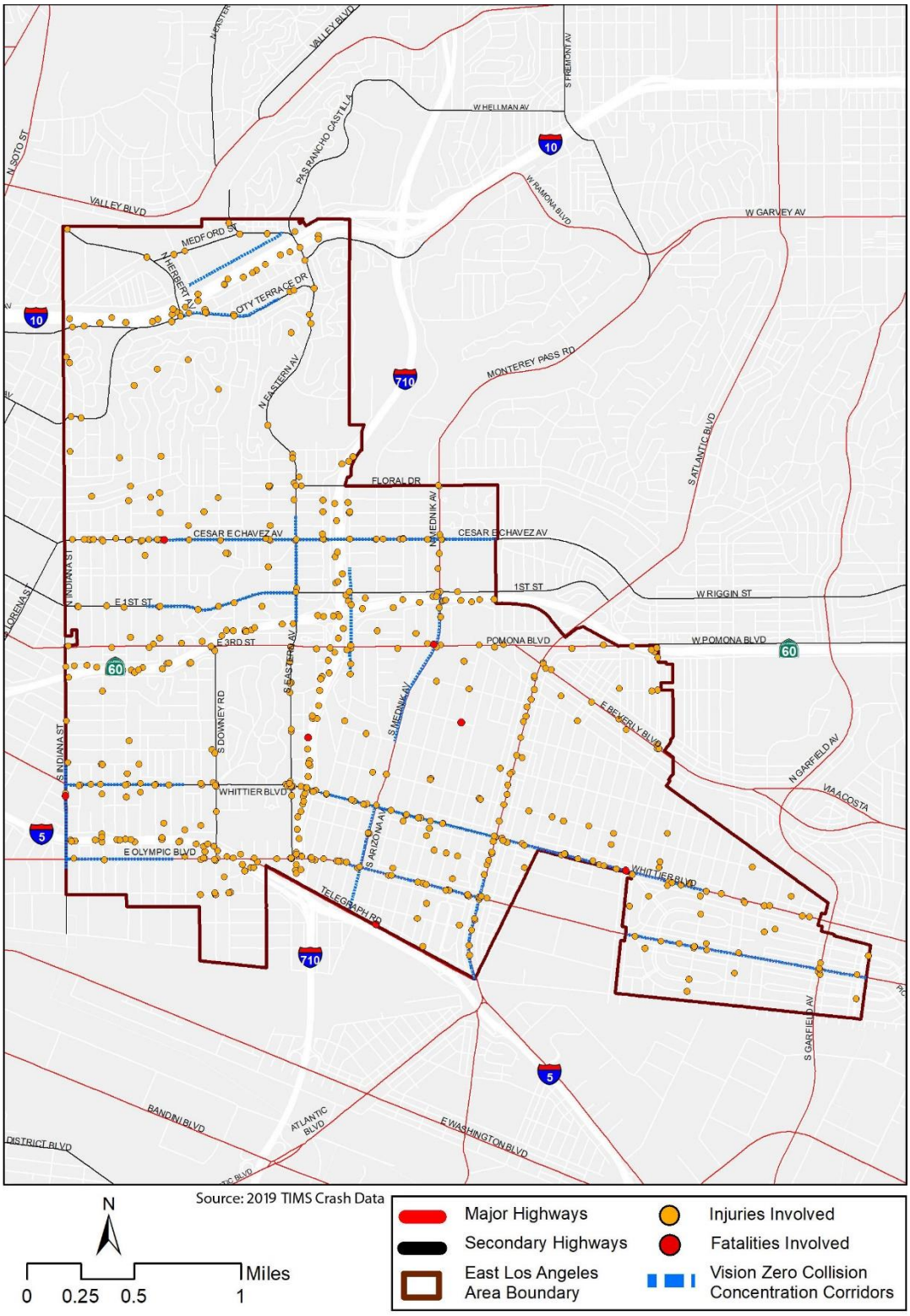
Metro Area Plan

Figure 5. East Los Angeles Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Figure 6. East Los Angeles Roadway Crashes – Serious Injury/Death (2019)



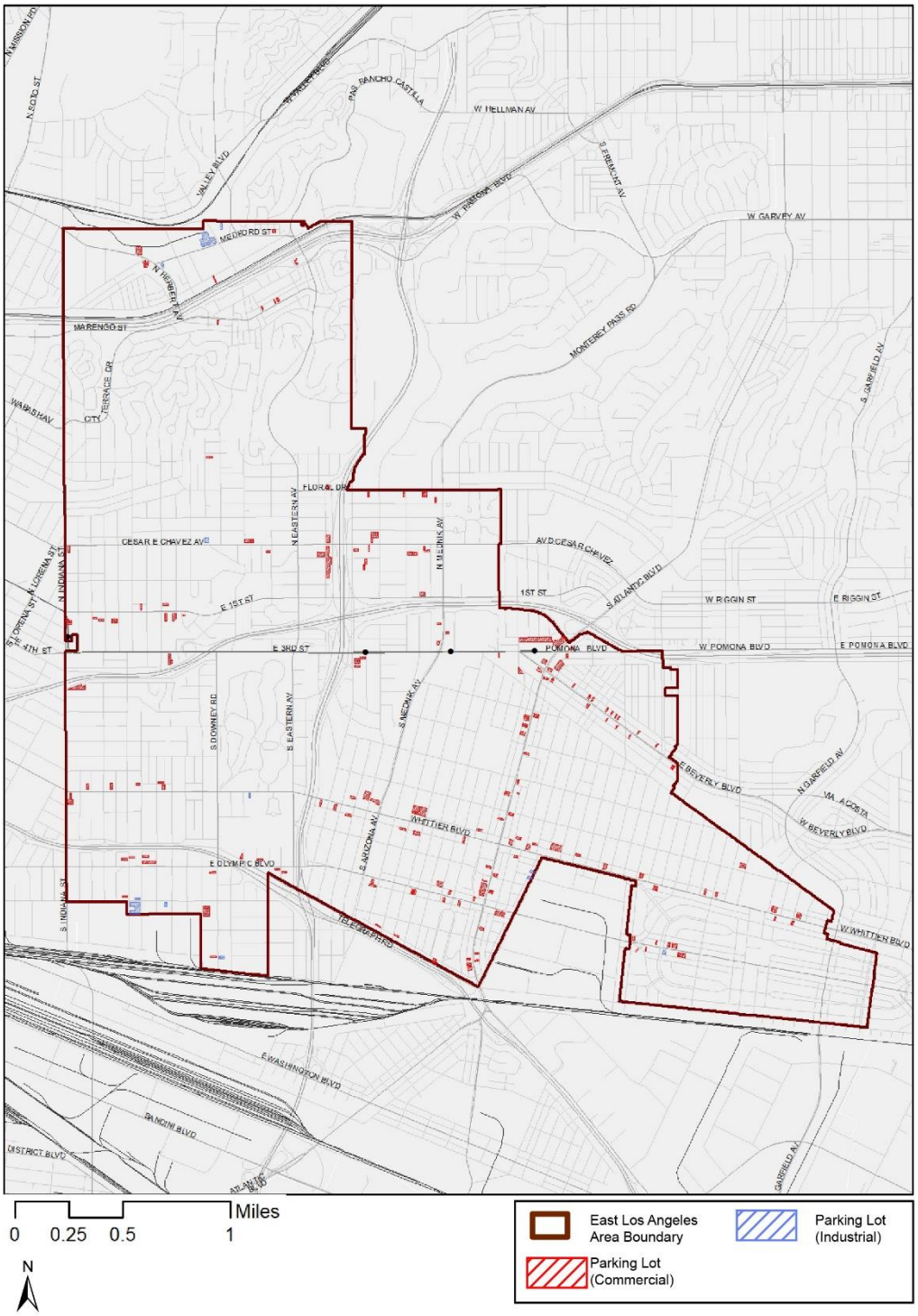
Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Parking Conditions

Figure 7. East Los Angeles Commercial and Industrial Parking Lots shows parcels specifically used for commercial and industrial parking as designated by the Los Angeles County Office of the Assessor. Parcels designated for parking are most numerous along Atlantic Boulevard and Whittier Boulevard. This does not account for street parking or parking located on the same parcel as other uses. According to the Los Angeles County Department of Public Works, there are no designated Park and Ride lots in East Los Angeles; however, paid parking for the Metro L Line is provided at the Atlantic and Indiana Stations (Metro, 2021c). Public parking is also provided at the East Los Angeles Civic Center on 3rd Street.

As described in East Los Angeles Plans, Programs, and Policies, the County recently completed a study on existing parking in East Los Angeles in a separate effort. Key findings from this effort found that there is currently a high-demand for on-street parking virtually everywhere throughout the community. Consequently, the low availability of on-street parking has led to improper parking, parking spillover from commercial to residential areas, and low turnover.

Figure 7. East Los Angeles Commercial and Industrial Parking Lots



Source: Los Angeles County Department of Public Works, 2020c; Los Angeles County Department of Regional Planning, 2021

Metro Area Plan

Bicycle and Pedestrian Infrastructure

Table 3. East Los Angeles Bikeways lists the existing and proposed bikeways in East Los Angeles. Designated bike routes are most prevalent on secondary or neighborhood streets rather than major arterials. No existing designated bike routes connect to the Metro L Line stations within the community. Figure 8. East Los Angeles Bikeways displays the locations of the existing and proposed bikeways within community.

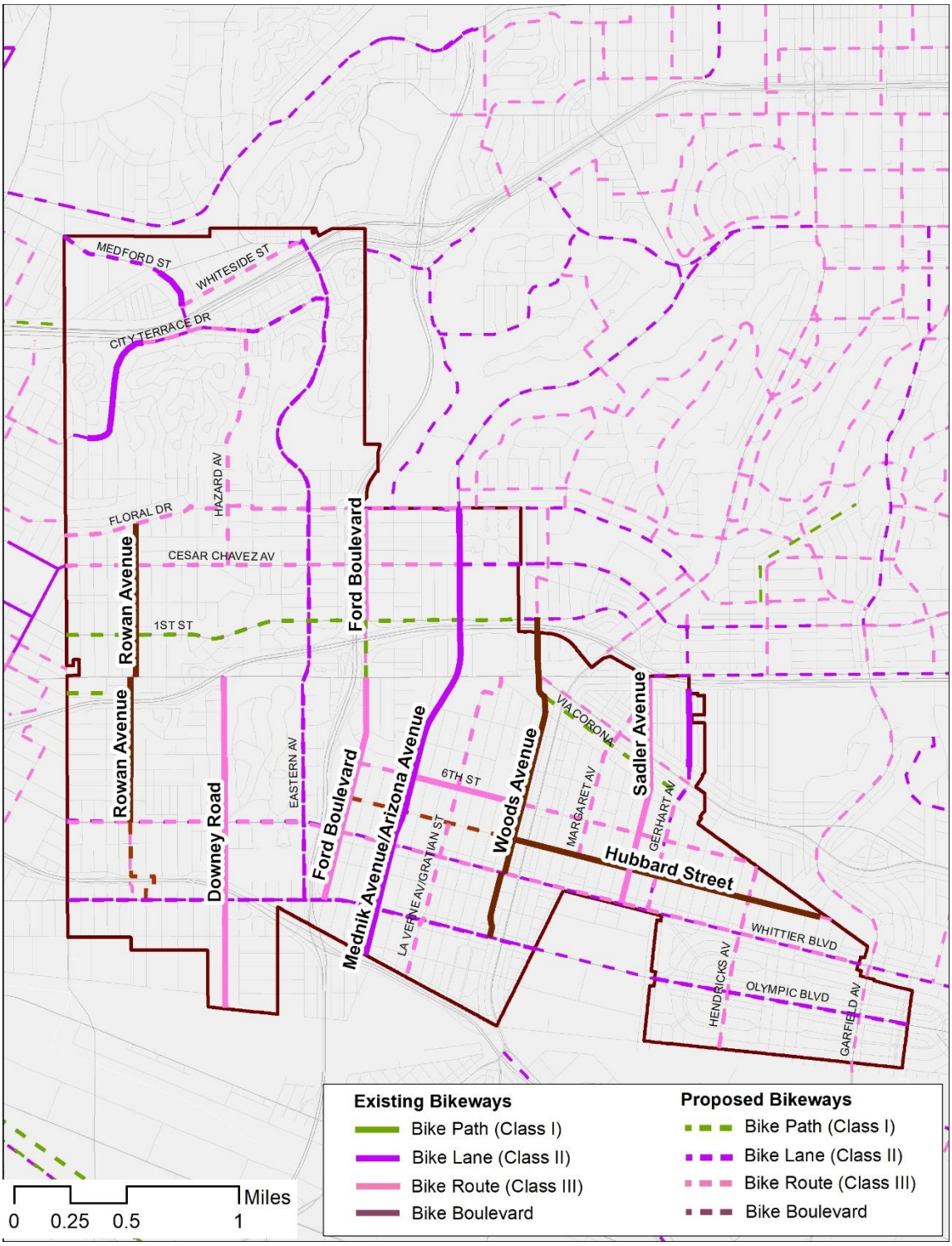
Table 3. East Los Angeles Bikeways

Route/Street Name	From/To	Direction	Class	Existing or Proposed
City Terrace Drive	Alma Avenue to Marengo Avenue	North-South	2	Existing
6th Street	Arizona Avenue to Woods Avenue	East-West	3	Existing
Downey Road	3rd Street to Noakes Street	North-South	3	Existing
Ford Boulevard	Floral Drive to Olympic Boulevard	North-South	3	Existing
Mednik Avenue/ Arizona Avenue	Floral Drive to Telegraph Road	North-South	2	Existing
Woods Avenue	1st Avenue to Olympic Boulevard	North-South	Bike Boulevard	Existing
Sadler Avenue	Pomona Boulevard to Whittier Boulevard	North-South	3	Existing
Medford Street	Indiana Street to Herbert Avenue	North-South	2	Proposed
Whiteside Street	Herbert Avenue to Eastern Avenue	East-West	3	Proposed
City Terrace Drive	0.1 mile E/o Rowan Avenue to Hazard Avenue	East-West	3	Proposed
City Terrace Drive	Hazard Avenue to Eastern Avenue	East-West	2	Proposed
Floral Drive	Indiana Street to Mednik Avenue	East-West	3	Proposed
Cesar Chavez Avenue	Indiana Street to Mednik Avenue	East-West	3	Proposed
Cesar Chavez Avenue	Mednik Avenue to Vancouver Avenue	East-West	2	Proposed
1st Street	Indiana Street to 150; E/o Vancouver Avenue	East-West	2	Proposed
4th Street	Indiana Street to Rowan Street	East-West	3	Proposed
6th Street	Ford Boulevard to Arizona Avenue, Woods Avenue to Harding Avenue	East-West	3	Proposed
Hubbard Street	Ford Boulevard to Woods Avenue	East-West	Bike Boulevard	Proposed

Route/Street Name	From/To	Direction	Class	Existing or Proposed
Whittier Boulevard	Ford Boulevard to Via Clemente Street	East-West	3	Proposed
Olympic Boulevard	Indiana Street to Concourse Avenue	East-West	2	Proposed
Via Corona	Woods Avenue to Gerhart Avenue	East-West	3	Proposed
Hazard Avenue	City Terrace to Cesar Chavez Avenue	North-South	3	Proposed
Rowan Avenue	Floral Drive to Whittier Boulevard	North-South	Bike Boulevard	Proposed
Rowan Avenue	Whittier Boulevard to Olympic Boulevard	North-South	Bike Boulevard	Proposed
Eastern Avenue	0.1 mile N/o Whiteside Street to Olympic Blvd	North-South	2	Proposed
La Verne/Gratian Street	3rd Street to Telegraph Road	North-South	3	Proposed
Margaret Avenue	Sadler Avenue to Hubbard Street	North-South	3	Proposed
Gerhart Avenue	Eagle Street to Whittier Boulevard	North-South	3	Proposed
Gerhart Avenue	Via San Delarro to Via Campo	North-South	2	Proposed
Hendricks Avenue	0.1 mil N/o Hubbard Street to Ferguson Drive	North-South	3	Proposed
Garfield Avenue	Whittier Boulevard to Southern Limit	North-South	3	Proposed

Source: Los Angeles County Department of Public Works, 2021b

Figure 8. East Los Angeles Bikeways



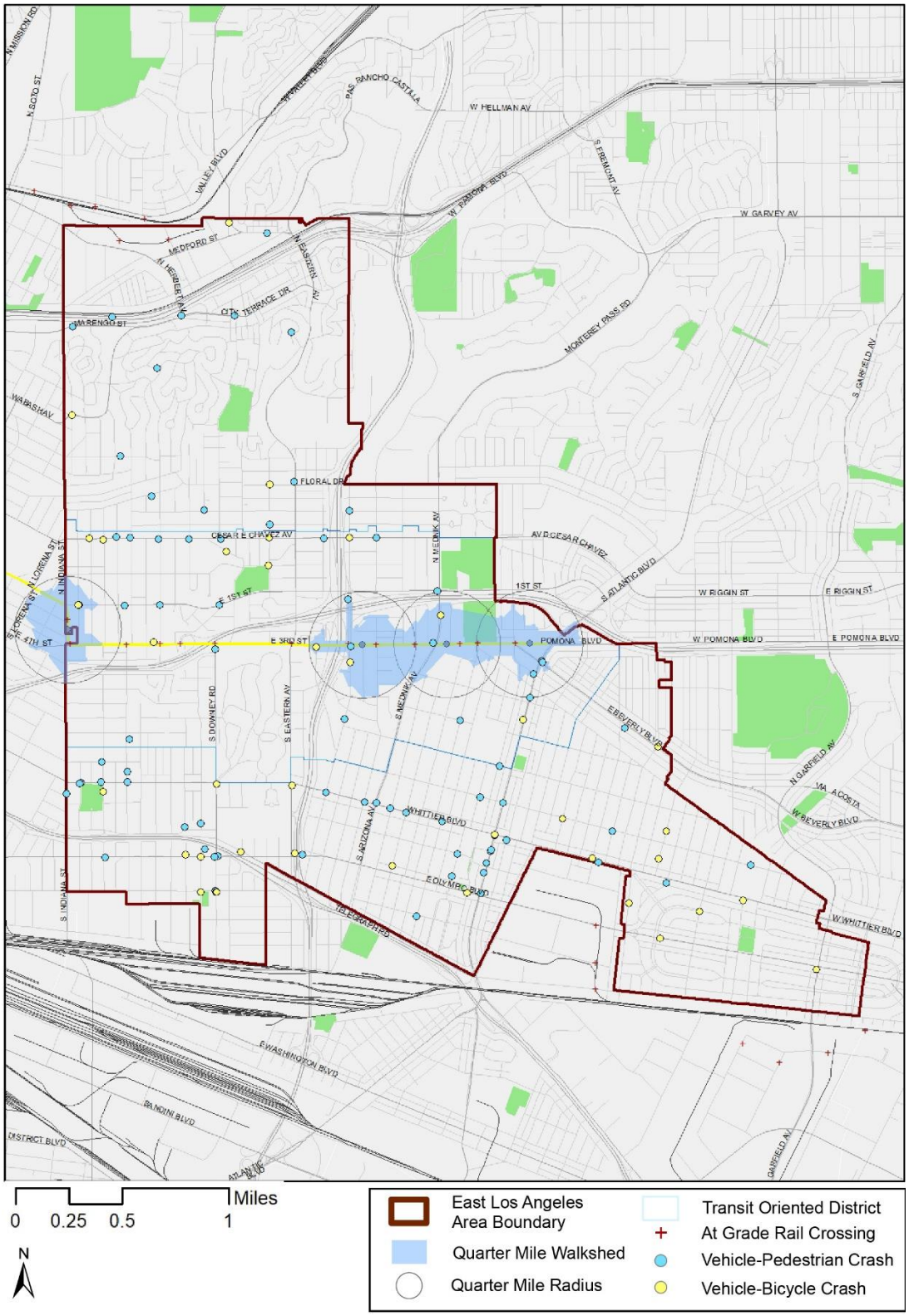
Source: Los Angeles County Department of Public Works, 2021b

Metro Area Plan

Figure 9. East Los Angeles Pedestrian Conditions shows pedestrian accessible areas within one quarter mile of a Metro L Line station. The skewed angles and the lack of through streets in some areas constrains pedestrian access. Atlantic Station particularly has constrained pedestrian access because of the angle of the street grid while Maravilla Station has constrained pedestrian access to the west because of Interstate (I-)710 freeway. At grade rail crossings, which can pose both a physical and mental barrier for pedestrian, are also shown in Figure 9. Most of the at grade rail crossings in East Los Angeles are a result of the at grade L Line, with freight rail crossings only at the perimeter of the community.

Crashes involving pedestrians and cyclists are also shown on Figure 9. Overall, 76 crashes involved pedestrians and 37 involved cyclists in 2019, out of a total of 593 traffic accidents (UC Berkeley, 2020). Three of these crashes resulted in pedestrian death. While crashes involving pedestrians took place throughout the community, and especially along Atlantic Boulevard and Whittier Boulevard, crashes involving pedestrians are also overrepresented on local community streets relative to crashes involving only vehicles. Certain community streets, Atlantic Boulevard, and Whittier Boulevard may lack features that make walking safe and convenient. Atlantic Boulevard and Whittier Boulevard are also major bus transit corridors in East Los Angeles, making pedestrian access on these streets especially critical.

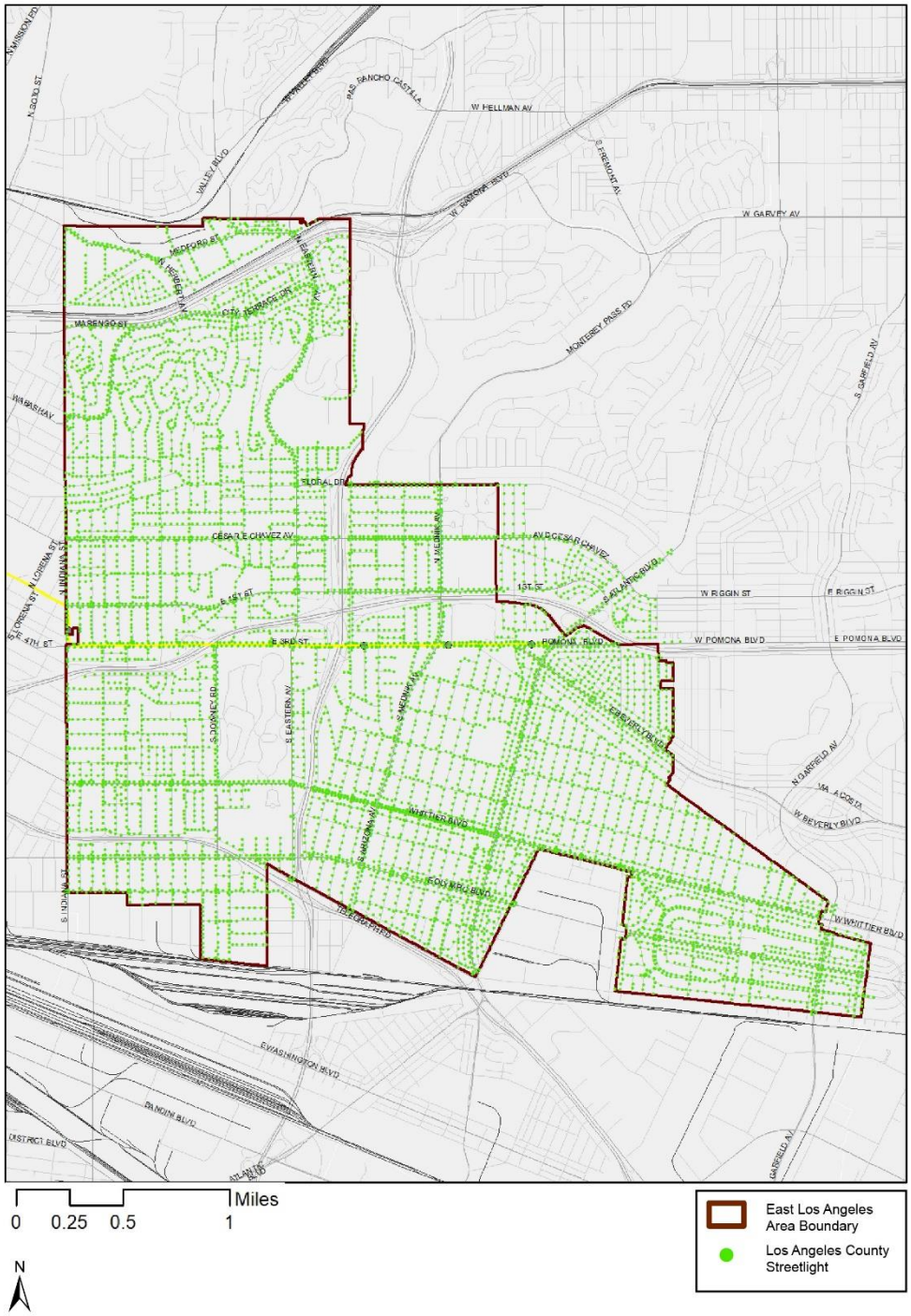
Figure 9. East Los Angeles Pedestrian Conditions



Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

Street lighting coverage, shown on **Figure 10. East Los Angeles Street Lighting**, is consistent throughout most of the community. The gaps in lighting along roads on the map are the large County complex in the northwest and Calvary Cemetery in the south, both of which may operate their own lighting along their internal roads and pathways.

Figure 10. East Los Angeles Street Lighting



Source: Los Angeles County Department of Public Works, 2020b

Mobility Opportunities, Constraints, and Gaps

There are opportunities to fill in gaps in the connection to the Metro J (Silver) Line. While the Metro J (Silver) Line busway runs through East Los Angeles in the north on the I-10 freeway, its closest stops are Cal State LA to the east, which also has a Metrolink San Bernardino Line station, and LA County + USC Medical Center to the west, both in the City of Los Angeles. Though Cal State LA directly borders East Los Angeles, the barrier posed by the I-10/I-710 freeway interchange make it just over one quarter mile away. Four Metro bus lines and two County shuttles provide connections to this station from East Los Angeles, making the station well connected to East Los Angeles by transit, despite the constrained street network. The LA County + US Medical Center stop is approximately one mile from East Los Angeles and has one stop that serves a bus line that runs through East Los Angeles, despite its proximity to the community.

Infrequent, monodirectional Metrolink service limits the usefulness of the railroad corridor to the south. The Montebello/Commerce Metrolink Station, which is served by the Metrolink Riverside Line linking Downtown Los Angeles to Downtown Riverside, directly borders East Los Angeles, though it is 0.4 mile away from the border by the street network. This station is connected to East Los Angeles by two Metro bus lines and one Montebello bus line; however, this station is only served by four westbound trains in the morning and three eastbound trains in the evening (Metrolink, 2021), limiting its utility to the community.

Future extension of the L Line presents opportunities. While there is currently no Metro Rail connection to the south or east from East Los Angeles, the future Metro Eastside Extension Phase 2 would extend the L Line south along Atlantic Boulevard and Washington Boulevard to Whittier. Bus connections to the south are also fewer than in other direction. This is likely a result of I-5 and I-710, freight railroad corridors, and large heavy industrial land parcels limiting the number of through streets buses can operate on. Connections to the northwest are also limited, similarly due to the I-10 and I-710 freeways and hilly topography limiting through streets. The extension of the L Line presents opportunities for connections to both the east and south.

Improvements to State Route -710 North. Major projects for this state route that are relevant to this study include the State Route -710 North Mobility Improvement Projects and the 1-710 North Mobility Hubs Plan.

State Route 710 North Mobility Improvement Projects. A number of projects were approved for funding by the Metro Board in June 2020 (Metro 2020b). Major projects planned throughout East Los Angeles include:

- East Los Angeles ITS Enhancements
- East Los Angeles Mobility Hub Project
- East Los Angeles Pedestrian Accessibility Improvements
- East Los Angeles Vision Zero Enhancements

Several Intelligent Transportation System (ITS) projects are planned along major corridors in East Los Angeles which include City Terrace Drive, Floral Drive, and 1st Street, Cesar Chavez Avenue, Olympic Boulevard, Eastern Avenue, Beverly Boulevard, and Whittier Boulevard. Olympic Boulevard, and Beverly Boulevard ITS improvements include Traffic Signal Synchronization Program (TSSP)

improvements. These improvements involve upgrades to all traffic signals along the route to maintain synchronized signals, installation of vehicle detectors, and facilitation of signal timings among successive intersections, and automatic adjustments to traffic signals to coordinate the movement of vehicles through intersections. TSSP routes were recently completed along Eastern Avenue, Whittier Boulevard, and Atlantic Blvd.

Mobility improvements are planned along Olympic Boulevard, Eastern Avenue, Whittier Boulevard, and Atlantic Boulevard. Other project improvements in East Los Angeles will apply to micro transit including the Wellness Shuttle Fleet Upgrade and Expansion Projects, and the El Sol Shuttle Service Improvements.

1-710 North Mobility Hubs Plan. This Plan is being developed to identify potential mobility hubs within the following bounds: Union Station in Downtown LA, the Metro L Line Station in South Pasadena, the County Department of Public Works headquarters in Alhambra, Cal State University Los Anegles, and surrounding neighborhoods (The 710 North Mobility Working Group 2022). The 710 North Mobility Working Group, which includes the County, SCAG, LADOT, Cal State LA, and other partners, aims to offer this region an improved quality of life through mobility enhancements. This Plan would apply to the north east end of East Los Angeles.

While there are issues associated with low availability of on-street parking in commercial and residential areas, the County is currently looking into improving existing conditions in East Los Angeles by: 1) creating a parking enforcement district by hiring a professional enforcement services contractor to augment existing LASD parking enforcement staff; 2) creating a preferential parking district in residential areas that want them; and 3) establishing a parking benefit district along commercial corridors.

East Rancho Dominguez

Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within East Rancho Dominguez authored by Los Angeles County.

Relevant plans and policies authored by Los Angeles County include:

- East Rancho Dominguez Community Standards District (1984)
- East Rancho Dominguez Community Pedestrian Plan (ongoing)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)

Relevant plans and policies authored by other agencies include:

- Gateway Cities Strategic Transportation Plan Final Report (2016)

East Rancho Dominguez Community Standards District (1984)

The community standards district provides standards for parking, road access to commercial properties, and commercial property orientation to the street. The following is a list of the relevant and specific mobility provisions and requirements.

- Does not permit vehicular or pedestrian access to Washington Avenue or Lime Avenue.

- Requires that automobile parking shall be provided in accordance with Chapter 22.112 (Parking).

Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of East Rancho Dominguez are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Rosecrans Avenue, Compton Boulevard

East Rancho Dominguez Community Pedestrian Plan (ongoing)

The Community Pedestrian Plan is currently under development and will help the County address corridors in East Rancho Dominguez that have high concentrations of collisions along select corridors. Some of the key initial findings include:

- The rate of motor vehicle collision involving pedestrians in East Rancho Dominguez is 47%, compared to 21% for the County.
- Over 38.5% of East Rancho Dominguez residents 18 or older are considered obese, compared to 29% for the County.
- Youth obesity in East Rancho Dominguez is 41.6%, compared to 35.5% for the County.
- The rate of households with no vehicles in East Rancho Dominguez is 6.5%, compared to 9% for the County.
- East Rancho Dominguez has 0.6 park acres per 1,000 residents, whereas the County average is 3.3 park acres per 1,000 residents. According to the Countywide park needs assessment, East Rancho Dominguez has a very high park need.

The County's Department of Public Health is currently conducting outreach.

By working with the community to understand concerns and opportunities for walkability enhancements, the Pedestrian Plan will help the County achieve the Vision Zero goal, which aims to eliminate fatal injury traffic collisions on County roadways by 2035.

Public Transit

The transit agencies, routes, and service types in East Rancho Dominquez are summarized in Table 4. East Rancho Dominguez Transit Service.

Table 4. East Rancho Dominguez Transit Service

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Compton Renaissance	4	Local	Mon-Sat Morning to Afternoon	40 minutes	40 minutes
Metro	125	Local	Mon-Sun Morning to Night	20 minutes	30 minutes
	127	Local	Mon-Sun Early Morning to Late Night	20 minutes	40 minutes
	128	Local	Mon-Sun Morning to Late Evening	60 minutes	60 minutes
	260	Local	Mon-Fri Early Morning to Night Sat-Sun Morning to Night	12 minutes	30 minutes

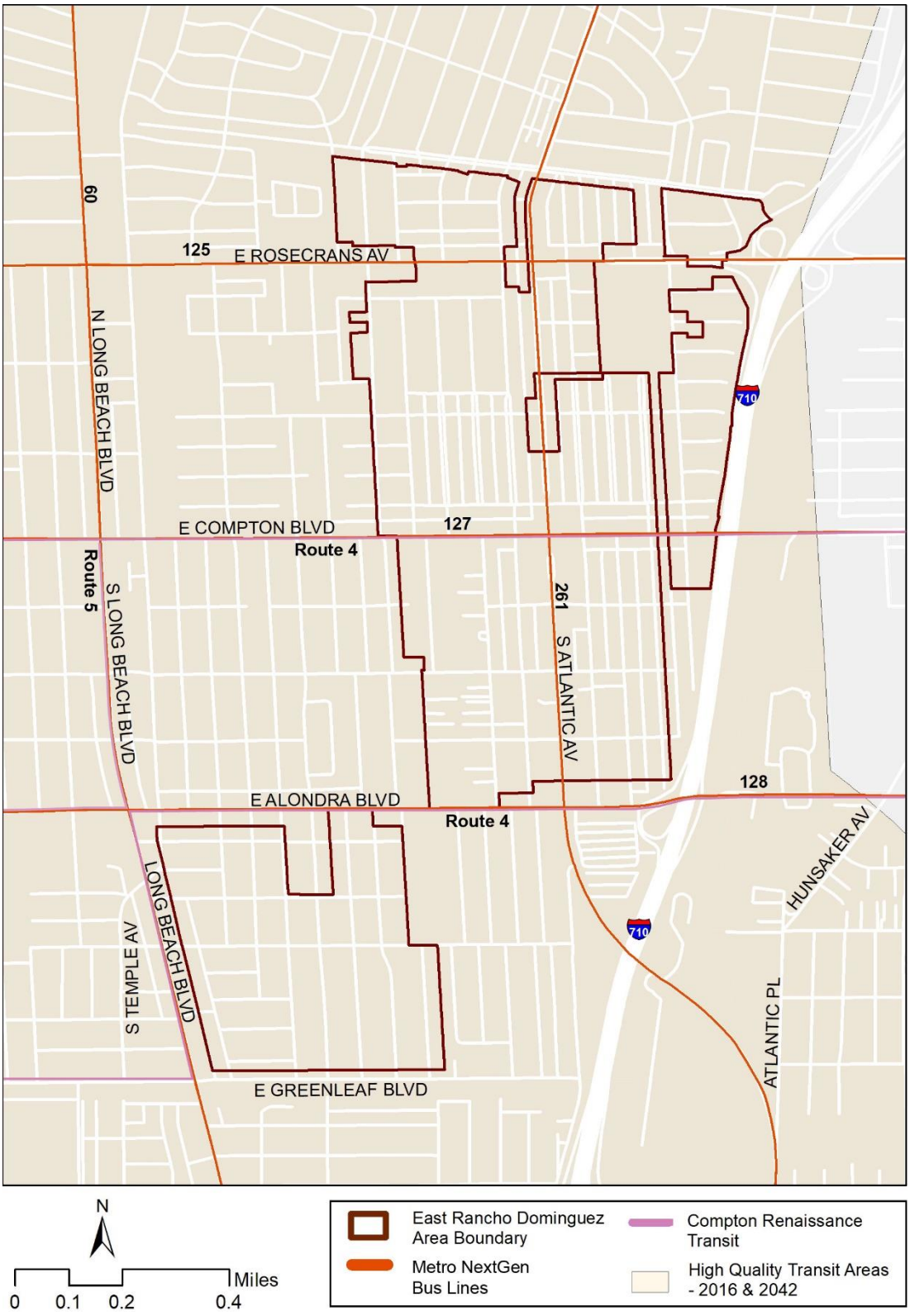
Source: City of Compton, 2021; Metro, 2021b

Transit routes in East Rancho Dominguez are primarily along major roadways, as shown on **Figure 11. East Rancho Dominguez Transit Service**. All of East Rancho Dominguez is part of the SCAG 2016 and 2045 High Quality Transit Area.

In October 2019 there were 528 average daily boardings on the Metro system in the study area on weekdays. At 0.83 square miles in area and a population of 15,281, East Rancho Dominguez has 639 boardings per square miles and 0.03 boardings per resident, the second least and least, respectively, of the seven Area Plan communities. This indicates a low use of the Metro system in East Rancho Dominguez relative to the other Area Plan communities. Stop-level average daily boardings are shown on **Figure 11. East Rancho Dominguez Average Daily Metro Boardings (2019)**.

All three east-west Metro bus lines connect East Rancho Dominguez to the Metro A Line (Blue) Compton Station, approximately 1.5 miles to the west.

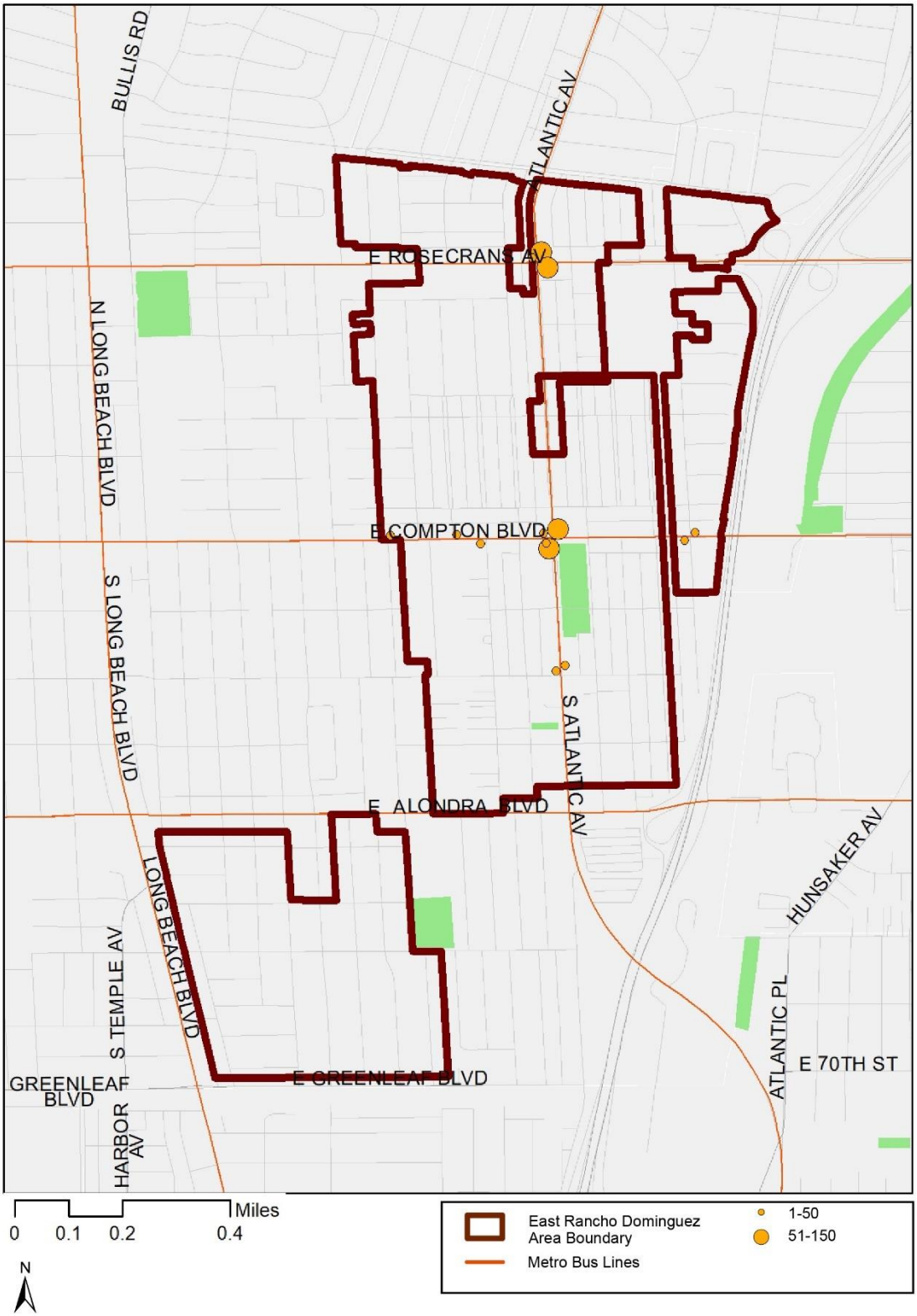
Figure 11. East Rancho Dominguez Transit Service



Source: City of Compton, 2020; Metro, 2021a; SCAG, 2021a; SCAG, 2021b

Metro Area Plan

Figure 12. East Rancho Dominguez Average Daily Metro Boardings (2019)



Source: Metro, 2020a

Roadway Network

The roadway network in East Rancho Dominguez is primarily a grid with local streets that often terminate rather than connect to two major or secondary roadways. Major and secondary roadways in East Rancho Dominguez are listed in **Table 5. East Rancho Dominguez Roadways** and shown on **Figure 13. East Rancho Dominguez Roadways**.

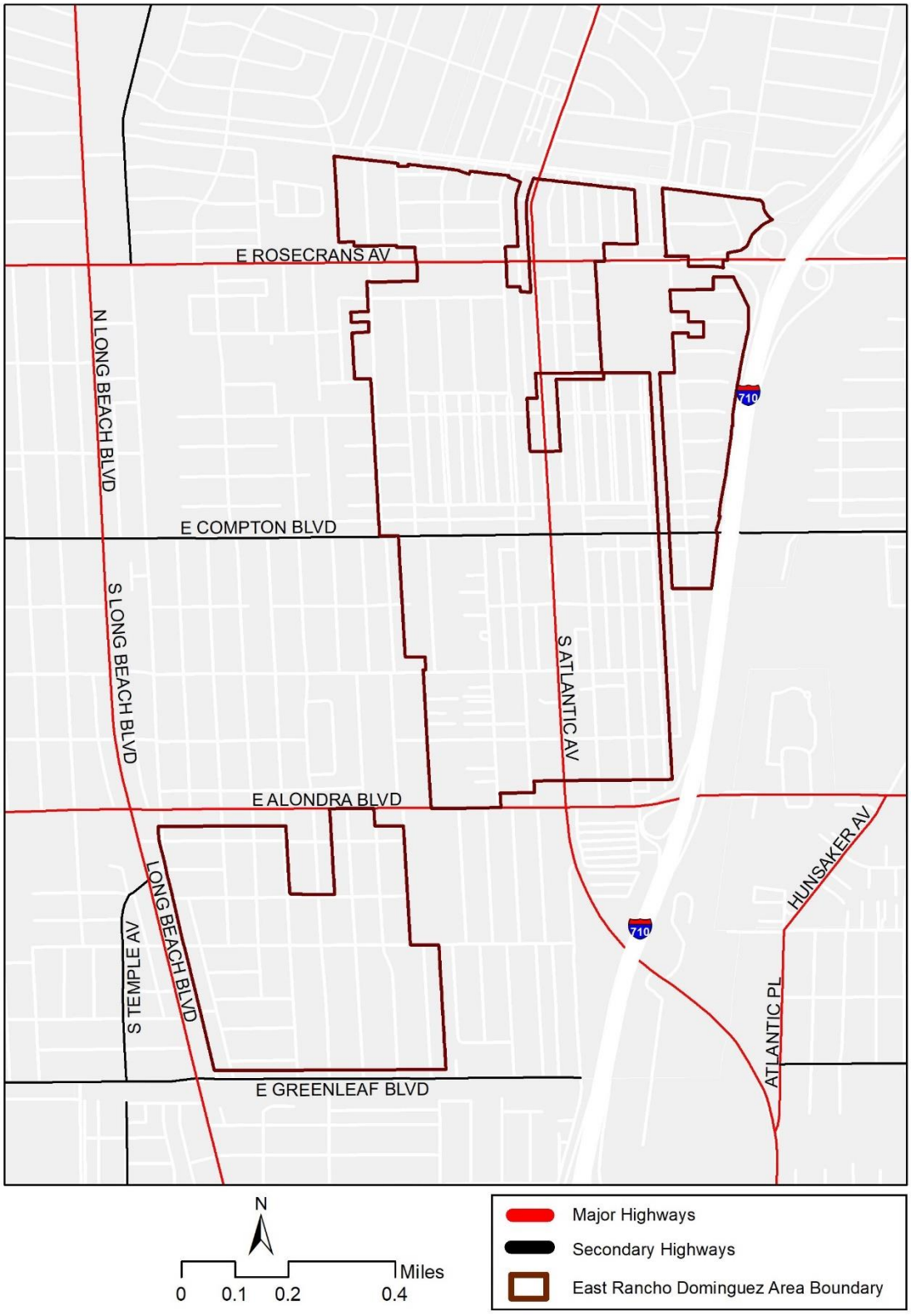
Table 5. East Rancho Dominguez Roadways

Arterial Name	Roadway Classification	Direction
Atlantic Avenue	Major Highway	North-South
E Alondra Boulevard	Major Highway	East-West
E Compton Boulevard	Secondary	East-West
E Rosecrans Avenue	Major Highway	East-West

Source: Los Angeles County Department of Public Works, 2020a

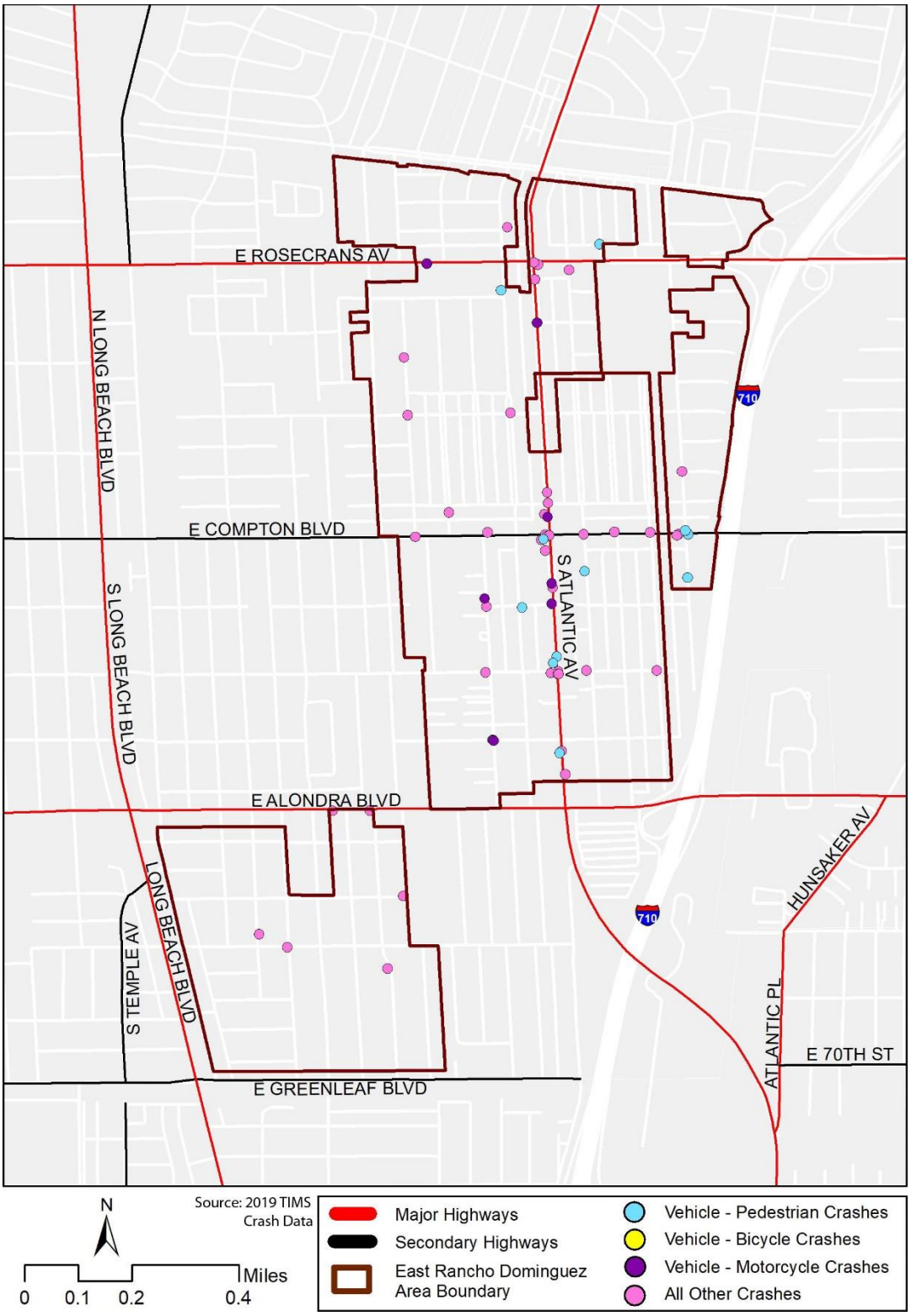
Figure 14. East Rancho Dominguez Roadway Crashes (2019) shows the location and type of crashes in the community in 2019. Crashes are concentrated at and near the intersection of Atlantic Avenue and Compton Boulevard and Atlantic Avenue and Rosecrans Avenue. The California Highway Patrol recorded a total of 62 crashes (75 per square mile) in East Rancho Dominguez in 2019, 44 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 15. East Rancho Dominguez Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. None of the crashes on East Rancho Dominguez surface streets resulted in a death in 2019.

Figure 13. East Rancho Dominguez Roadways



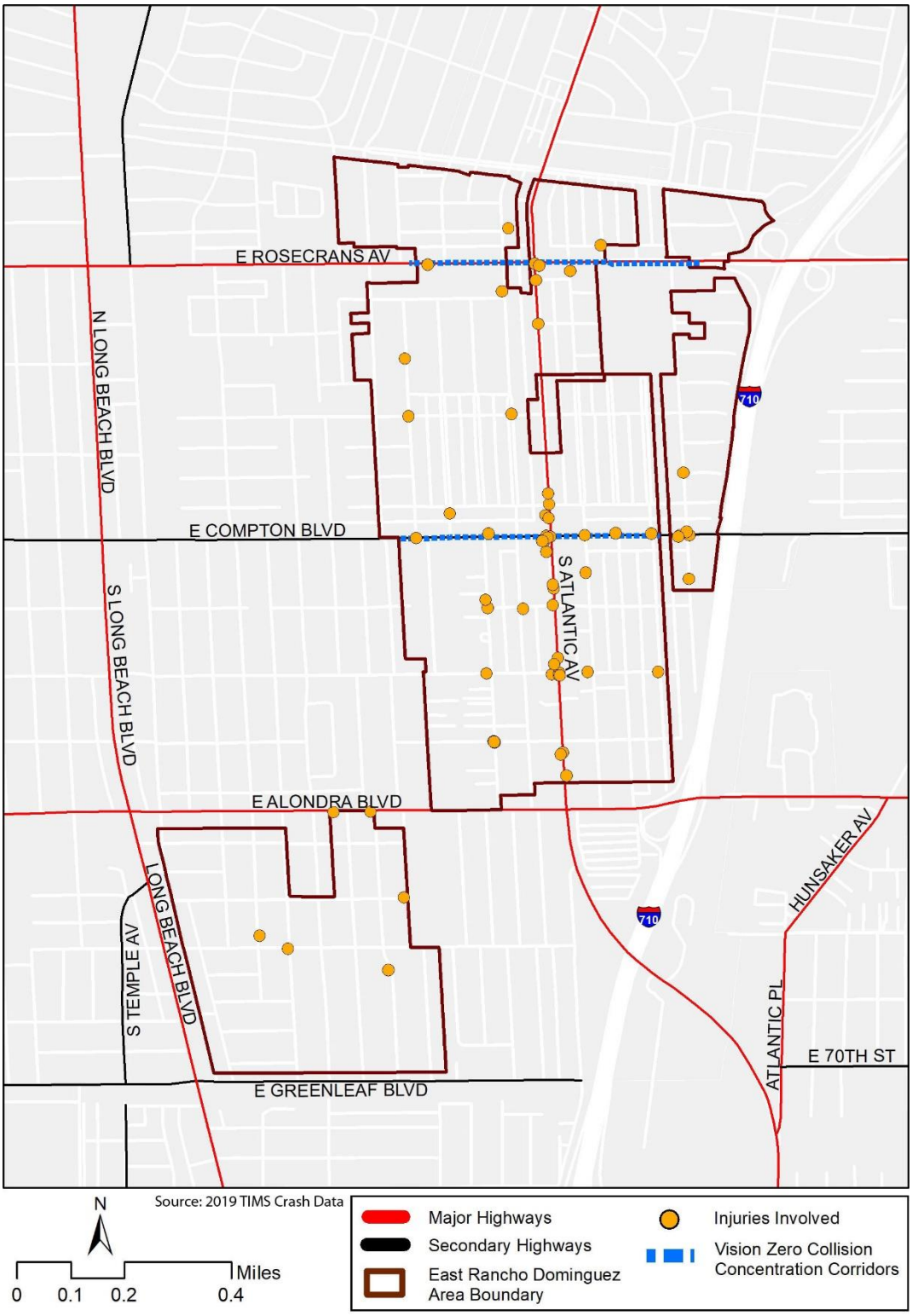
Source: Los Angeles County Department of Public Works, 2020a

Figure 14. East Rancho Dominguez Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Figure 15. East Rancho Dominguez Roadway Crashes – Serious Injury/Death (2019)

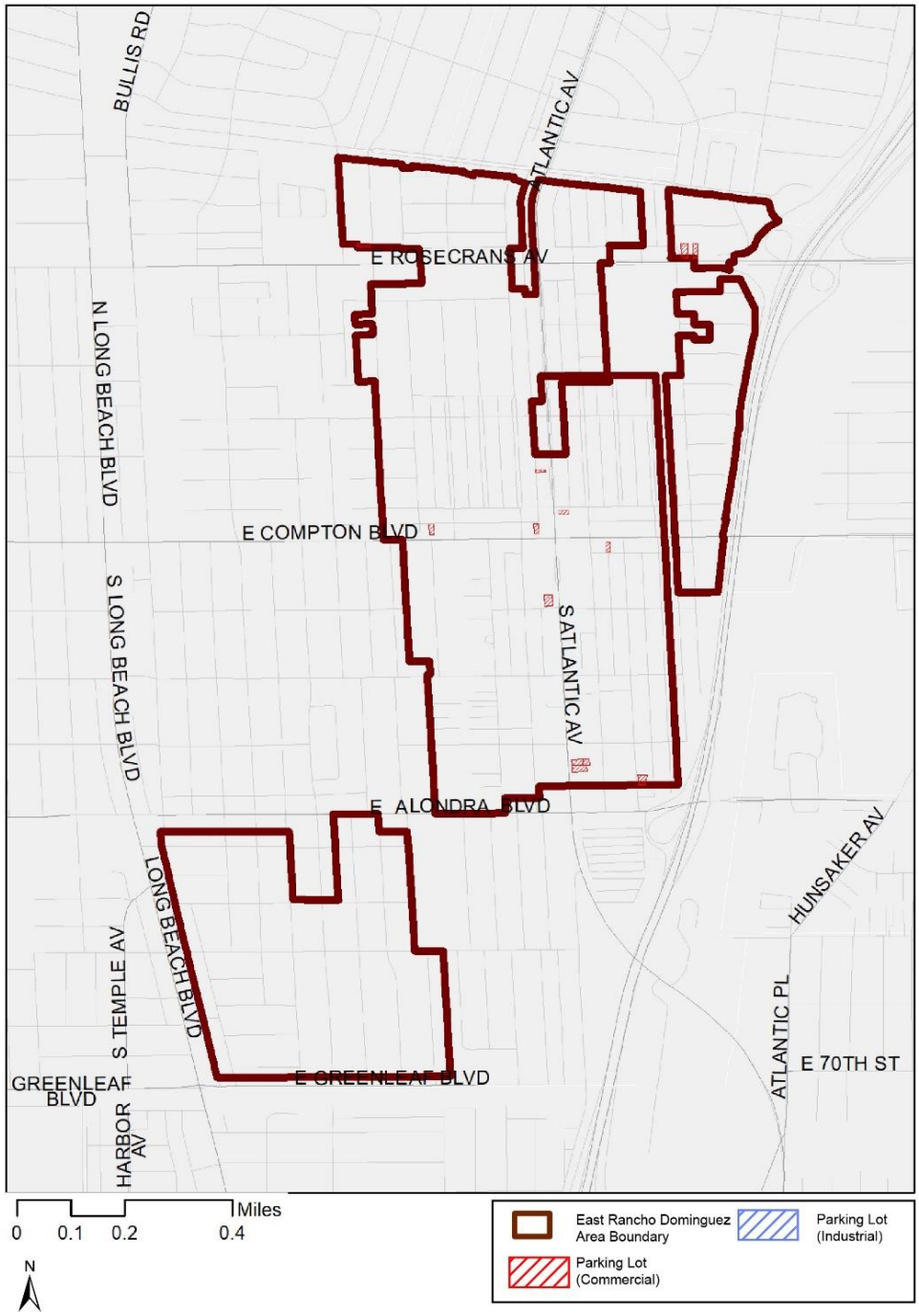


Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Parking Conditions

Figure 16. East Rancho Dominguez Commercial Parking Lots shows parcels specifically used for commercial parking, which are primarily along Atlantic Avenue and Compton Boulevard. This does not account for street parking or parking located on the same parcel as other uses. There are no designated Park and Ride lots in East Rancho Dominguez.

Figure 16. East Rancho Dominguez Commercial Parking Lots



Source: Los Angeles County Department of Regional Planning, 2021

Bicycle and Pedestrian Infrastructure

Table 6. East Rancho Dominguez Bikeways lists the existing and proposed bikeways in East Rancho Dominguez. The main bikeway connection within the community is along Atlantic Avenue. There is a lack of existing east-west connections from the community to nearby Los Angeles River Bicycle Trail and other regional connections. Figure 17. East Rancho Dominguez Bikeways displays the locations of the existing and proposed bikeways within the community.

Table 6. East Rancho Dominguez Bikeways

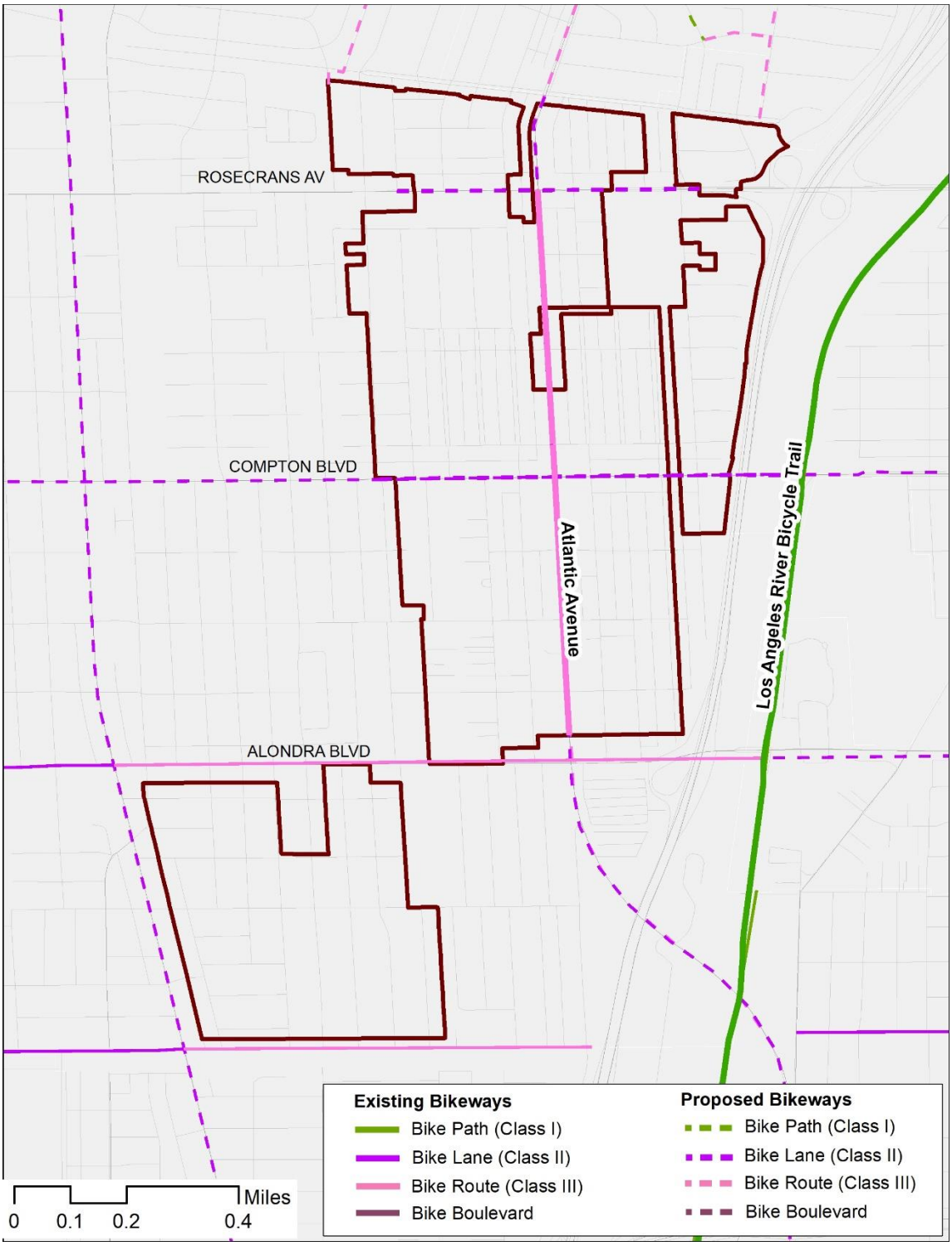
Route/Street Name	From/To	Direction	Class	Existing or Proposed
Atlantic Avenue	Rosecrans Avenue to Alondra Boulevard	North-South	3	Existing
Alondra Boulevard	W/o Holly Avenue to S/o Thorson Avenue, Butler Avenue to White Avenue	East-West	2	Existing
Northern Atlantic Avenue Connection	McMillan Street to Artesia Boulevard	North-South	2	Proposed
Rosecrans Avenue	Butler Avenue to Gibson Avenue	East-West	2	Proposed
Compton Boulevard	Harris Avenue to LA River Bike Path	East-West	2	Proposed

Source: Los Angeles County Department of Public Works, 2021b

Crashes involving pedestrians and cyclists are shown on Figure 18. East Rancho Dominguez Pedestrian Conditions. Overall, 11 crashes involved pedestrians (none involved cyclists) in 2019, out of a total of 62 crashes (UC Berkeley, 2020). Most crashes involving pedestrians took place in the southern area of the community, along Atlantic Avenue and Compton Boulevard.

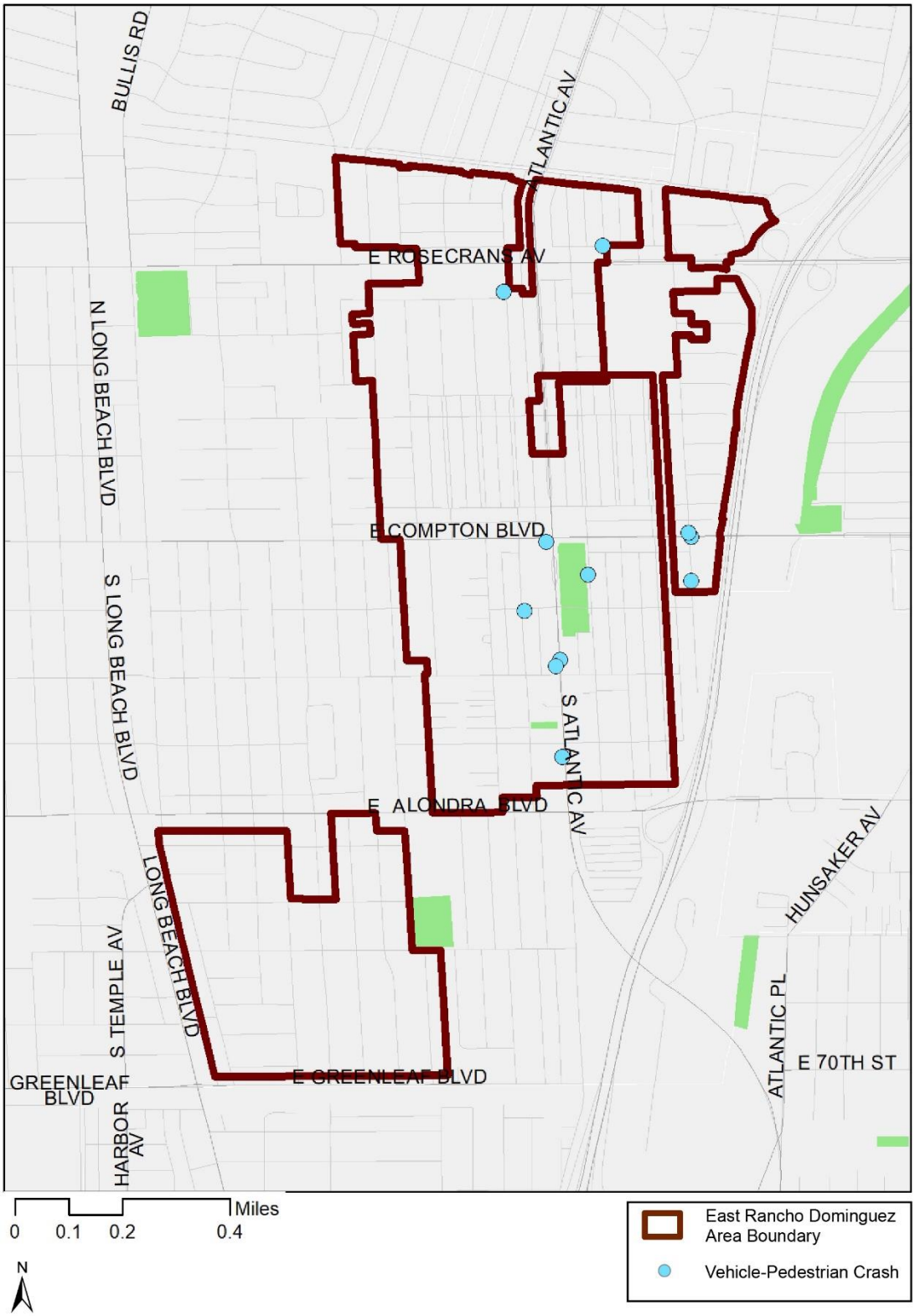
Street lighting coverage, shown on Figure 19. East Rancho Dominguez Street Lighting, is consistent throughout most of the community. The residential community adjacent to I-710 north of Compton Boulevard lacks streetlights; however, the lighting on I-710 may provide some lighting for pedestrians in the community.

Figure 17. East Rancho Dominguez Bikeways



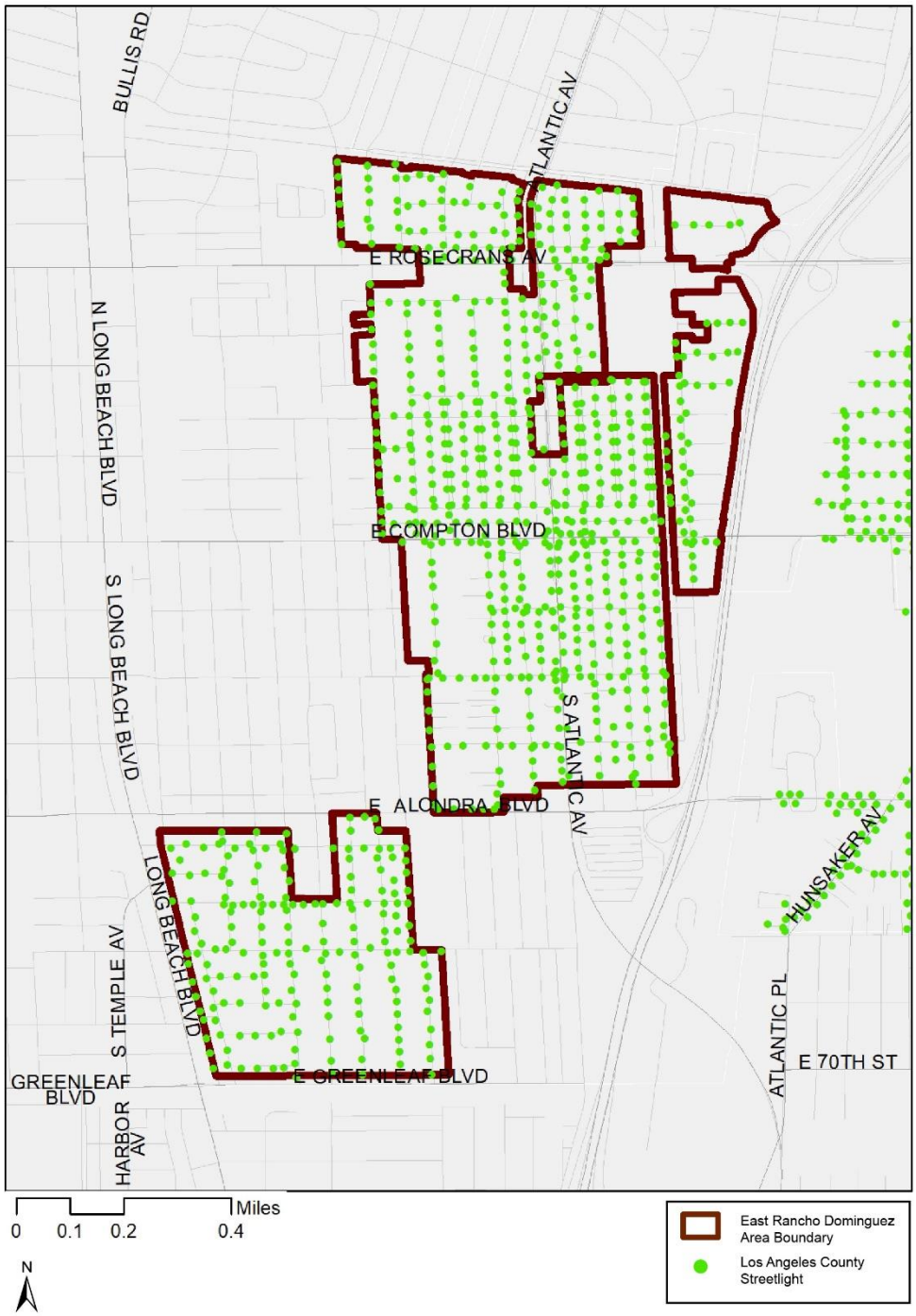
Source: Los Angeles County Department of Public Works, 2021b

Figure 18. East Rancho Dominguez Pedestrian Conditions



Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

Figure 19. East Rancho Dominguez Street Lights



Source: Los Angeles County Department of Public Works, 2020b

Mobility Opportunities, Constraints, and Gaps

Though the Metro C Line (Green) Long Beach Boulevard Station is less than 2 miles to the northwest of East Rancho Dominguez, none of the bus lines that serve the community connect it to the rail station. The closest transit connection to the Long Beach Boulevard Station is via Metro Line 60 on

Long Beach Boulevard to the west of East Rancho Dominguez. The Metro Bus lines that serve East Rancho Dominguez do connect to Metro Rail stations on the C Line, though these are further away than the Long Beach Boulevard Station.

While I-710 borders East Rancho Dominguez to the east, there are no Park and Ride lots adjacent to I-710, nor does this interstate have a carpool lane. The nearest Park and Ride Lots to East Rancho Dominguez are at the Martin Luther King Jr Transit Center adjacent to the Metro A Line Compton Station, approximately 1.5 miles away, and at the Metro C Line Long Beach Boulevard Station adjacent to I-105, less than 2 miles away.

Crashes involving pedestrians correlate with areas of high use bus stops. The prevalence of crashes involving pedestrians along Atlantic Avenue and Compton Boulevard relative to other locations suggest an opportunity for pedestrian improvements along those roadways.

Florence-Firestone

Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within Florence-Firestone authored by Los Angeles County.

Relevant plans and policies authored by Los Angeles County include:

- Florence-Firestone Community Standards District (2004)
- Los Angeles County Transit Oriented Districts Access Study (2013)
- Florence-Firestone Community Plan (2019)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)
- Florence-Firestone Community Pedestrian Plan (ongoing)
- Florence-Firestone TOD Specific Plan (ongoing)
- Florence-Firestone Parking Study (starting in 2022)

Relevant plans and policies authored by other agencies include:

- Gateway Cities Strategic Transportation Plan Final Report (2016)
- Metro Blue Line First/Last Mile: A Community-Based Process and Plan (2018)
- Gateway Cities Florence Corridor Complete Street Evaluation and Master Plan (2021)
- Florence Corridor Complete Street Evaluation and Master Plan (2021)

Florence-Firestone Community Standards District (2004)

The Florence-Firestone-specific regulations were established in 2004 to help enhance the appearance of the community, promote property maintenance, and improve compatibility between land uses. The community standards district provides standards for pedestrians, bicyclists, parking, road access to commercial properties, and commercial property orientation to the street. The following is a list of the relevant and specific mobility provisions and requirements.

- Does not permit vehicular or pedestrian access to Washington Avenue or Lime Avenue.
- Requires that automobile parking shall be provided in accordance with Chapter 22.112 (Parking).

Los Angeles County Transit Oriented Districts Access Study (2013)

This document assesses the state of the public amenities that facilitate and support pedestrian, bicycle, and transit access to nine transit stations within Los Angeles County on the Metro Rail A, C, and L Lines, including the transit stations in the Florence-Firestone community. An assessment of strengths, weaknesses, opportunities, and challenges are provided for each station.

Florence-Firestone Community Plan (2019)

The Community Plan establishes a framework of goals, policies, and programs designed to provide guidance to those making decisions affecting the allocation of resources and the pattern, density, and character of development in Florence-Firestone. The following is a list of the plan's relevant and specific mobility goals, policies, and objectives.

- Encourages pedestrian activity and business growth near transit.
- Encourages pedestrian activity by supporting safer and more active storefronts in commercial zones through specific architectural and lighting requirements.
- A minimum of eight additional short-term, and two additional long-term, bicycle parking spaces shall be provided on-site for the general public, directly accessible to pedestrians
- Includes several development standards to distinguish Florence Avenue, Firestone Boulevard, Nadeau Street, Compton Avenue, and Central Avenue as key pedestrian and commercial corridors.
- Provides several provisions for off-street and on-street parking.

Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of Florence-Firestone are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Slauson Avenue, Gage Avenue, Florence Avenue, Nadeau Street, Firestone Boulevard, 92nd Street, Hooper Avenue, Compton Avenue, Wilmington Avenue, and Alameda Street.

Florence-Firestone Community Pedestrian Plan (ongoing)

The Community Pedestrian Plan is currently under development and will help the County address corridors in Florence-Firestone that have high concentrations of collisions along corridors. Some of the key initial findings include:

- The rate of motor vehicle collision involving pedestrians in Florence-Firestone is 41.5%, compared to 21% for the County.
- Over 43% of Florence-Firestone residents 18 or older are considered obese, compared to 29% for the County.
- Youth obesity in Florence Firestone is 38%, compared to 35.5% for the County.
- The rate of households with no vehicles in Florence-Firestone is 10.4%, compared to 9% for the County.

- Florence-Firestone has 1.2 park acres per 1,000 residents, whereas the County average is 3.3 park acres per 1,000. According to the Countywide park needs assessment, Florence-Firestone has a very high park need.

The County's Department of Public Health is currently conducting outreach.

By working with the community to understand concerns and opportunities for walkability enhancements, the Pedestrian Plan will help the County achieve the Vision Zero goal, which aims to eliminate fatal injury traffic collisions on County roadways by 2035.

Florence-Firestone Transit Oriented District Specific Plan (ongoing)

The intent of the Transit Oriented District (TOD) Specific Plan is to create a land use and zoning policy tool focused on the Florence-Firestone Community that would provide more opportunities for affordable housing, encourage TOD, promote active transportation, improve access to transit, reduce vehicles miles traveled by cars, and streamline the environmental review of future development projects.

The Specific Plan will address land use, zoning, and mobility improvements that support housing density and employment in proximity to the three Metro stations in the community: the Slauson, Florence, and Firestone Metro A Line Stations.

The draft specific plan and DEIR are currently under public review and comment. The specific plan will then be finalized and taken to public hearing before the Regional Planning Commission, where it will eventually be recommended for approval and adoption by the County Board of Supervisors.

Florence-Firestone Parking Study (starting in 2022)

As requested by community members during the Florence-Firestone TOD Specific Plan process, the County will be documenting existing parking conditions in Florence-Firestone. In addition, the study will identify strategies and techniques to better manage the existing public parking supply in the community to alleviate any parking deficiencies and manage the existing parking supply as growth occurs in the area.

Public Transit

The transit agencies, routes, and service types in Florence-Firestone are summarized in Table 7. Florence-Firestone Transit Service.

Table 7. Florence-Firestone Transit Service

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Los Angeles County Department of Public Works	The Link - Florence-Firestone/Walnut Park Shuttle	Shuttle	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	30 minutes	30 minutes
Los Angeles Department of Transportation	Community Dash Chesterfield Square	Community	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	20 minutes	20 minutes
	Community Dash Pueblo Del Rio	Community			
	Community Dash Watts	Community			
Metro	A Line (Blue)	Light Rail	Mon-Sun Early Morning to Late Night	10 minutes	20 minutes
	53	Local	Mon-Sun Early Morning to Late Night	20 minutes	40 minutes
	55	Local	Mon-Sun 24 Hours	12 minutes	20 minutes 60 minutes (late night)
	102	Local	Mon-Sun Morning to Night	60 minutes	60 minutes
	108	Local	Mon-Sun Early Morning to Night	8 minutes	20 minutes
	110	Local	Mon-Sun Early Morning to Night	15 minutes	40 minutes
	111	Local	Mon-Sun 24 Hours	10 minutes	25 minutes 60 minutes (late night)
	115	Local	Mon-Sun Early Morning to Night	12 minutes	30 minutes
	611	Community	Mon-Sun Morning to Night	60 minutes	60 minutes

Source: Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b

Coverage by Metro and municipal bus lines is relatively well distributed within Florence-Firestone, with most major and secondary roadways served by at least one line. The transit service in Florence-Firestone is shown on Figure 20. Florence-Firestone Transit Service. Almost all of Florence-Firestone is part of the SCAG 2016 and 2045 High Quality Transit Area.

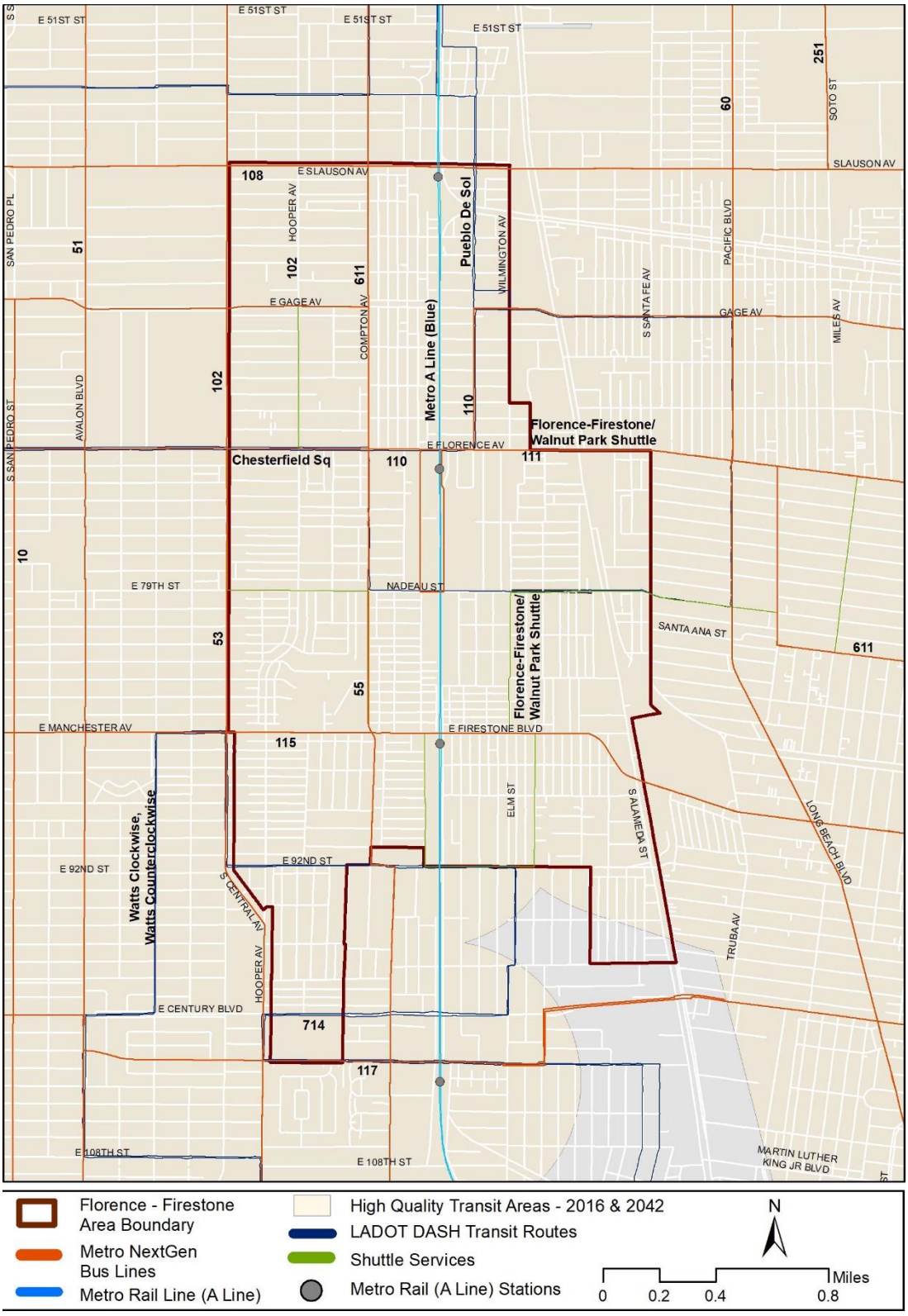
In October 2019 there were 16,631 average daily boardings on the Metro system in the study area on weekdays: 9,225 of these boardings on bus and 7,406 on rail (Metro, 2020a). Florence Station on the

Metro A Line had the most boardings of any transit stop in Florence-Firestone, with 3,214 average daily boardings in October 2019. At about 3.5 square miles in area and a population of 65,020, Florence-Firestone has 4,769 boardings per square miles and 0.26 boardings per resident, the second most for both measures of the seven Area Plan communities. This indicates some of the highest use of the Metro system in Florence-Firestone relative to the other Area Plan communities. Stop-level average daily boardings are shown on Figure 21. Florence-Firestone Average Daily Metro Boardings (2019).

While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, The Link – Florence-Firestone/Walnut Park had 209,688 boardings, ranking fifth of the 14 Public Work's provided shuttle service with available ridership data (Los Angeles County, 2019). Recent ridership data for LADOT is not available.

All West Santa Ana Branch Transit Corridor alternatives currently being considered by Metro during the environmental review process branch off from the Metro A Line at the Slauson Station, the northernmost point Florence-Firestone and leave the community along the railroad corridor in the median of Randolph Street. This future rail line would link Florence-Firestone to the southeast Gateway Cities by rail.

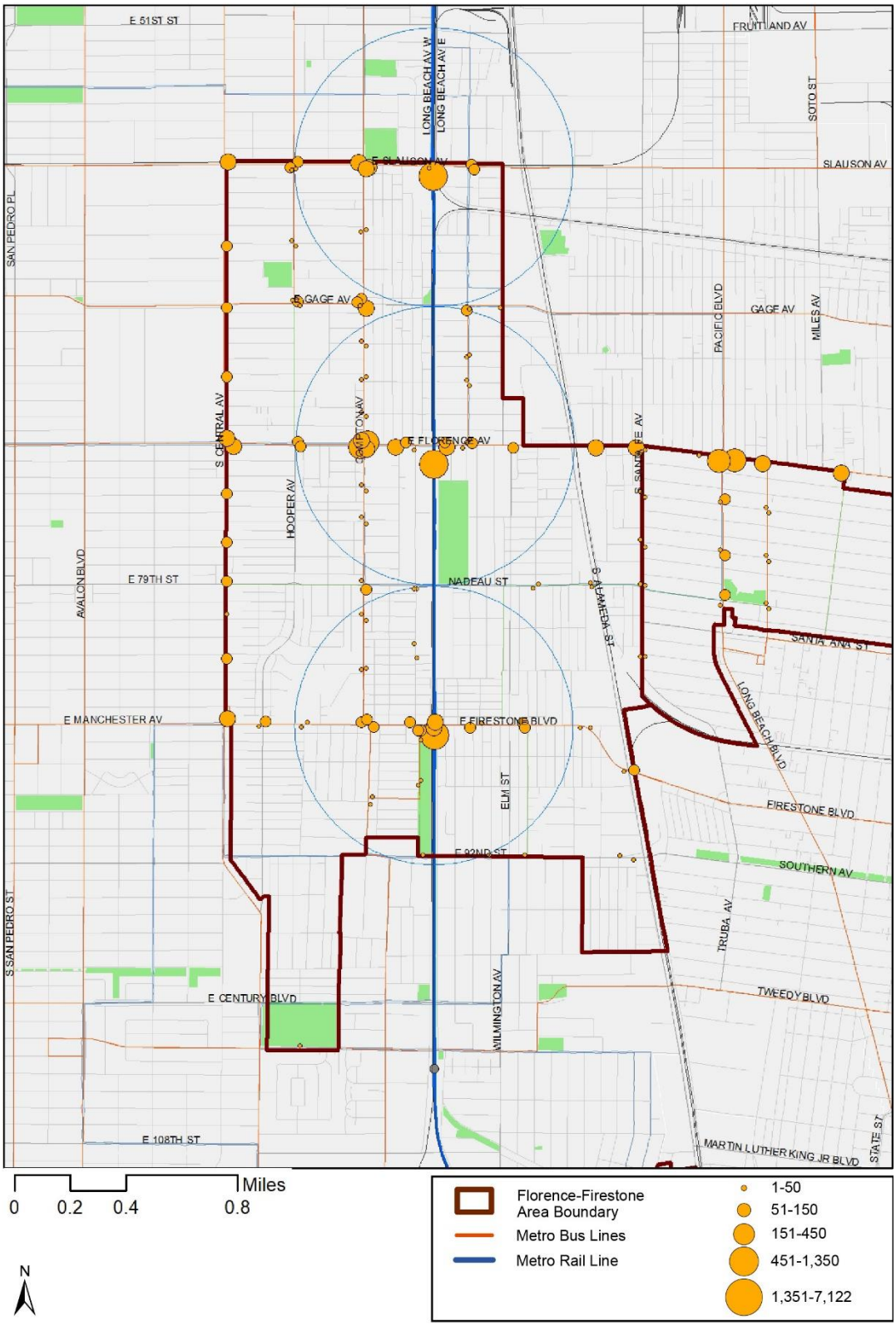
Figure 20. Florence-Firestone Transit Service



Source: Los Angeles County Department of Public Works, 2021b; Los Angeles Department of Transportation, 2020; Metro, 2021a; SCAG, 2021a; SCAG, 2021b

Metro Area Plan

Figure 21. Florence-Firestone Average Daily Metro Boardings (2019)



Source: Metro, 2020a

Metro Area Plan

Roadway Network

The roadway network in Florence-Firestone is primarily a grid with Alameda Street cutting through diagonally and local streets that often terminate rather than connect to two major or secondary roadways. Several rail corridors and large industrial properties also limit the number of through streets in the community Major and secondary roadways in Florence-Firestone are listed in **Table 8. Florence-Firestone Roadways** and shown on **Figure 22. Florence-Firestone Roadways**.

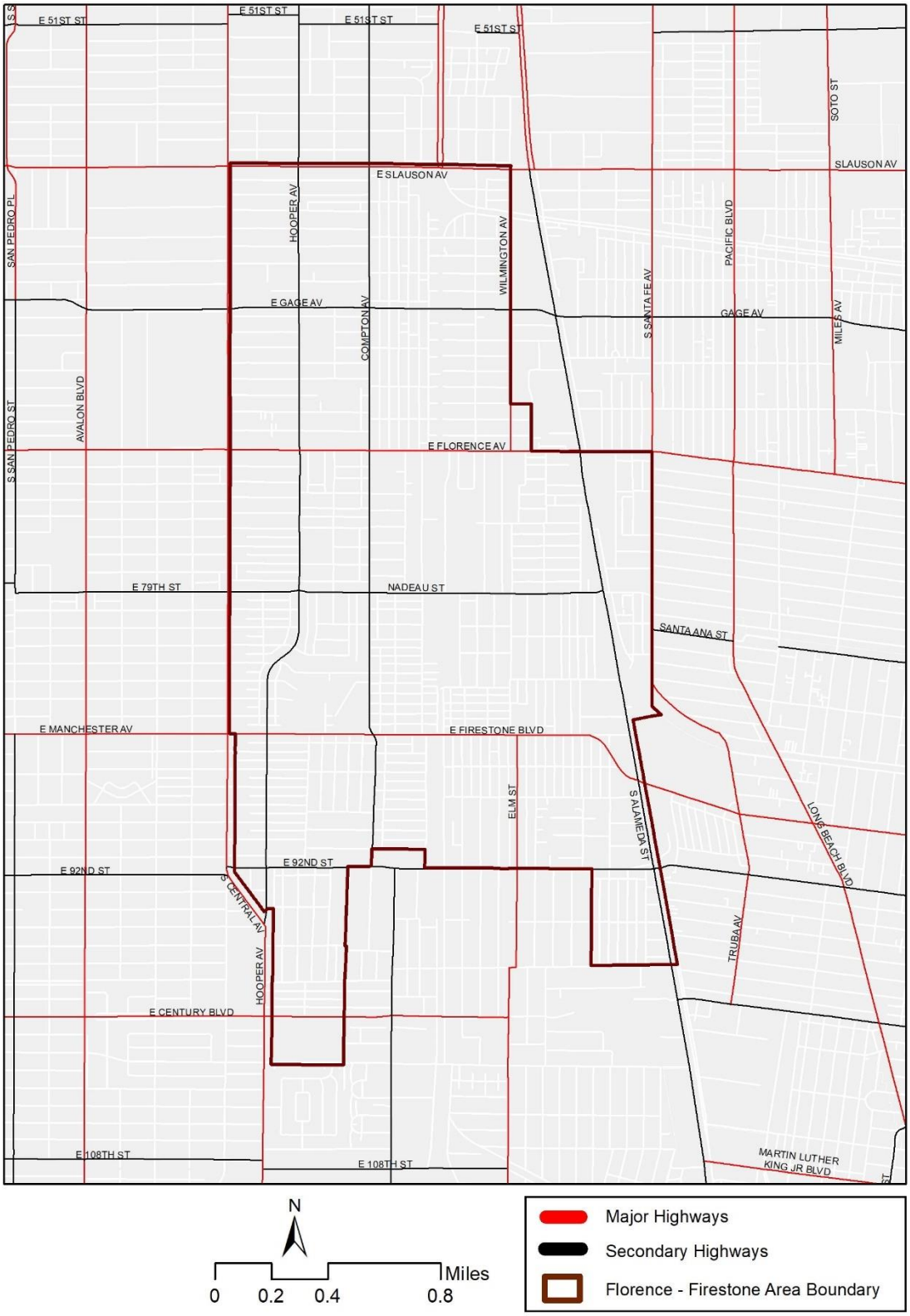
Table 8. Florence-Firestone Roadways

Arterial Name	Roadway Classification	Direction
E Century Boulevard	Major Highway	East-West
E Firestone Boulevard	Major Highway	East-West
Elm Street	Major Highway	North-South
Hooper Avenue	Secondary	North-South
E Long Beach Avenue	Major Highway	North-South
W Long Beach Avenue	Major Highway	North-South
Nadeau Street	Secondary	East-West
Compton Avenue	Secondary	East-West
E 92nd Street	Secondary	East-West
E Florence Avenue	Major Highway	East-West
E Gage Avenue	Secondary	East-West
E Slauson Avenue	Major Highway	East-West
S Alameda Street	Secondary	North-South
Wilmington Avenue	Major Highway	North-South

Source: Los Angeles County Department of Public Works, 2020a

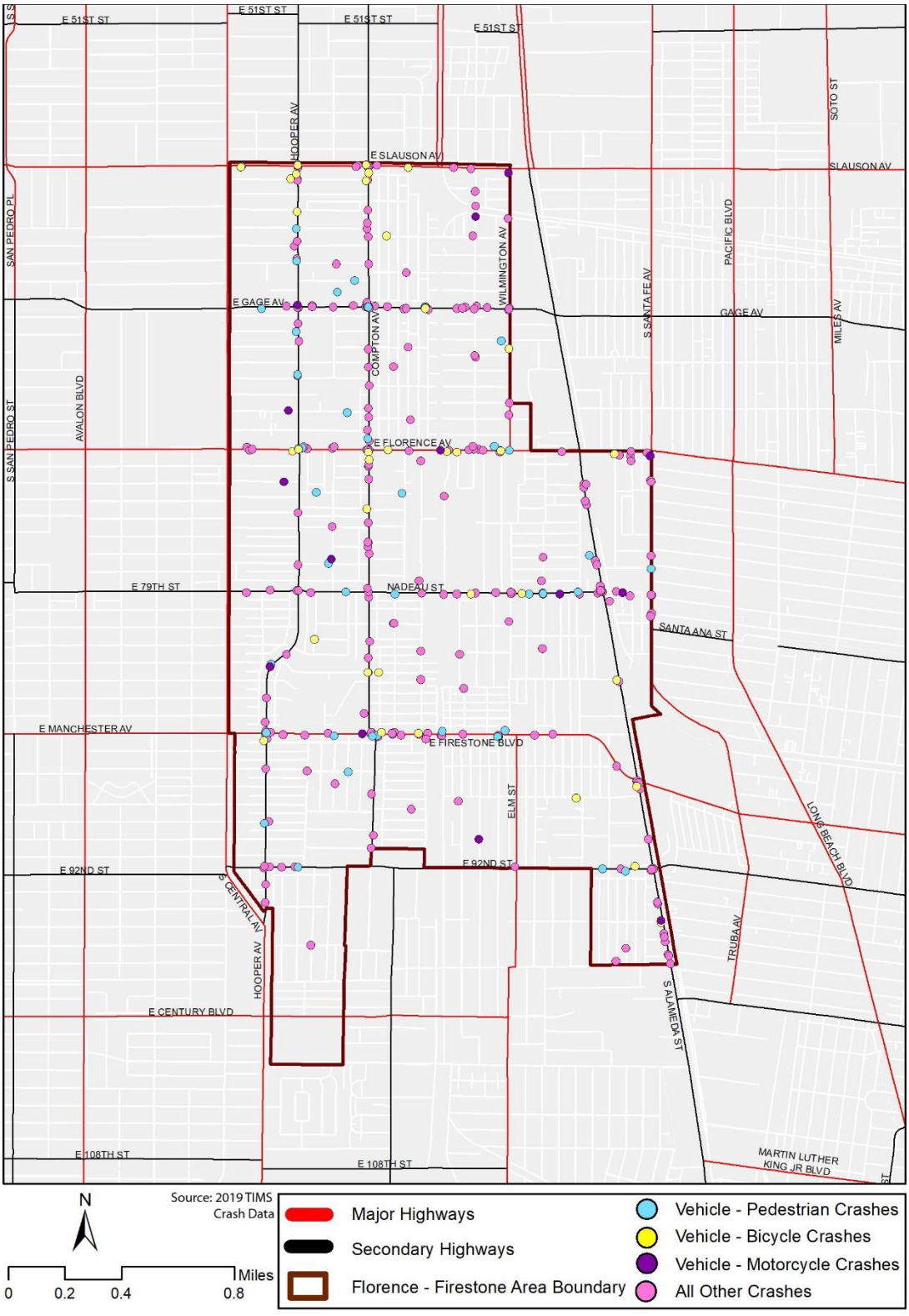
Figure 23. Florence-Firestone Roadway Crashes (2019) shows the location and type of crashes in the community in 2019. Crashes are concentrated heavily along the major thoroughfares of Compton Avenue, Florence Avenue, Firestone Boulevard, and Nadeau Street. The California Highway Patrol recorded a total of 344 crashes (99 per square mile) in Florence-Firestone in 2019, 253 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 24. Florence-Firestone Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. Five of the crashes on Florence-Firestone surface streets resulted in a death in 2019, one of which was a collision of a vehicle and a train.

Figure 22. Florence-Firestone Roadways



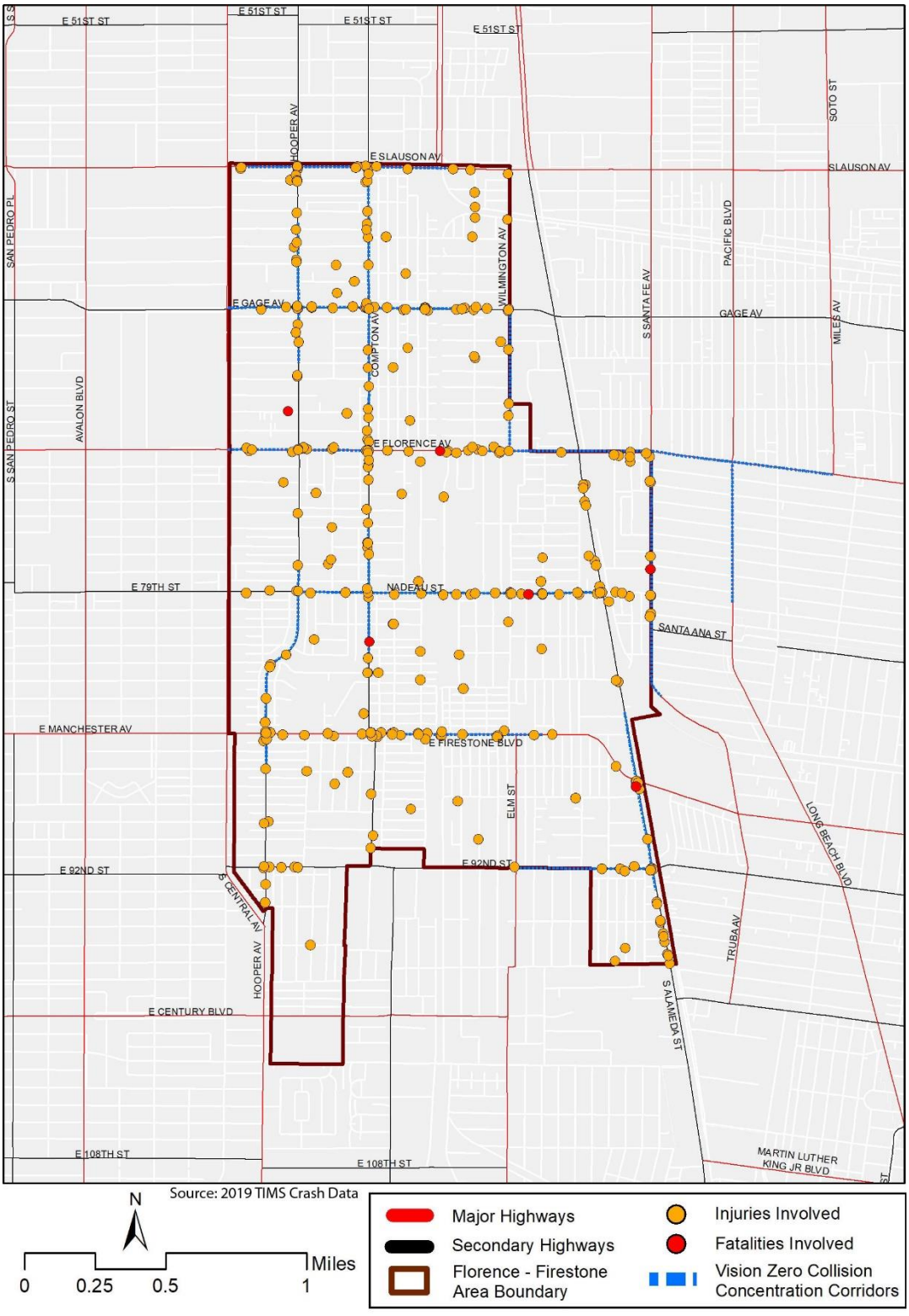
Source: Los Angeles County Department of Public Works, 2020a

Figure 23. Florence-Firestone Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Figure 24. Florence-Firestone Roadway Crashes – Serious Injury/Death (2019)

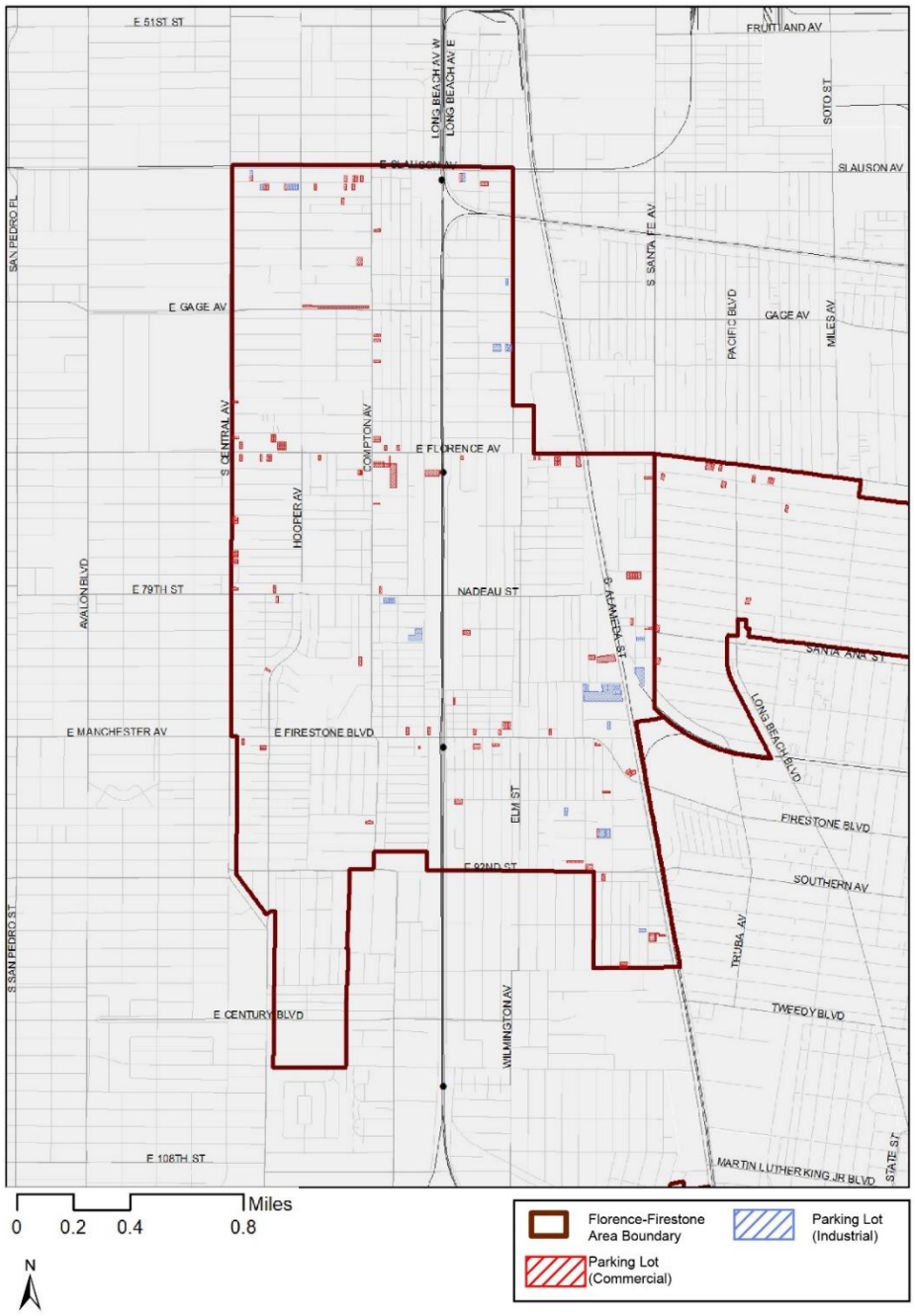


Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Parking Conditions

Figure 25. Florence-Firestone Commercial and Industrial Parking Lots shows parcels specifically used for commercial parking, which are primarily along Florence Avenue and Slauson Avenue. This does not account for street parking or parking located on the same parcel as other uses. There are no designated Park and Ride lots in Florence-Firestone; however, the Metro A Line Florence Station provides paid parking for transit riders.

Figure 25. Florence-Firestone Commercial and Industrial Parking Lots



Source: Los Angeles County Department of Regional Planning, 2021

Metro Area Plan

Bicycle and Pedestrian Infrastructure

Table 9. Florence-Firestone Bikeways lists the existing and proposed bikeways in Florence-Firestone. Bikeway connections are provided primarily along major and secondary roadways. There are a number of bikeways proposed on local streets; however, most of these are currently unfunded. Figure 26. Florence-Firestone Bikeways displays the locations of the existing and proposed bikeways within the community.

Figure 27. Florence-Firestone Pedestrian Conditions shows pedestrian accessible areas within one-quarter mile of the Metro A Line stations compared to a quarter mile radius around the station. The active freight railroad tracks that limit safe crossings and through streets in some areas constrain convenient pedestrian access. At-grade rail crossings, which can pose both a physical and mental barrier for pedestrians, are also shown. Slauson Station and Florence Station are particularly constrained for pedestrian access because the at grade railroad corridors. Most of the at grade rail crossings in Florence-Firestone are freight rail corridors, while some of the Metro A Line track is elevated.

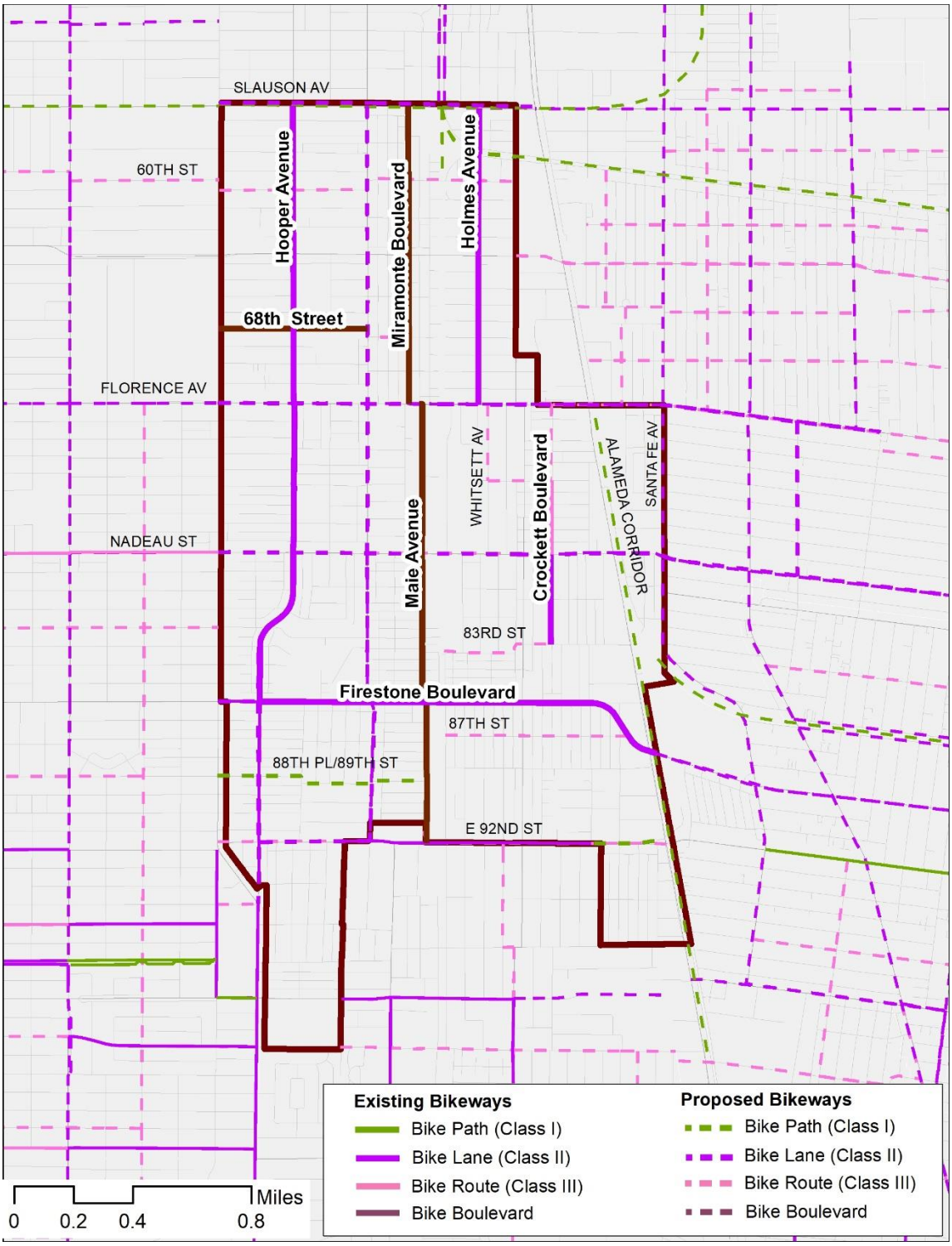
Crashes involving pedestrians and cyclists are also shown on Figure 27. Florence-Firestone Pedestrian Conditions. Overall, 41 crashes involved pedestrians and 36 involved cyclists in 2019, out of a total of 593 (UC Berkeley, 2020). Two of these crashes resulted in pedestrian death. Crashes involving pedestrians and cyclists were most heavily concentrated in the northern and western parts of the community and clustered around certain intersections. These streets may lack features that make walking safe and convenient, they may have more pedestrians and cyclists using them, or both may be true.

Table 9. Florence-Firestone Bikeways

Route/Street Name	From/To	Direction	Class	Existing or Proposed
Hooper Avenue	Slauson Avenue to 95th Street	North-South	2	Existing
Holmes Avenue	Slauson Avenue to Florence Avenue	North-South	2	Existing
Crockett Boulevard	Nadeau Street to 83rd Street	North-South	2	Existing
92nd Street	Maie Avenue to Miner Street	East-West	2	Existing
Firestone Boulevard	Central Avenue to Alameda Street	East-West	2	Existing
Crockett Boulevard	76th Place to Nadeau Street	North-South	3	Existing
Miramonte Boulevard	Slauson Avenue to Florence Avenue	North-South	Bike Boulevard	Existing
Maie Avenue	Florence Avenue to 92nd Street	North-South	Bike Boulevard	Existing
68th Street	Central Avenue to Compton Avenue	East-West	Bike Boulevard	Existing
Alameda Corridor	Florence Avenue to Southern Limit	North-South	1	Proposed
Slauson Avenue	Central Avenue to Alameda Street	East-West	2	Proposed
60th Street	Central Avenue to Wilmington Avenue	East-West	3	Proposed
Florence Avenue	Central Avenue to Santa Fe Avenue	East-West	2	Proposed
Nadeau Street	Central Avenue to Santa Fe Avenue	East-West	2	Proposed
83rd Street	Graham Avenue to Crockett Boulevard	East-West	3	Proposed
87th Street	Graham Avenue to Firestone Boulevard	East-West	3	Proposed
88th Place/89th Street	Central Avenue to Maie Avenue	East-West	1	Proposed
Whitsett Avenue	Florence Avenue to 76th Place	North-South	3	Proposed
76th Place	Whitsett Avenue to Crockett Boulevard	East-West	3	Proposed
Crockett Boulevard	Florence Avenue to Nadeau Street	North-South	3	Proposed

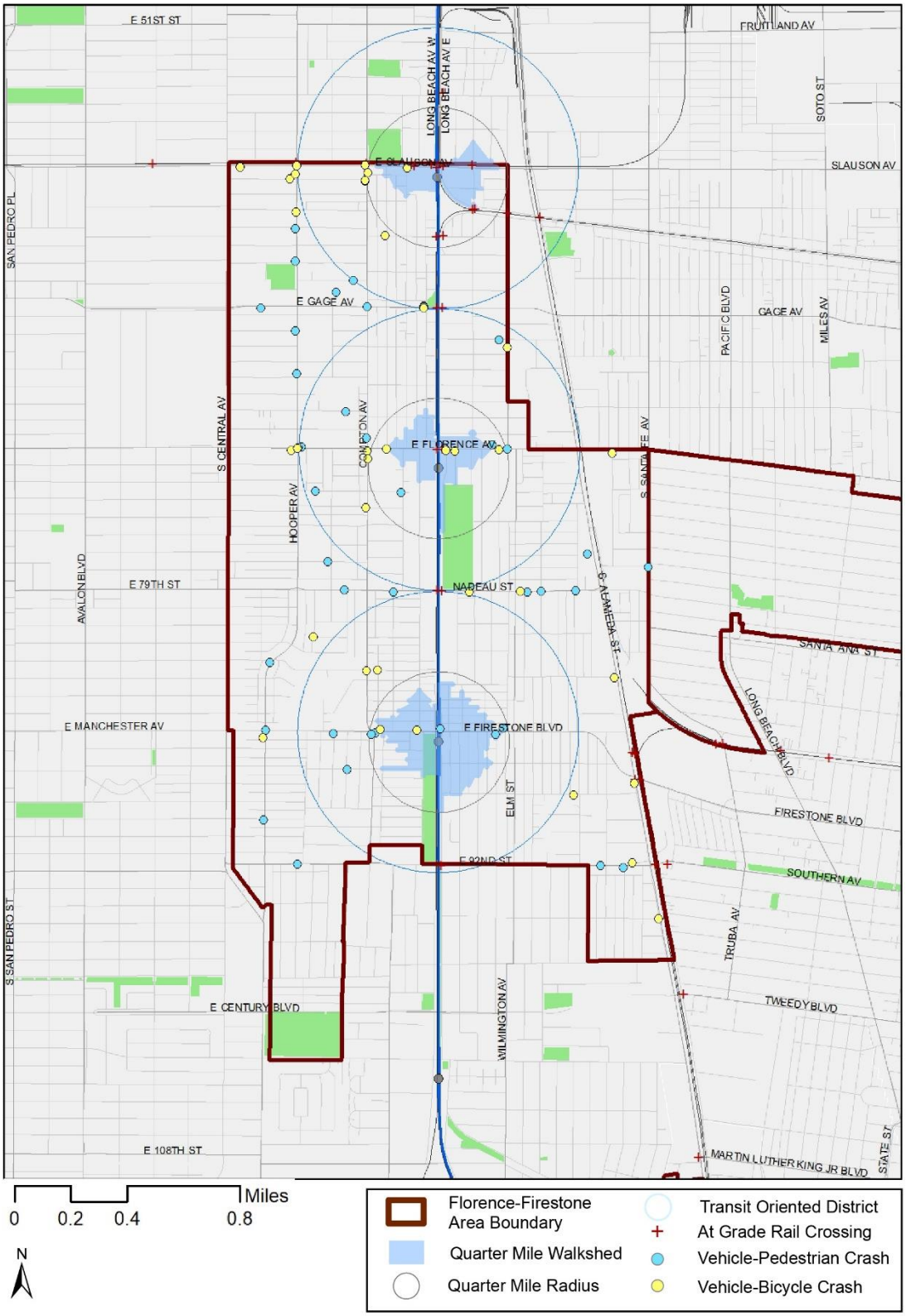
Source: Los Angeles County Department of Public Works, 2021b

Figure 26. Florence-Firestone Bikeways



Source: Los Angeles County Department of Public Works, 2021b

Figure 27. Florence-Firestone Pedestrian Conditions

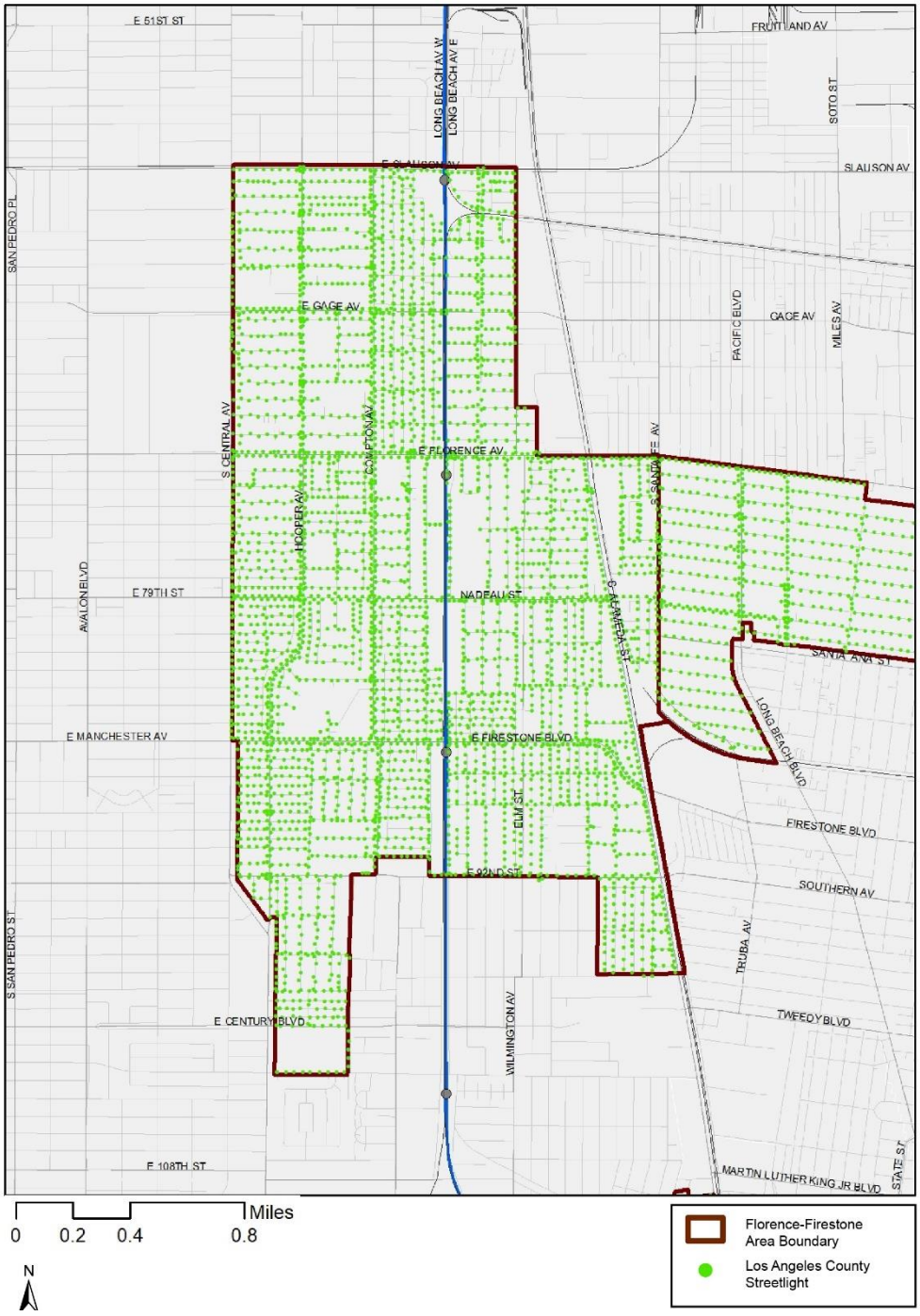


Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

Metro Area Plan

Street lighting coverage, shown on **Figure 28. Florence-Firestone Street Lighting**, is consistent throughout most of the community, with no noticeable gaps in the network.

Figure 28. Florence-Firestone Street Lights



Source: Los Angeles County Department of Public Works, 2020b

Metro Area Plan

Mobility Opportunities, Constraints, and Gaps

Pedestrian access and bus transfer access to the Metro A Line stations are constrained. The aerial stations at Slauson and Firestone allow bus stops relatively close to station access points, though they require a vertical transfer by stair or elevator to access the platform, itself a potential constraint to access. The at-grade Florence Station, with its at-grade rail crossing and short blocks on either side of the rail corridor, requires buses to stop more than 500 feet away from the station access point. This requires transit passengers transferring to cross local streets on approach to the station from either direction and, for passengers accessing the station from the west, to cross freight tracks.

Several intersections in Florence-Firestone had multiple crashes involving pedestrians and cyclists. These include the intersections of Slauson Avenue and Hooper Avenue, Slauson Avenue and Compton Avenue, Florence Avenue and Hooper Avenue, Florence Avenue and Compton Avenue, Firestone Boulevard and Hooper Avenue, Firestone Boulevard and Compton Avenue. In addition to being main thoroughfares of the community, all have bus stops with significant boardings and are directly on route to A Line Stations. This suggests a need and opportunity to improve pedestrian, cyclist, and transit infrastructure near the Metro A Line and increase safety.

Planned active transportation projects present opportunities to alleviate negative pedestrian and cycling conditions. Metro is currently conducting a supplemental alternatives analysis for the Rail to River Active Transportation Corridor Project. This project would provide a pedestrian and cyclist connection from the Metro A Line Slauson Station to the Los Angeles River path. This project could alleviate some of the pedestrian constraints around the Slauson Station and should be leveraged to increase the station's walkshed.

Walnut Park

Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within Walnut Park.

Relevant plans and policies authored by Los Angeles County include:

- Walnut Park Community Standards District (1987)
- Walnut Park Neighborhood Plan (1987)
- Vision Zero Los Angeles County: A Safer Plan for Roadways (2019)
- Walnut Park Community Pedestrian Plan (2019)
- Walnut Park N-S Corridor Study (ongoing)

Relevant plans and policies authored by other agencies include:

- Gateway Cities Strategic Transportation Plan Final Report (2016)
- Eco Rapid Transit West Santa Ana Branch Transit Corridor Station Area Concepts (2018)
- Metro West Santa Ana Branch Transit Corridor Project Draft EIS/EIR (2021)

Walnut Park Community Standards District (1987)

The community standards district provides standards for parking, road access to commercial properties, and commercial property orientation to the street. The following is a list of the relevant and specific mobility provisions and requirements.

- Requires that the north side of Walnut Avenue, between Seville Avenue and Mountain View Avenue, shall permit parking in conjunction with commercial uses in adjacent Zone C-3 (General Commercial).
- Requires additional off-street parking on Seville Avenue, south of Olive Avenue to the boundary with the city of South Gate (Zone C-3, General Commercial) for improvement work greater than 50% of market value, excluding Building Code improvements.
- Does not include specific pedestrian and/or bike standards.

Walnut Park Neighborhood Plan (1987)

The Neighborhood Plan lays out the following mobility related objectives, policies, and implementation strategies to guide development in the Walnut Park community:

- Encourages a program for additional parking
- Requires adequate parking for new uses while encourage existing uses to provide more parking
- Discourages traffic through residential areas as well as curbside parking by commercial patrons in residential areas.
- Looks to improve pedestrian amenities along Pacific Blvd while restricting street parking during peak hours
- Encourages an increase in street trees and parking along Florence Avenue

Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of Walnut Park are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Florence Avenue, Santa Fe Avenue, and Pacific Boulevard.

Walnut Park Community Pedestrian Plan (2019)

The Community Pedestrian Plan outlines proposed actions and programs to enhance the pedestrian experience in Walnut Park.

Proposed actions for County departments include:

- Working with utility companies to underground or relocate utilities to minimize conflict along sidewalks lacking ADA requirements
- Prioritizing requests related to illegal dumping that is impeding pedestrian travel
- Purchasing, operating, maintaining pedestrian-scale lighting
- Working with local business to main active building frontages
- Deploying traffic calming measures in areas where illicit activities take place

Proposed Programs for Walnut Creek include:

- Safe Routes to School
- Safe Passages
- Open Streets and Demonstration Projects

Walnut Park N-S Corridor Study (ongoing)

The corridor study will evaluate the feasibility of potential active transportation and safety enhancements, including those previously identified in the Step-by-Step Community Pedestrian Plan, along the north-south corridors of Santa Fe Avenue, Pacific Blvd, and Seville Avenue.

In addition to evaluating potential upgrades to intersections and re-purposing existing street space, the project will also review regional connectivity on Alameda Street and consider streetscape improvements.

The County is currently conducting public outreach.

Public Transit

The transit agencies, routes, and service types in Walnut Park are summarized in Table 10. Walnut Park Transit Service.

Table 10. Walnut Park Transit Service

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Los Angeles County Department of Public Works	The Link - Florence-Firestone/Walnut Park Shuttle	Shuttle	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	30 minutes	30 minutes
Los Angeles Department of Transportation	Community Dash Chesterfield Square	Community	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	20 minutes	20 minutes
Metro	60	Local	Mon-Sun 24 Hours	5 minutes	15 minutes 60 minutes (late night)
	102	Local	Mon-Sun Morning to Night	60 minutes	60 minutes
	111	Local	Mon-Sun 24 Hours	10 minutes	25 minutes 60 minutes (late night)
	251	Local	Mon-Sun 24 Hours	8 minutes	20 minutes 60 minutes (late night)
	611	Community	Mon-Sun Morning to Night	60 minutes	60 minutes

Source: Source: Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b

Transit routes in Walnut Park are primarily along major roadways with some local circulation of shuttles, as shown on Figure 29. Walnut Park Transit Service. Almost all of Walnut Park is part of the SCAG 2016 and 2045 High Quality Transit Area.

In October 2019 there were 2,314 average daily boardings on the Metro system in the study area on weekdays. The bus stop at Florence/Pacific had most daily bus boardings of any stop in Walnut Park, with 867 average daily boardings. At 0.75 square miles in area and a population of 16,239, Walnut Park has 3,081 boardings per square miles and 0.14 boardings per resident, the fourth and fifth, respectively, of the seven Area Plan communities. This indicates an average use of the Metro system in Walnut Park relative to the other Area Plan communities. Stop-level average daily boardings are shown on Figure 30. Walnut Park Average Daily Metro Boardings (2019).

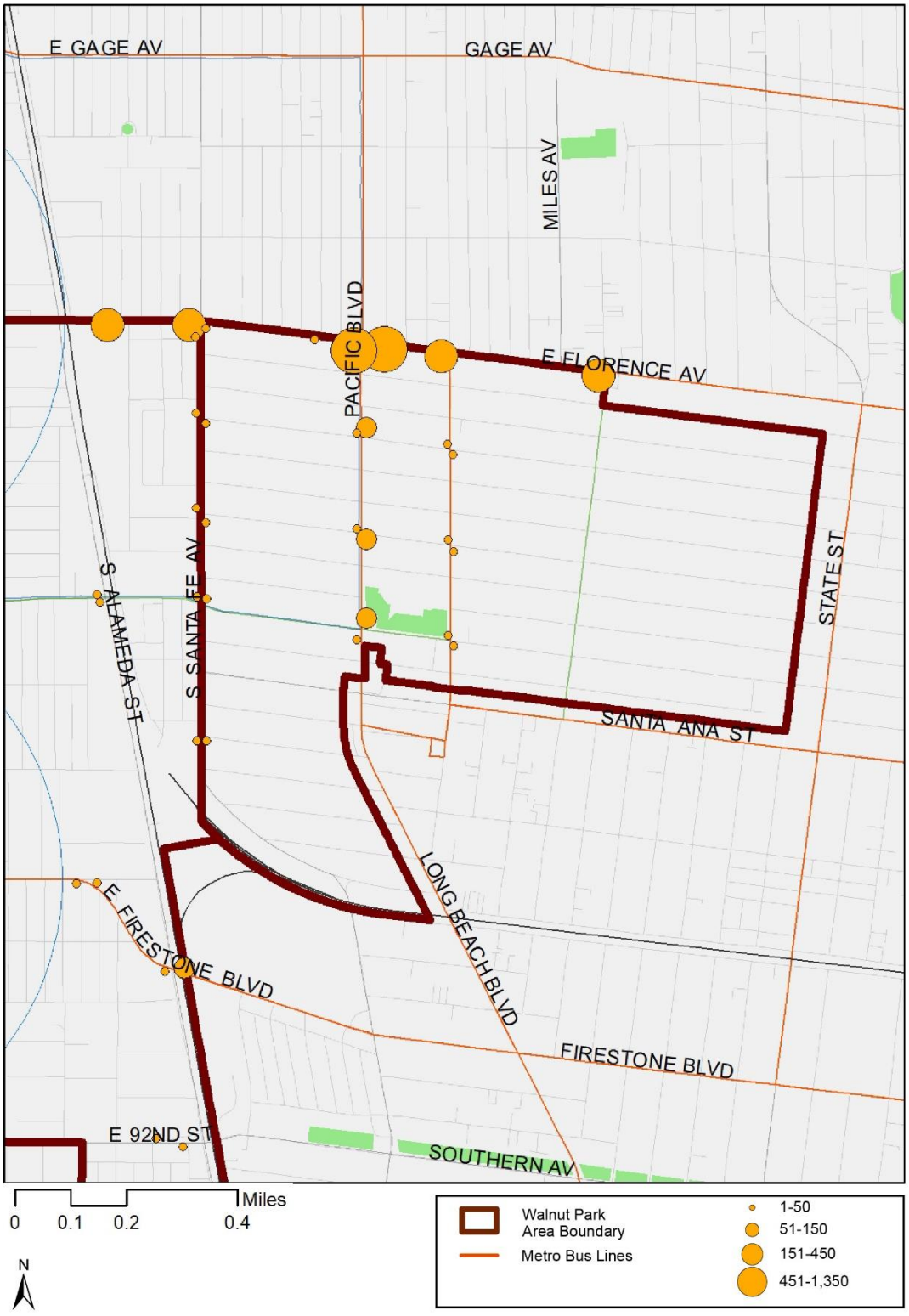
While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, The Link – Florence-Firestone/Walnut Park had 209,688 boardings, ranking fifth of the 14 Public Work's provided shuttle service with available ridership data (Los Angeles County, 2019). Ridership data for LADOT is not available.

The nearest Metro Rail station, the Metro A Line Florence Station, is connected to Walnut Park by two Metro Bus lines and The Link – Florence Firestone/Walnut Park Shuttle.

Figure 29. Walnut Park Transit Service

Source: Los Angeles County Department of Public Works, 2021b; Los Angeles Department of Transportation, 2020; Metro, 2021a; SCAG, 2021a; SCAG, 2021b

Figure 30. Walnut Park Average Daily Metro Boardings (2019)



Source: Metro, 2020a

Roadway Network

The roadway network in Walnut Park is primarily a grid with local streets connecting with major and secondary roadways. Major and secondary roadways in Walnut Park are listed in **Table 11. Walnut Park Roadways** and shown on **Figure 31. Walnut Park Roadways**.

Table 11. Walnut Park Roadways

Arterial Name	Roadway Classification	Direction
Pacific Boulevard	Major Highway	North-South
E Florence Avenue	Major Highway	East-West
S Santa Fe Avenue	Major Highway	North-South
Santa Ana Street	Secondary	East-West

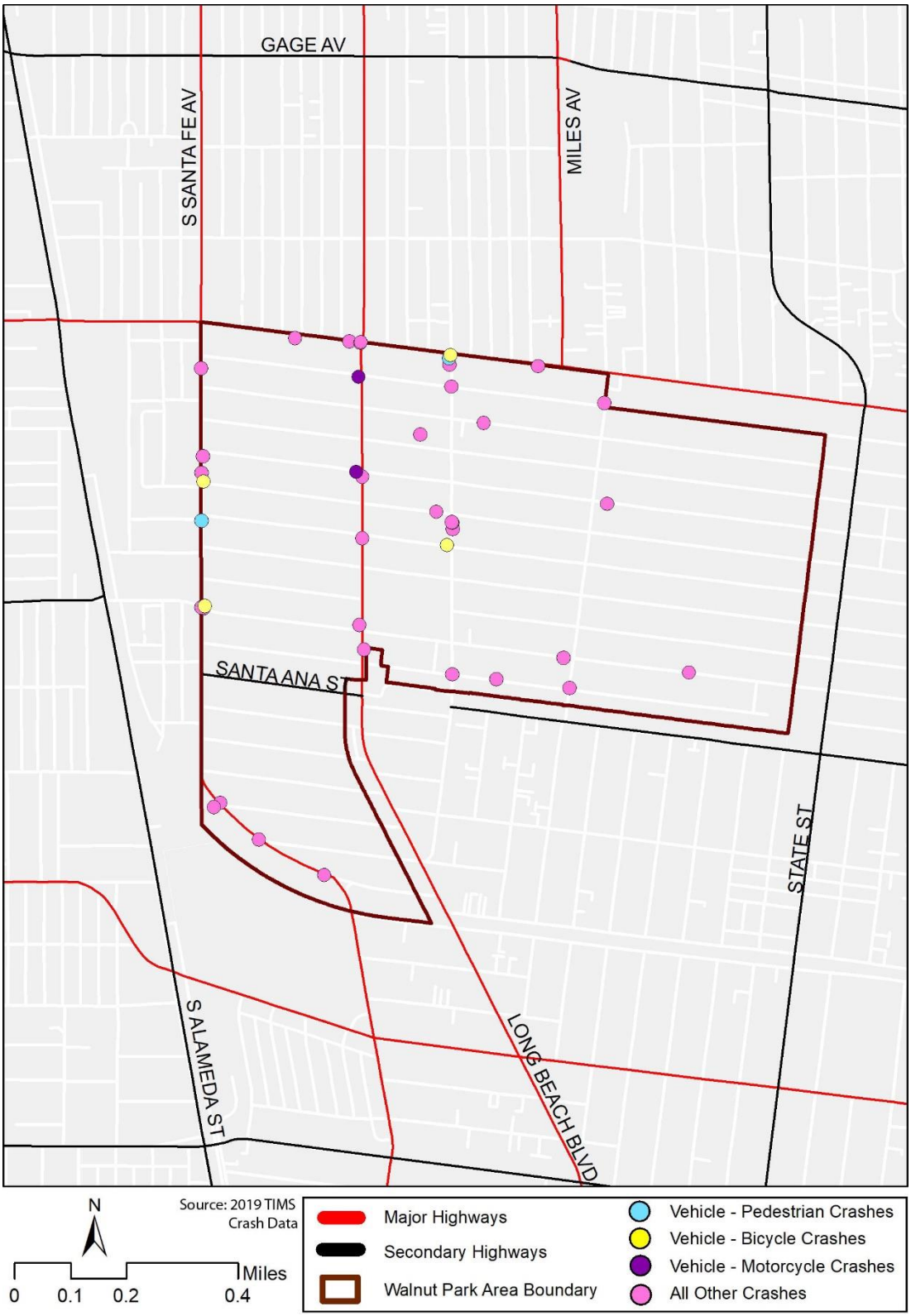
Source: Los Angeles County Department of Public Works, 2020a

Figure 32. Walnut Park Roadway Crashes (2019) shows the location and type of crashes in the community in 2019. Crashes are predominately on the borders of the community and within the primarily residential in the east. The California Highway Patrol recorded a total of 41 crashes (54.7 per square mile) in Walnut Park in 2019 in the Statewide Integrated Traffic Records System, 33 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 33. Walnut Park Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. None of the crashes on Walnut Park surface streets resulted in a death in 2019.

Figure 31. Walnut Park Roadways

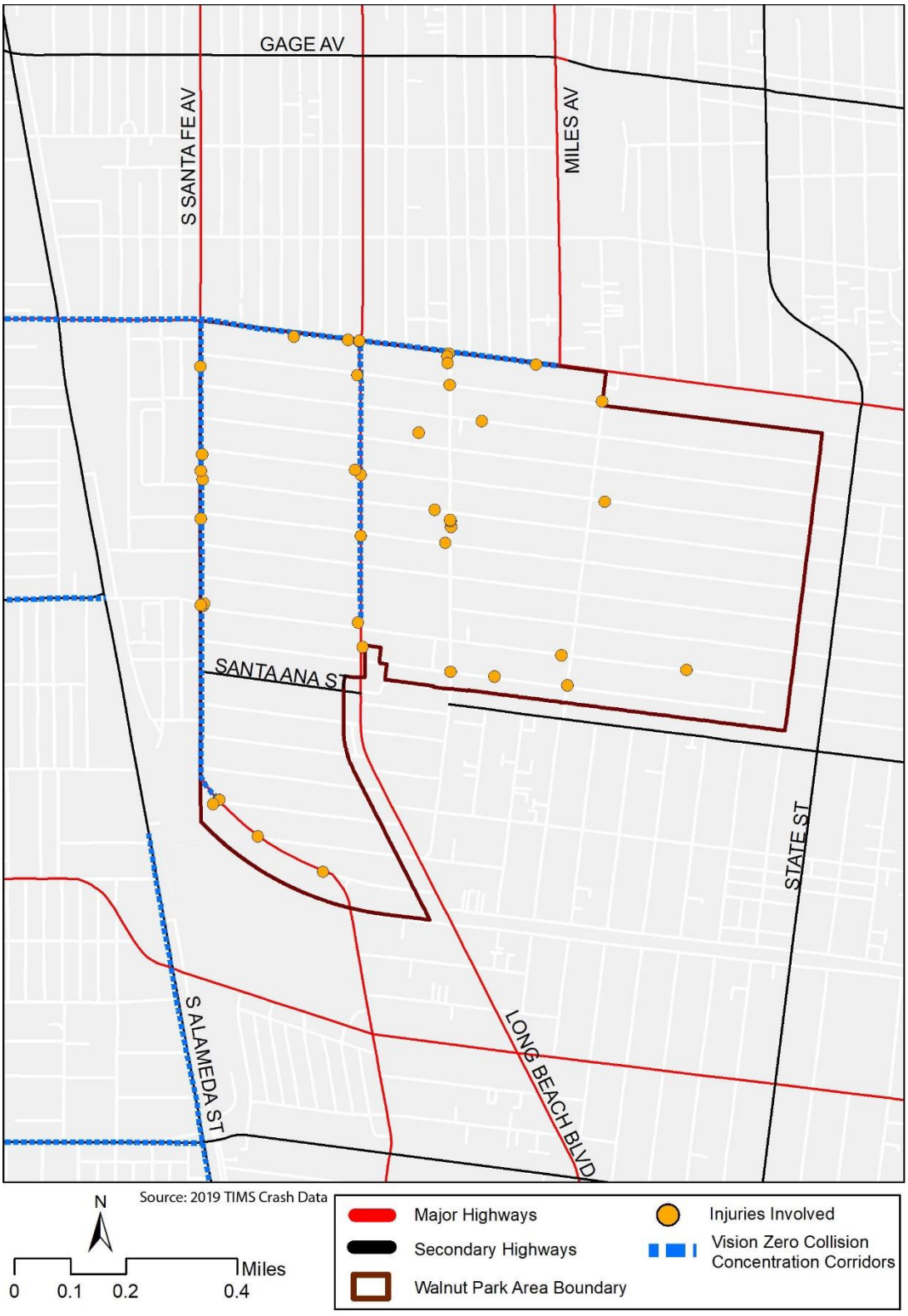
Source: Los Angeles County Department of Public Works, 2020a

Figure 32. Walnut Park Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Figure 33. Walnut Park Roadway Crashes – Serious Injury/Death (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Parking Conditions

Figure 34. Walnut Park Commercial and Industrial Parking Lots shows parcels specifically used for commercial parking, which are primarily along the western periphery of the community. This does not account for street parking or parking located on the same parcel as other uses. There are no designated Park and Ride lots in Walnut Park; however, the Metro A Line Florence Station less than a mile from the community's western border provides paid parking for transit riders.

Figure 34. Walnut Park Commercial and Industrial Parking Lots

Source: Los Angeles County Department of Regional Planning, 2021

Bicycle and Pedestrian Infrastructure

There are no existing bikeways within the community; however, there are a number of bikeways proposed. Table 12. Walnut Park Bikeways lists the proposed bikeways in Walnut Park. Many of these bikeways are not currently funded. Proposed bikeways are most prevalent on major and secondary highways as opposed to secondary or neighborhood streets, except for Seville Avenue. Figure 35. Walnut Park Bikeways, displays the location of the proposed bikeways within the community.

Table 12. Walnut Park Bikeways

Route/Street Name	From/To	Direction	Class	Existing or Proposed
Pacific Blvd/ Long Beach Blvd	Santa Fe Avenue to S/o Cudahy Street	North-South	2	Proposed
Seville Avenues	Florence Avenue to Broadway Avenue	North-South	2	Proposed
Broadway Avenue	Santa Fe Avenue to Eastern City Limit	East-Wests	2	Proposed
Santa Fe Avenue	Florence Avenue to Ardmore Avenue	East-West	2	Proposed
UPRR Spur Line	Eastern Community Limit to Western Community Limit	North-South	1	Proposed
Florence Avenue	Central Avenue to Mountain View Avenue	East-West	2	Proposed
Walnut Street	Mountain View Avenue to Eastern Community Limit	East-West	3	Proposed

Source: Los Angeles County Department of Public Works, 2021b

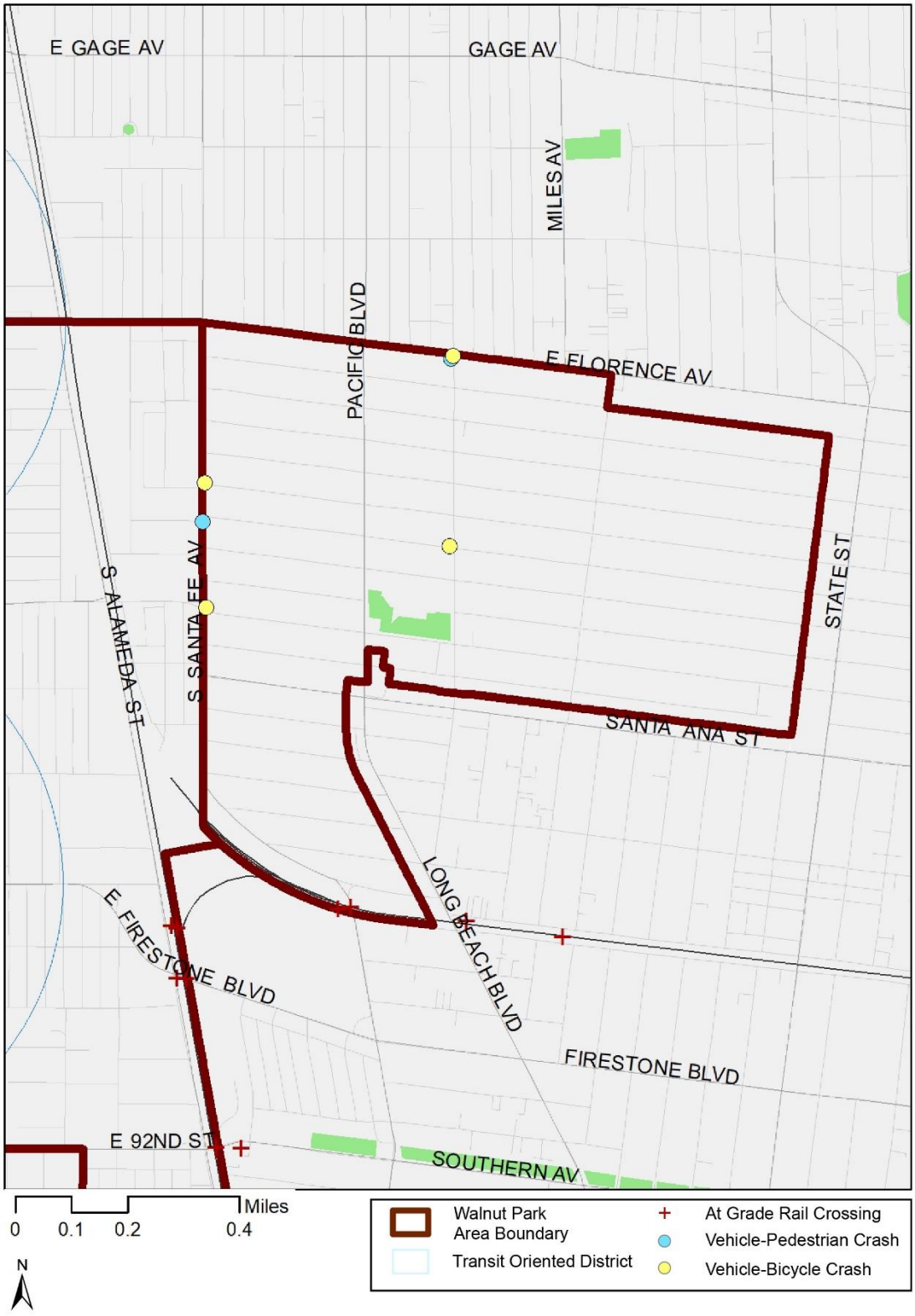
Figure 36. Walnut Park Pedestrian Conditions shows at-grade rail crossings, which can pose both a physical and mental barrier for pedestrians. The two at-grade rail crossings in Walnut Park are at the southern border of the community, limiting pedestrian access outside of the community rather than pedestrian circulation within the community.

Crashes involving pedestrians and cyclists are also shown on Figure 36. Overall, 2 crashes involved pedestrians and 4 involved cyclists in 2019, out of a total of 41 (UC Berkeley, 2020). Unlike vehicle-vehicle crashes which took place on neighborhood streets, pedestrian and cyclist crashes took place almost entirely on the major thoroughfares of Florence Avenue and Santa Fe Avenue. With available data it cannot be determined whether the relatively few pedestrian crashes are a result of a safe pedestrian environment or n unwelcoming pedestrian environment resulting in few willing to walk within the community.

Figure 35. Walnut Park Bikeways

Source: Los Angeles County Department of Public Works, 2021b

Figure 36. Walnut Park Pedestrian Conditions



Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

Street lighting coverage, shown on **Figure 37. Walnut Park Street Lighting**, is consistent throughout most of the community, with no noticeable gaps in the network.

Figure 37. Walnut Park Street Lights

Source: Los Angeles County Department of Public Works, 2020b

Mobility Opportunities, Constraints, and Gaps

Despite density, pockets of the community are disconnected from the transit system. While most of Walnut Park's internal circulation is well covered by bus transit, the southwest residential neighborhood is less connected to both the local and regional system than the rest of the community. Metro Line 60 serves the eastern border of this community, but this line does not provide a direct connection to the Metro A Line.

All West Santa Ana Branch Transit Corridor alternatives currently being considered by Metro during the environmental review would have a station less than half a mile from the community border. The proposed station at Florence Avenue and Salt Lake Avenue would be closer to the community than the Metro A Line Florence Station. This new rail line and station presents the opportunity to better connect Walnut Park to Downtown Los Angeles, Gateway Cities, and South Los Angeles if future bus service pedestrian, and bicycle amenities, are coordinated with the project.

In general, the existing and planned transportation infrastructure is interconnected within the Walnut Park community; mobility for Walnut Park is primarily constrained by access in and out of the community. As previously mentioned, the Alameda Corridor to the west of Walnut Park as well as the railroad corridor and at-grade crossing to the south and the rail corridor to the east of Walnut Park (a proposed alignment for the West Santa Ana Branch Transit Corridor) limit access in three directions for all modes. Access outside the community for goods, services, and employment is likely particularly critical to Walnut Park, as the smallest and densest community of the seven Area Plan areas (0.75 square miles with 21, 623 people per square mile). As Walnut Park is the densest community of the Metro area, there is opportunity to increase transit use with strategic improvements; the community's density would allow improvements to reach more potential users.

West Athens-Westmont

Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within West Athens-Westmont.

Relevant plans and policies authored by Los Angeles County include:

- West Athens-Westmont Community Standards District (Date Unknown)
- West Athens-Westmont Community Plan (1990)
- Vermont Green Line Station Transit Oriented Development (2010)
- Los Angeles County Transit Oriented Districts Access Study (2013)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)
- West Athens-Westmont Community Pedestrian Plan (2019)
- Connect Southwest Los Angeles TOD Specific Plan (2020)

Relevant plans and policies authored by other agencies include:

- Metro Green Line Station Access Plans (2007)
- South Bay Council of Governments Sustainable South Bay (2009)
- Metro Vermont Bus Rapid Transit Technical Study (2017)
- Metro Vermont Transit Corridor –Rail Conversion/Feasibility Study (2019)

- Southern California Association of Governments I-105 Corridor Sustainability Study (2019)

West Athens-Westmont Community Standards District (Date Unknown)

The community standards district provides standards for access to commercial and residential development along Century Boulevard. Access is segregated as follows:

- Residential projects on Century Boulevard, between Vermont Avenue to the east and approximately 130 feet west of Denker Avenue to the west shall have access to property via 99th Street or 101st Street.
- Commercial projects on Century Boulevard, between Vermont Avenue to the east and approximately 130 feet west of Denker Avenue to the west shall have access to property via Century Boulevard only.

West Athens-Westmont Community Plan (1990)

This thirty-year-old plan communicates a desire to capitalize on the Metro C (referred to as Green Line in this document)) Line station in the community and to provide options for the transit dependent, but also emphasizes a desire to reduce multi-family residential densities. There is a significant emphasis on safety and crime reduction.

Vermont Green Line Station Transit Oriented Development (2010)

This study recommends treating the Vermont/Athens Metro C Line (referred to as Green Line in this document) Station as an anchor for two active nodes. The nodes are a mixed-use urban center to the north at Vermont Avenue and Imperial Highway and a smaller neighborhood-serving center to the south at Vermont Avenue and 120th Street.

An enhanced linear park along the Vermont Avenue median is recommended to add open space and connect these active nodes. Housing and mixed-use infill development between these nodes can bolster retail and pedestrian activity along the Vermont Avenue corridor, and a green connector along the Union Pacific right-of-way south of the station can create east-west pedestrian and bicycle linkages.

Los Angeles County Transit Oriented Districts Access Study (2013)

This study assesses the state of the public amenities that facilitate and support pedestrian, bicycle, and transit access to stations in Unincorporated Los Angeles County, including along the Metro C Line (referred to as Green Line in this document) at the Vermont/Athens C Line Station.

The plan identifies a variety of physical improvements to sidewalks/curbs, travel lanes, bicycle infrastructure, and pedestrian infrastructure. It notes strengths in the West Athens-Westmont's engaged community and County-owned properties surrounding the Vermont/Athens Green Line Station and notes weaknesses in freeway and arterial noise/traffic, lack of bike infrastructure, tracks under freeway, lack of open space, and safety/crime perception and realities.

Opportunities are identified with Vermont's wide right-of-way for improved bicycle and pedestrian infrastructure, vacant/underutilized lots could be redeveloped, and nearby neighborhood amenities and resources. Challenges are identified with lack of market for private investment, limited public funding, and community concern regarding change. The plan includes detailed conceptual design recommendations for the Vermont/Athens Metro C Line Station.

Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of West Athens-Westmont are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Century Boulevard, 112th Street, Imperial Highway, 120th Street, El Segundo Boulevard, Western Avenue, Normandie Avenue, and Vermont Avenue.

West Athens-Westmont Community Pedestrian Plan (2019)

This plan focuses on pedestrian access issues, concerns, and opportunities specific to the West-Athens-Westmont community and recommends improvements to pedestrian infrastructure and access to resources.

Concerns and opportunities included:

- Speeding on Vermont Avenue, 120th Street, El Segundo Boulevard, Imperial Highway, and Western Avenue
- Need for pedestrian-scale lighting on Denker Avenue, Raymond Avenue, Budlong Avenue, Vermont Avenue, and Western Avenue
- Crossing enhancements at various intersections, including:
    - Crosswalks at Normandie Avenue/112th Street
    - Longer pedestrian crossing times at Imperial Highway/Vermont Avenue
    - A crossing guard at 120th Street/ Vermont Avenue

Top priority locations for major pedestrian projects were:

- Vermont Avenue/Imperial Highway
- Vermont Avenue/Southern Pacific Rail Corridor
- Vermont Avenue/116th Street
- Western Avenue/108th Street
- Western Avenue/Imperial Highway
- Vermont Avenue/120th Street
- Other locations identified included:
    - Vermont Avenue at 108th Street and El Segundo Boulevard
    - Normandie Avenue at 120th Street, 112th Street, and 124th Street
    - Denker Avenue at Imperial Highway and at 111th Street
    - Western Avenue at 120th Street
    - Budlong Avenue at 87th Street and 110th Street
    - 110th Street at Western Avenue and Hobart Avenue
    - 122nd Street at Western Avenue and Halldale Avenue

Connect Southwest Los Angeles TOD Specific Plan (2020)

This plan aims to create a more walkable, transit-oriented area with a mix of land uses that is accessible by all modes of transportation with an emphasis on transit, walking, and bicycling. Establishes policies, development standards, and design guidelines for this purpose.

Identifies Los Angeles Southwest College as a major asset to connect to and the potential to create a "college town" atmosphere. Auto-oriented uses, properties and structures that suffer from a lack of maintenance and upkeep, and the C Line Station location in the middle of the freeway present major challenges. The resulting physical deterioration from this lack of maintenance and upkeep leads to an unsafe neighborhood environment that discourages new development and investment.

While served by transit, narrow sidewalks, highway on-ramps, and the significant width of Vermont Avenue make walking to the station difficult. The station's relative isolation from activity occurring on the street above it eliminates visibility and general surveillance creating significant personal safety concerns.

Emphasizes building on the West Athens-Westmont distinct identity and identifies areas to preserve, enhance, and transform. Areas of transformation are mostly envisioned as mixed use with open space and linear green space.

Public Transit

The transit agencies, routes, and service types in West Athens-Westmont are summarized in Table 13. West Athens-Westmont Transit Service.

Table 13. West Athens-Westmont Transit Service

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Gardena Transit	2	Local	Mon-Fri Early Morning to Night Sat-Sun Morning-Night	15 minutes	40 minutes
	5	Local	Mon-Fri Morning to Evening	60 minutes	60 minutes
Los Angeles County Department of Public Works	The Link – Athens Shuttle	Shuttle	Mon-Fri Morning to Evening Sat Late Morning to Evening	30 minutes	30 minutes
Los Angeles Department of Transportation	Community Dash - Vermont/Main Counterclockwise	Community	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	15 minutes	20 minutes
Metro	C Line (Green)	Light Rail	Mon-Sun Early Morning to Late Night	10 minutes	20 minutes
	117	Local	Mon-Sun Early Morning to Late Night	15 minutes	30 minutes 50 minutes (late night)
	120	Local	Mon-Sun Early Morning to Night	40 minutes	60 minutes
	204	Local	Mon-Sun 24 Hours	8 minutes	30 minutes
	206	Local	Mon-Fri Early Morning to Night Sat-Sun Morning to Night	12 minutes	30 minutes
	207	Local	Mon-Sun 24 Hours	6 minutes	20 minutes 60 minutes (late night)
	209	Local	Mon-Fri Morning to Night	60 minutes	60 minutes
	754	Rapid	Mon-Sun Morning to Late Evening	10 minutes	20 minutes
Torrance Transit	2	Local	Mon-Fri Morning to Evening	60 minutes	60 minutes
	5	Local	Mon-Fri Morning to Night	60 minutes	60 minutes

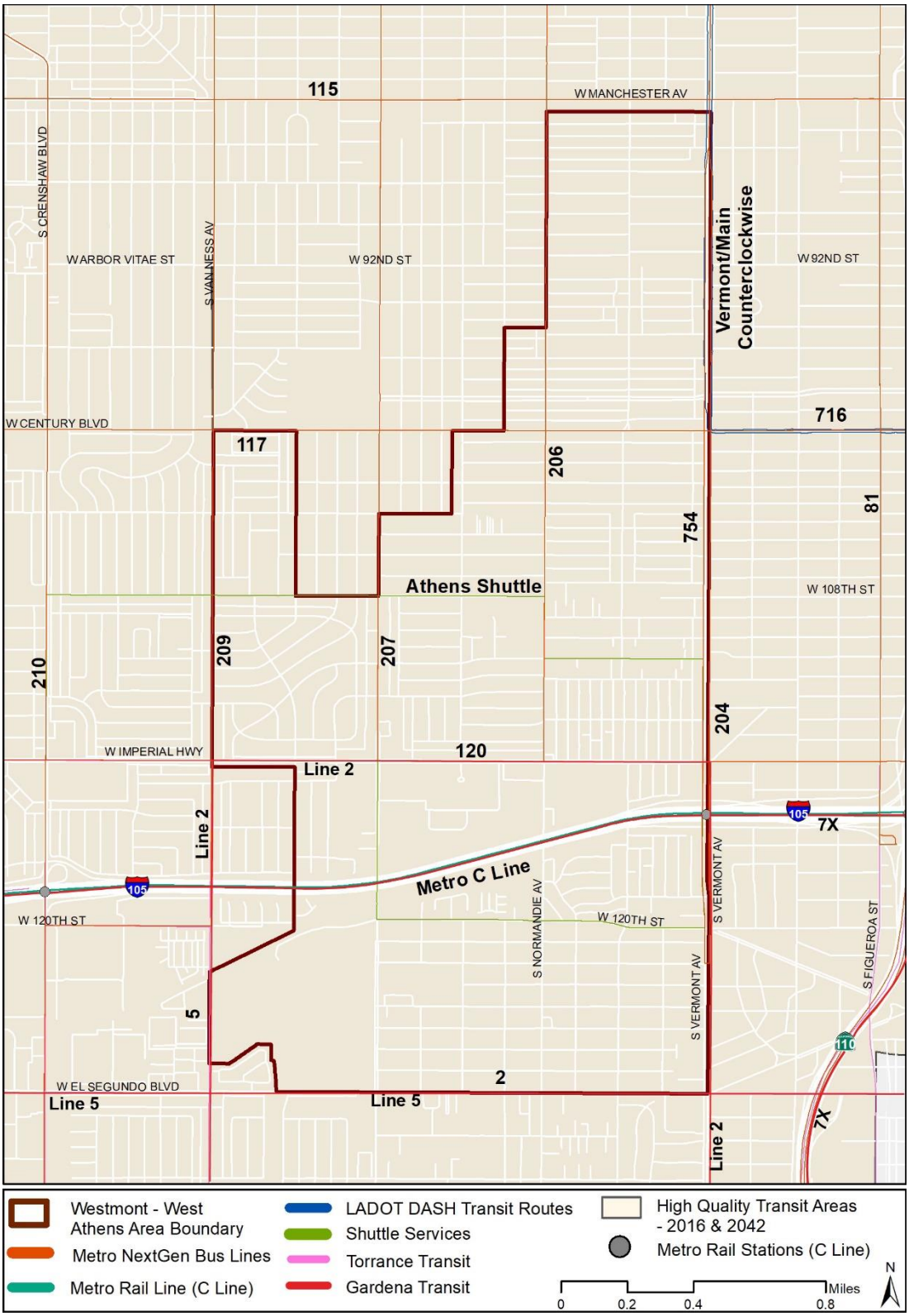
Source: City of Gardena, 2021; City of Torrance, 2021; Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b

Coverage by Metro and municipal bus lines is largely divided by I-105, with Metro serving the area north of the freeway and Gardena Transit (GTrans) and Torrance Transit serving south of the freeway. The transit service in West Athens-Westmont is shown on Figure 38. West Athens-Westmont Transit Service. All of West Athens-Westmont is part of the SCAG 2016 and 2045 High Quality Transit Area.

In October 2019 there were 6,142 average daily boardings on the Metro system in the study area on weekdays, 4,091 of these boardings on bus and 2,051 on rail (Metro, 2020a). Vermont/Athens Station on the Metro C Line had the most boardings of any transit stop in West Athens-Westmont, with 2,051 average daily boardings in October 2019. At 3.2 square miles in area and a population of 41,088, West Athens-Westmont has 1,930 boardings per square miles and 0.15 boardings per resident, the fifth and third (tied) most, respectively, of the seven Area Plan communities. This indicates an average to high use of the Metro system in West Athens-Westmont relative to the other Area Plan communities. Stop-level average daily boardings are shown on Figure 39. West Athens-Westmont Average Daily Metro Boardings (2019).

While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, The Link – Athens Shuttle had 48,680 boardings, ranking seventh of the 14 Public Work's provided shuttle service with available ridership data (Los Angeles County, 2019). The Link - Athens Shuttle connects the two halves of the community divided by I-105. The Torrance Transit Tomorrow Plan indicates that most Torrance Transit stops within West Athens-Westmont saw an average of 5-50 daily boardings each in 2017 (City of Torrance, 2019). Recent ridership data for GTrans transit lines is not available.

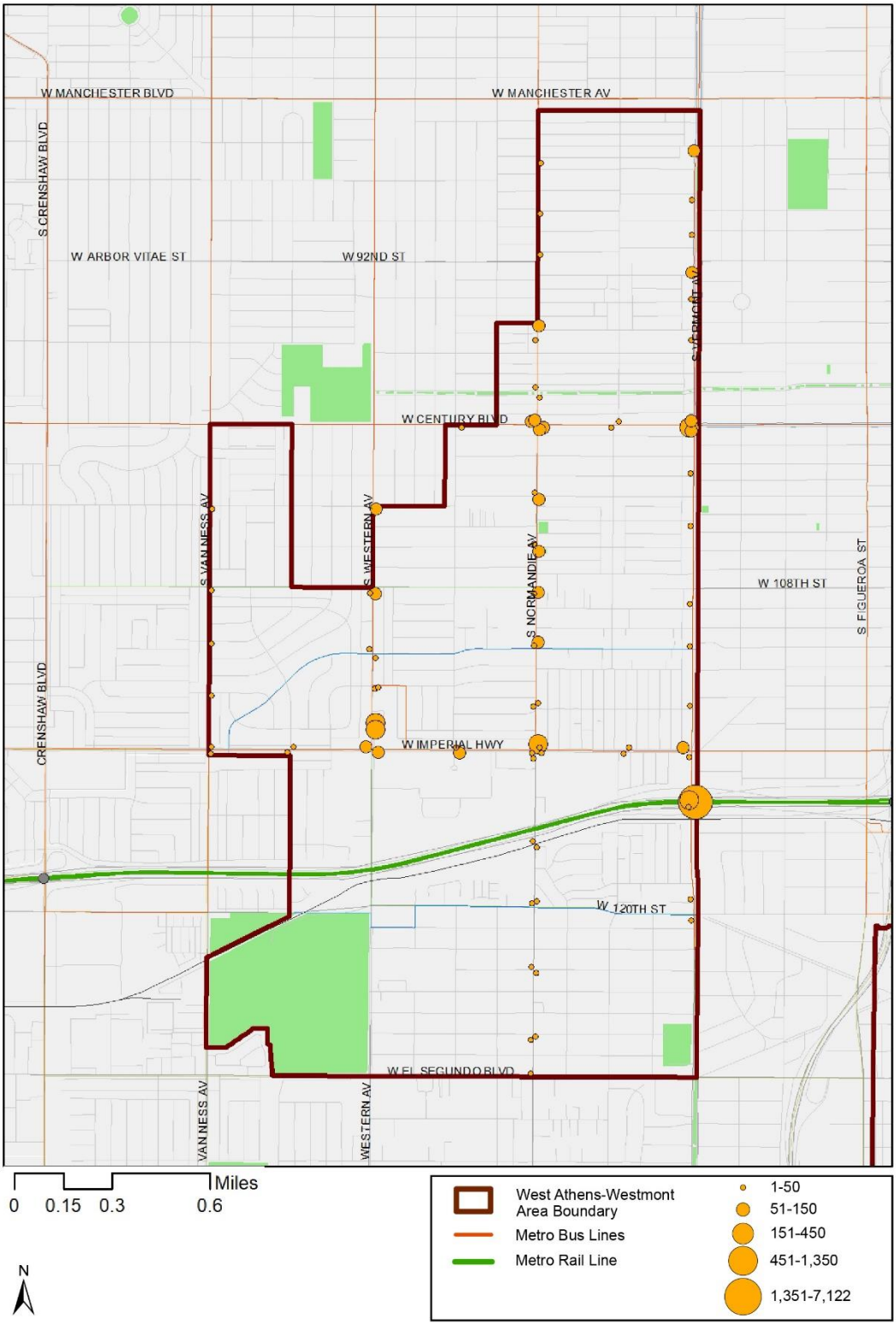
Figure 38. West Athens-Westmont Transit Service



Source: City of Gardena, 2021; City of Torrance, 2021; Los Angeles County Department of Public Works, 2021b; Los Angeles Department of Transportation, 2020; Metro, 2021a; SCAG, 2021a; SCAG, 2021b

Metro Area Plan

Figure 39. West Athens-Westmont Average Daily Metro Boardings (2019)



Source: Metro, 2020a

Roadway Network

The roadway network in West Athens-Westmont is primarily a grid with local streets connecting with major and secondary roadways. Residential areas in the west side of the community are laid out in a diagonal grid whereas the roadway network in the remainder of the community is primarily standard grid. I-105 bisects the southern portion of the community. Major and secondary roadways in West Athens-Westmont are listed in **Table 14. West Athens-Westmont Roadways** and shown on **Figure 40. West Athens-Westmont Roadways**.

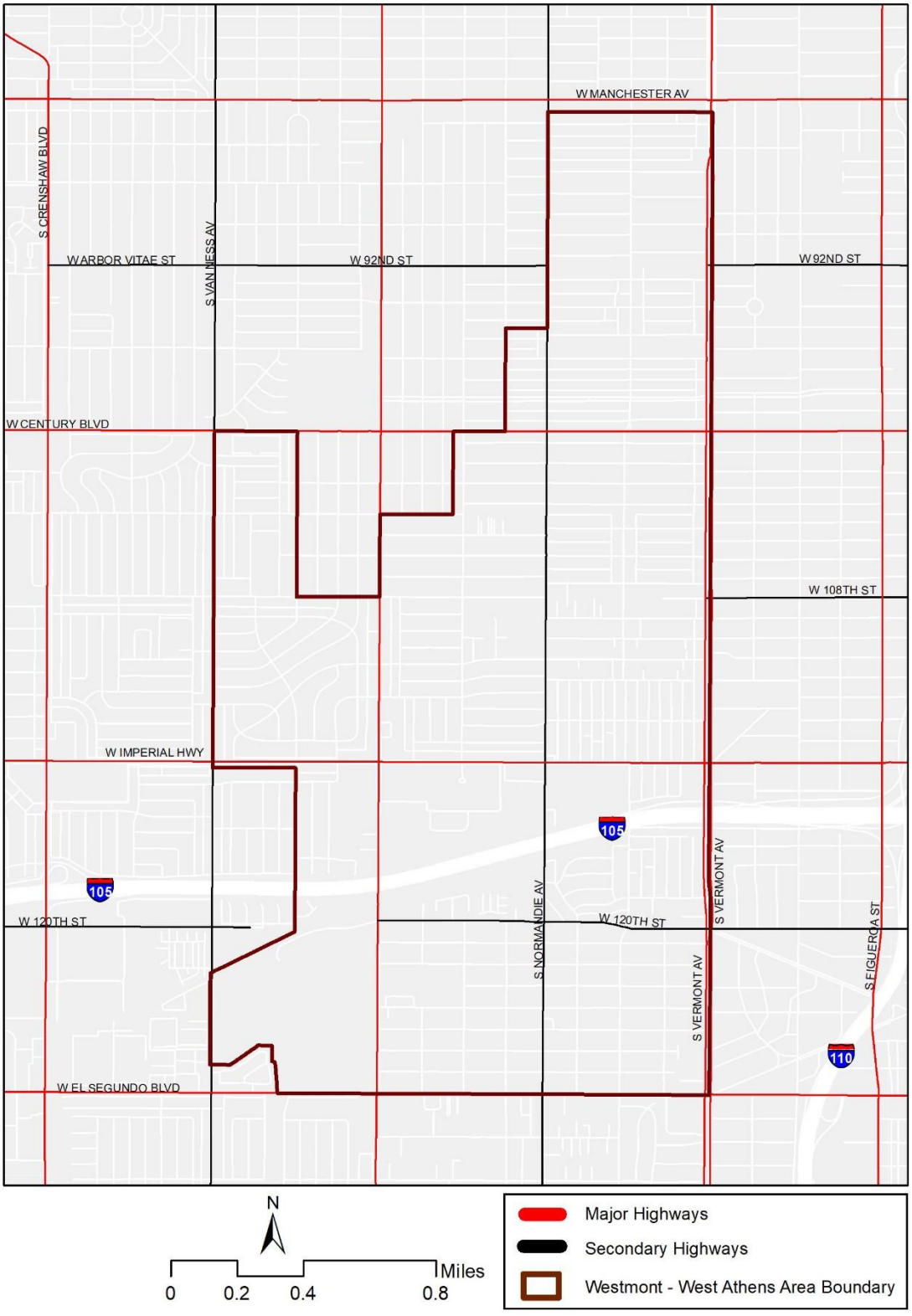
Table 14. West Athens-Westmont Roadways

Arterial Name	Roadway Classification	Direction
92nd Street	Secondary	East-West
W 108th Street	Secondary	East-West
S Normandie Avenue	Secondary	North-South
S Van Ness Avenue	Secondary	North-South
S Vermont Ave	Major Highway	North-South
W 120th Street	Secondary	East-West
W 92nd Street	Secondary	East-West
W Century Boulevard	Major Highway	East-West
W El Segundo Boulevard	Major Highway	East-West
W Imperial Highway	Major Highway	East-West
Western Avenue	Major Highway	North-South
Manchester Avenue	Major Highway	East-West

Source: Los Angeles County Department of Public Works, 2020a

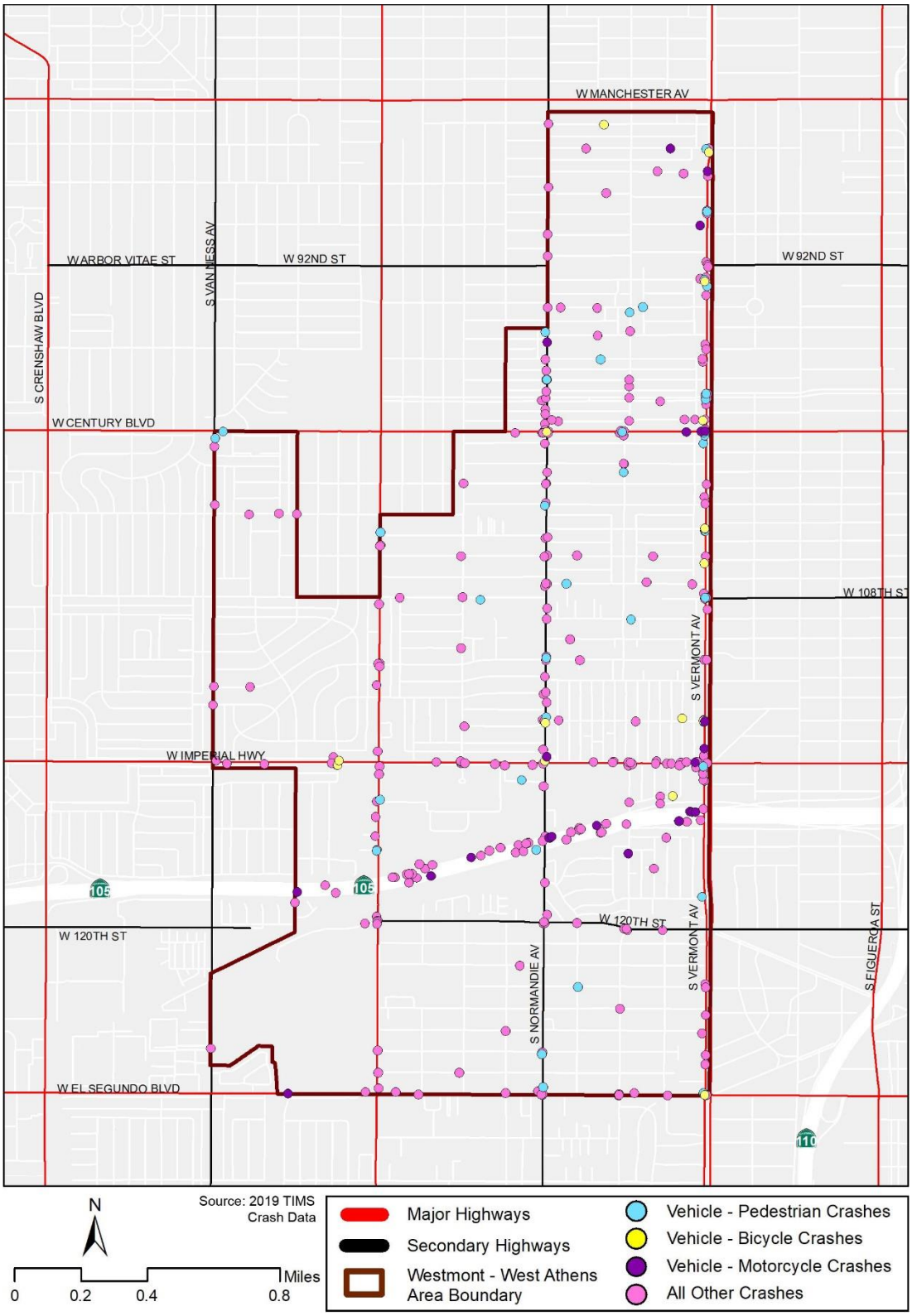
Figure 41. West Athens-Westmont Roadway Crashes (2019) shows the location and type of crashes in the community in 2019. Crashes are concentrated heavily along the major thoroughfares of Imperial Highway, Normandie Avenue, and Vermont Avenue, with a higher density of crashes north of I-105 than south. The California Highway Patrol recorded a total of 357 crashes (112 per square mile) in West Athens-Westmont in 2019, 278 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 42. West Athens-Westmont Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. Eight of the crashes on West Athens-Westmont surface streets resulted in a death in 2019, all north of I-105.

Figure 40. West Athens-Westmont Roadways



Source: Los Angeles County Department of Public Works, 2020a

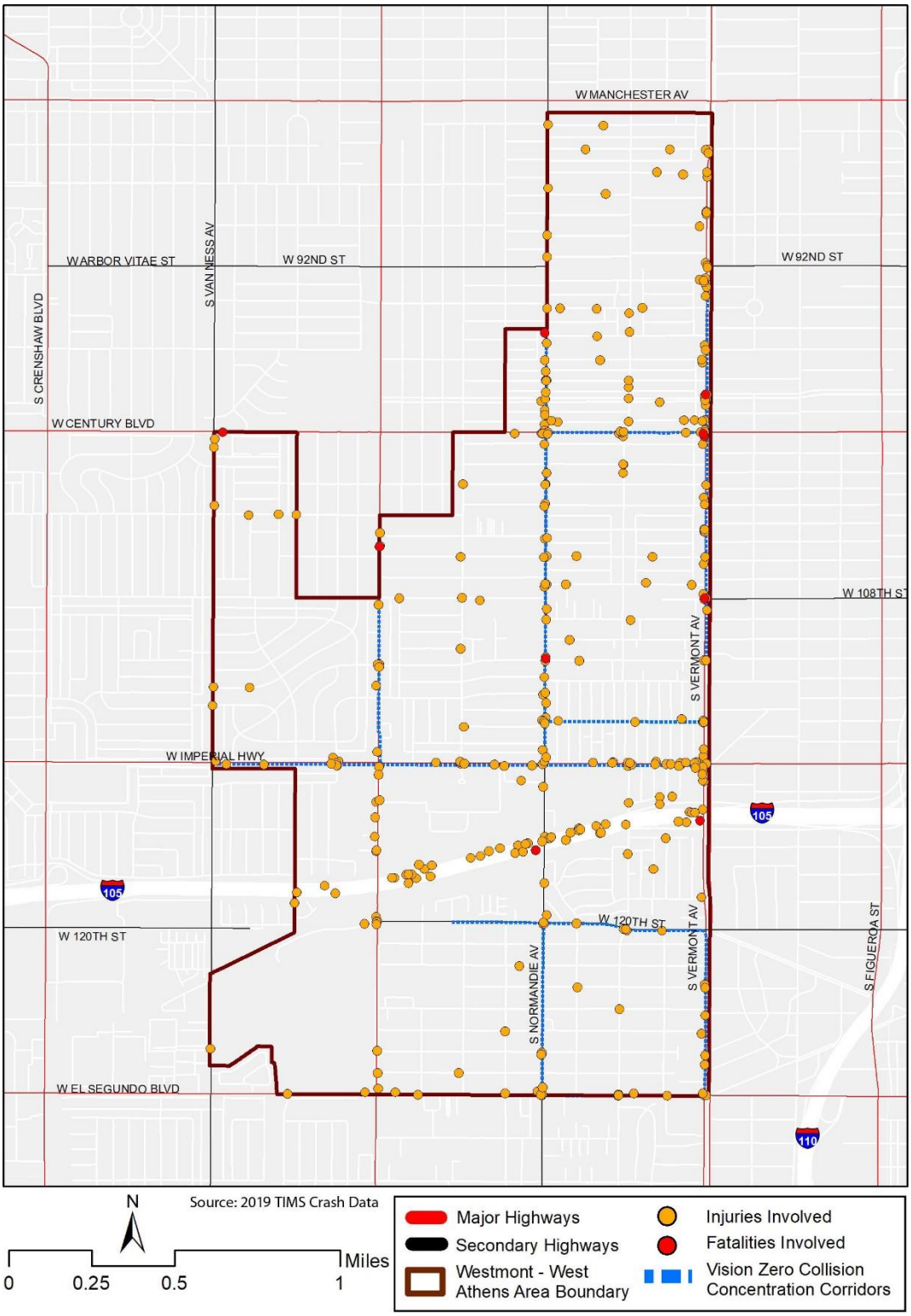
Figure 41. West Athens-Westmont Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Metro Area Plan

Figure 42. West Athens-Westmont Roadway Crashes – Serious Injury/Death (2019)



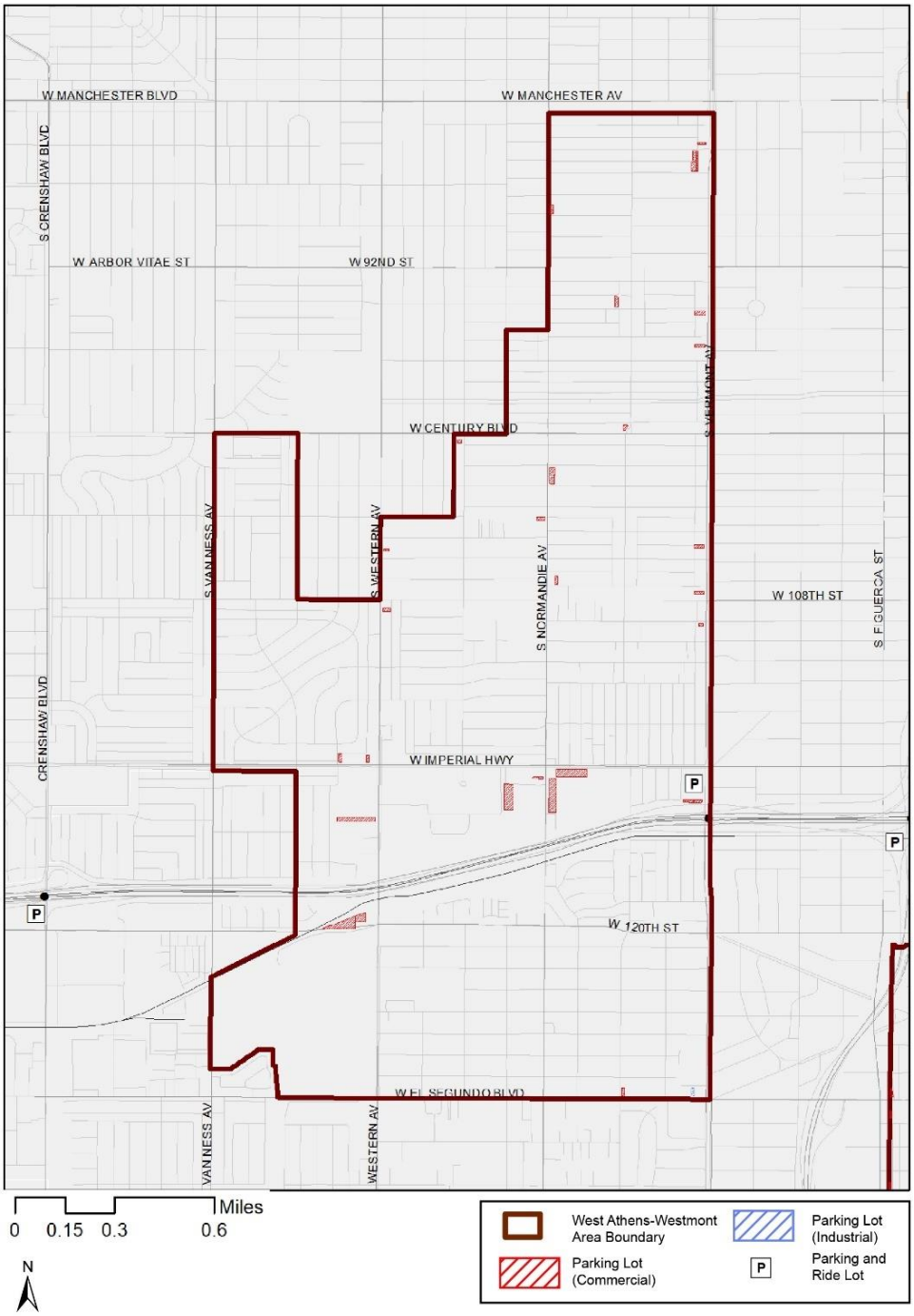
Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Metro Area Plan

Parking Conditions

Figure 43. West Athens-Westmont Commercial and Industrial Parking Lots shows parcels specifically used for commercial parking, which is most heavily concentrated on Imperial Highway and Vermont Avenue. This does not account for street parking or parking located on the same parcel as other uses. There is a Park and Ride lot at the southeast corner of Imperial Highway and Vermont Avenue, which also serves as parking for the Metro C Line Vermont/Athens Station.

Figure 43. West Athens-Westmont Commercial and Industrial Parking Lots



Source: Los Angeles County Department of Regional Planning, 2021; Los Angeles County Department of Public Works, 2021c

Bicycle and Pedestrian Infrastructure

Table 15. West Athens-Westmont Bikeways lists the existing and proposed bikeways in West Athens-Westmont. Bikeway connections are provided primarily along major and secondary roadways. There are a number of bikeways proposed on local streets; however, most of these are currently unfunded.

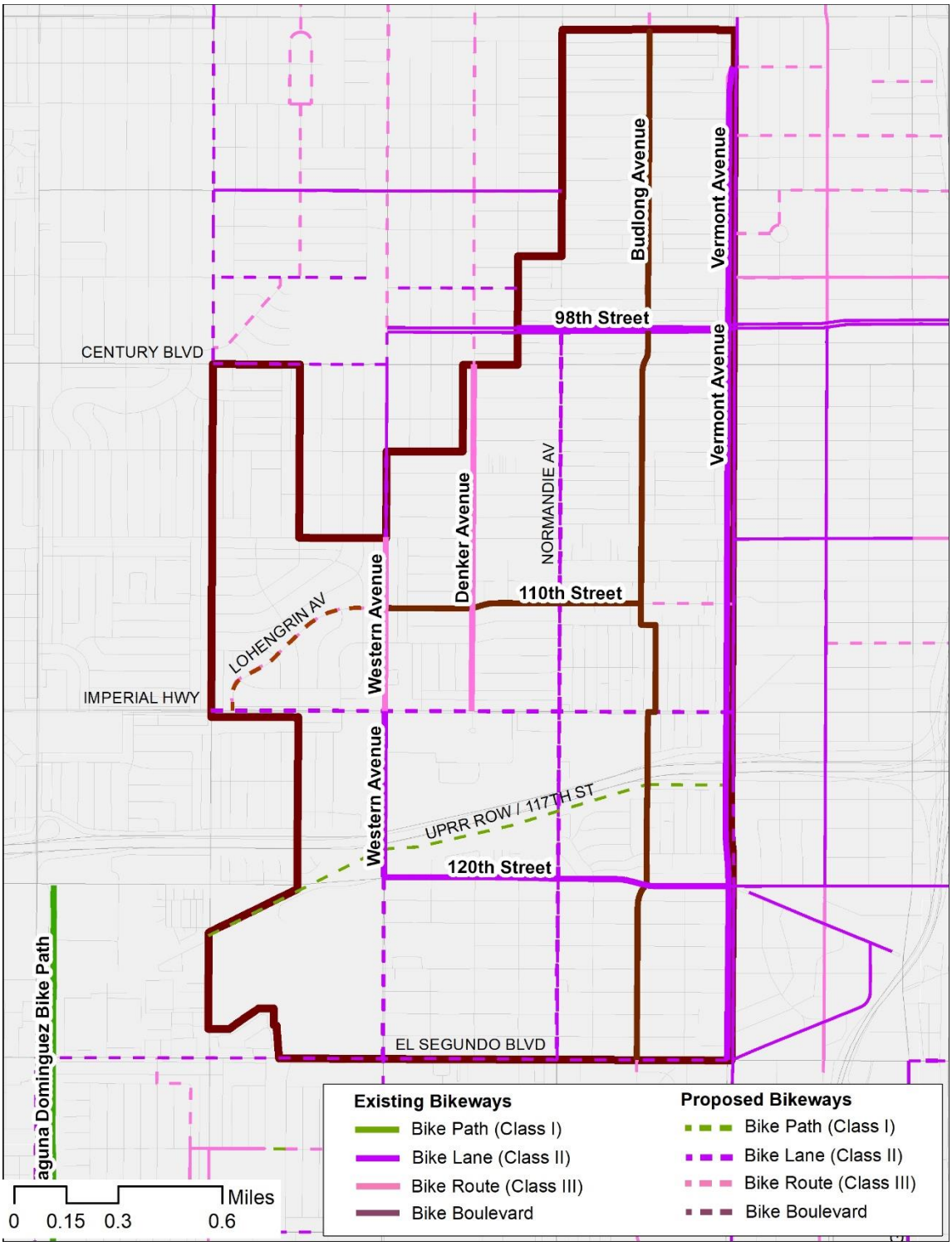
Figure 44. West Athens-Westmont Bikeways displays the locations of the existing and proposed bikeways within the community.

Table 15. West Athens-Westmont Bikeways

Route/Street Name	From/To	Direction	Class	Existing or Proposed
Western Avenue	108th Street to Imperial Highway	North-South	3	Existing
Western Avenue	Imperial Highway to 120th Street	North-South	2	Existing
Denker Avenue	Century Boulevard to Imperial Highway	North-South	3	Existing
Budlong Avenue	Manchester Avenue to El Segundo Boulevard	North-South	Bike Boulevard	Existing
Vermont Avenue	Manchester Avenue to El Segundo Boulevard	North-South	2	Existing
98th Street	Halldale Avenue to Vermont Avenue	East-West	2	Existing
110th Street	Western Avenue to Budlong Avenue	East-West	Bike Boulevard	Existing
120th Street	Western Avenue to Vermont Avenue	East-West	2	Existing
Slater Avenue	120th Street to El Segundo Boulevard	North-South	3	Existing
El Segundo Boulevard	Central Avenue to Avalon Boulevard	East-West	2	Existing
Normandie Avenue	98th Street to El Segundo Boulevard	North-South	2	Proposed
Western Avenue	120th Street to El Segundo Boulevard	North-South	2	Proposed
Lohengrin Avenue	Imperial Highway to Budlong Avenue	East-West	Bike Boulevard	Proposed
110th Street	Vermont Avenue to Western Avenue	East-West	3	Proposed
Imperial Highway	Van Ness Avenue to Vermont Avenue	East-West	2	Proposed
UPRR ROW/ 117th Street	Van Ness Avenue to Budlong Avenue	East-West	1	Proposed
El Segundo Boulevard	Western Limit to Vermont Avenue	East-West	2	Proposed

Source: Los Angeles County Department of Public Works, 2021b

Figure 44. West Athens-Westmont Bikeways



Source: Los Angeles County Department of Public Works, 2021b

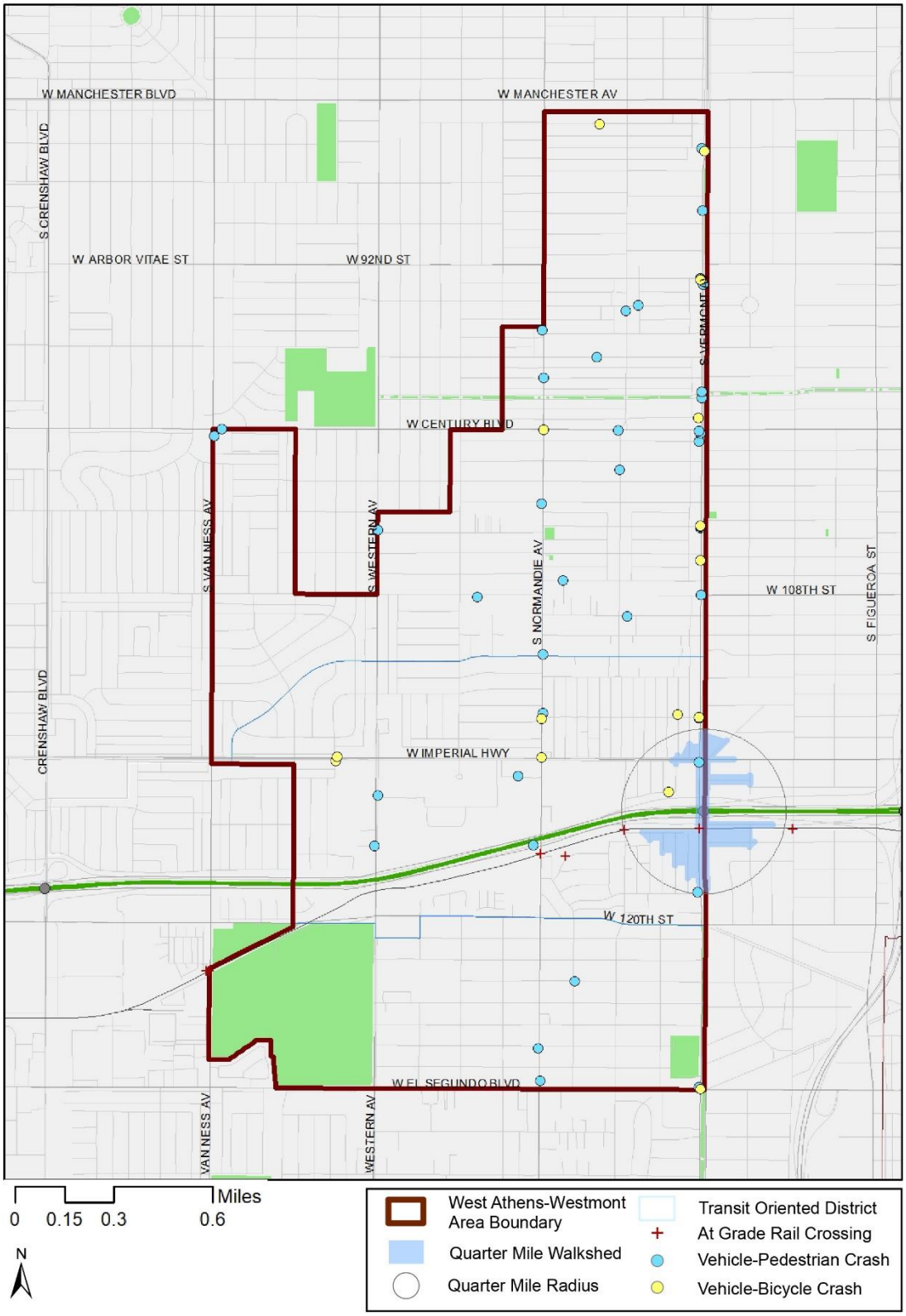
Figure 45. West Athens-Westmont Pedestrian Conditions shows pedestrian accessible areas within one-quarter mile of the Metro C Line station compared to a quarter mile radius around the station. I-

105 and the ramps and elevated portion of Imperial Highway pose the greatest pedestrian barriers around the Vermont/Athens Station. Additionally, there are at-grade crossings of freight rail adjacent to I-105 that pose an additional impediment to pedestrian access, particularly for pedestrians trying to access the Metro C Line or neighborhoods north of the freeway.

Crashes involving pedestrians and cyclists are also shown on Figure 45. Overall, 40 crashes involved pedestrians and 15 involved cyclists in 2019, out of a total of 357 (UC Berkeley, 2020). Seven of these crashes resulted in pedestrian death. Like all other crashes, crashes involving pedestrians and cyclists were more heavily concentrated in the northern half of the community. All were on major thoroughfares: Century Boulevard, Normandie Avenue, Vermont Avenue, and Western Avenue. These streets may lack features that make walking safe and convenient; they may have more pedestrians and cyclists using them; or both may be true.

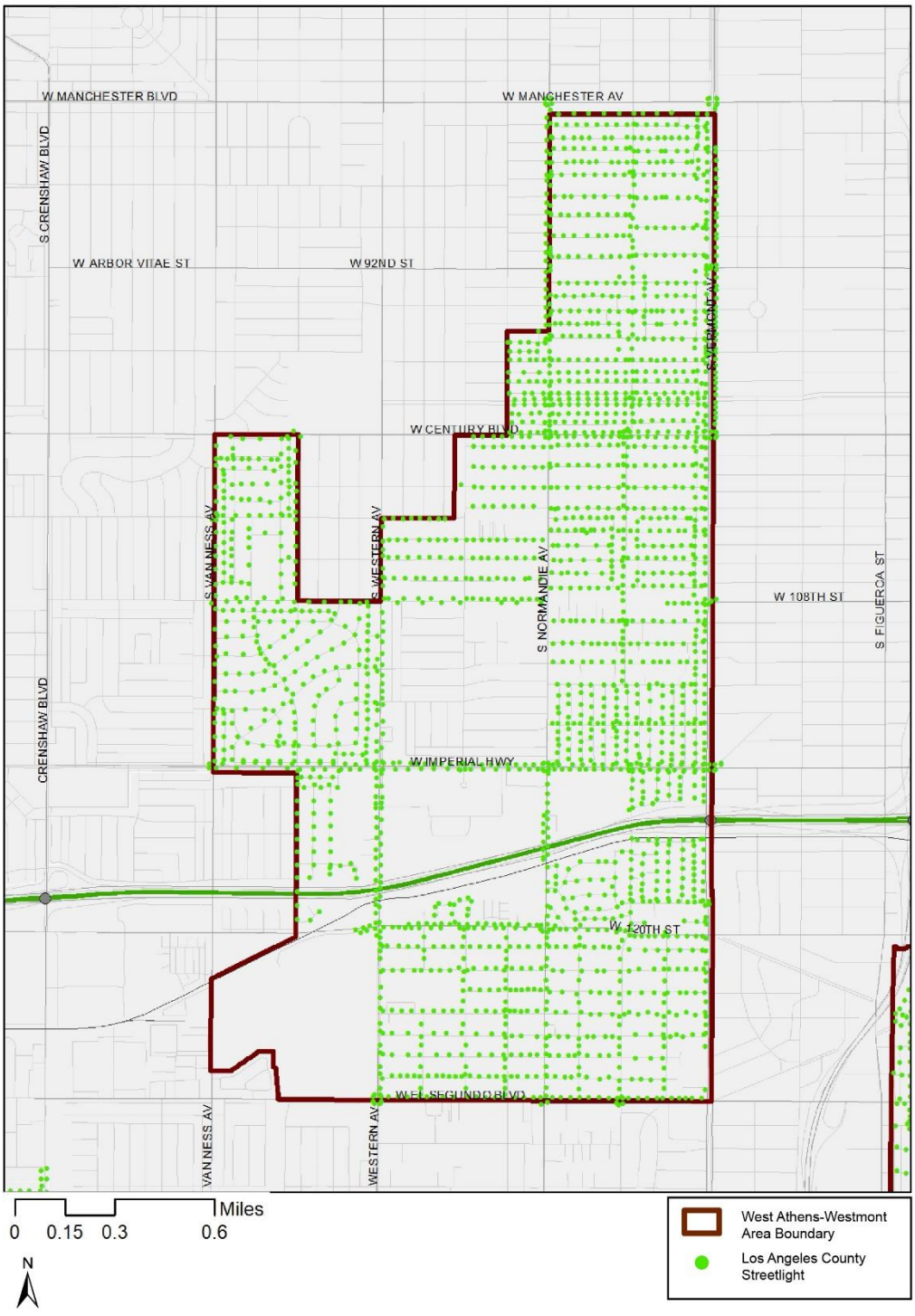
There are several noticeable gaps in street lighting coverage, shown on Figure 46. West Athens-Westmont Street Lighting. While the gap between Normandie Avenue and Western Avenue north of I-105 is Southwest Community College, which would operate its own lighting network, the gap north of Imperial Highway between those same streets are a residential neighborhood. This neighborhood may lack lighting, or it may be served by another agency or organization.

Figure 45. West Athens-Westmont Pedestrian Conditions



Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

Figure 46. West Athens-Westmont Street Lights



Source: Los Angeles County Department of Public Works, 2020b

Mobility Opportunities, Constraints, and Gaps

While transit coverage within West Athens-Westmont is dense and includes light rail, the variety and number of services accentuate the division in mobility posed by I-105, which divides the community in the south. For transit riders connecting to the Metro C Line from either direction this poses little issue, but for transit riders traveling from one side of I-105 to the other, this adds an extra impediment to travel by forcing a transfer to another transit provider, unless traveling to and from a location served by The Link – Athens Shuttle. I-105 and the railroad corridor to its south also pose a barrier to pedestrians traveling from one side of the freeway to the other. Southwest Community College, adjacent and to the north of I-105, is just over half of a mile from the Vermont/Athens Station. As a hub for students, a group with relatively low automobile use, safe and convenient transit and pedestrian connections are critical.

Future rapid transit projects present an opportunity to better connect the north and the south of the community via transit. The future Vermont Transit Corridor is planned to terminate at 120th Street, which would extend the through connection less than half of a mile. Metro is currently conducting a feasibility study to extend the transit corridor into the South Bay, with findings expected in Spring 2022 (Metro, 2021c). As a current and future crossroads for transfers, not only between lines but between transit agencies, opportunities exist for coordination among different services and providers of transit within the West Athens-Westmont community.

Crashes are heavily concentrated in West Athens-Westmont relative to the other seven communities. The prevalence of crashes, especially involving pedestrians and pedestrian deaths, on major roadways indicates a safety issue for all modes of transportation, but with the severest consequences for pedestrians. With any improvement of access, including the implementation of the Vermont Transit Corridor and Step-by-Step Los Angeles County, there is an opportunity to improve safety.

Several Intelligent Transportation System (ITS) projects are planned along major corridors West Athens-Westmont which include El Segundo Boulevard and Imperial Highway. ITS improvements include Traffic Signal Synchronization Program (TSSP) improvements. These improvements involve upgrades to all traffic signals along the route to maintain synchronized signals, installation of vehicle detectors, and facilitation of signal timings among successive intersections, and automatic adjustments to traffic signals to coordinate the movement of vehicles through intersections. TSSP routes were recently completed along Vermont Avenue and Western Avenue.

West Rancho Dominguez-Victoria

Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within West Rancho Dominguez-Victoria.

Relevant plans and policies authored by Los Angeles County include:

- West Rancho Dominguez-Victoria Community Standards District (ND)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)
- Willowbrook/West Rancho Dominguez-Victoria Community Pedestrian Plan (ongoing)

Relevant plans and policies authored by other agencies include:

- Gateway Cities Strategic Transportation Plan Final Report (2016)
- Southern California Association of Governments I-105 Corridor Sustainability Study (2019)

West Rancho Dominguez-Victoria Community Standards District (ND)

The community standards district provides standards for parking.

Zones C-2 and C-3 have the following modified parking regulations:

- Markets of less than 5,000 square feet, banks, bookstores, delicatessens, drug stores, and office supply stores shall provide a minimum of one parking space for every 400 square feet of gross floor area.
- Restaurants of less than 1,000 square feet of gross floor area shall provide a minimum of five parking spaces, and restaurants of at least 1,000 square feet of gross floor area shall be granted a maximum 25 percent reduction of the otherwise required parking.

Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of West Rancho Dominguez-Victoria are identified as Collision Concentration Corridors in the County's Vision Zero Plan: El Segundo Boulevard, 135th Street, Rosecrans Avenue, Compton Boulevard, Redondo Beach Boulevard, Broadway Avenue, San Pedro Street, Avalon Boulevard, and Central Avenue.

Willowbrook/West Rancho Dominguez-Victoria Community Pedestrian Plan (ongoing)

The Community Pedestrian Plan is currently under development and will help the County address corridors in Willowbrook/West Rancho Dominguez-Victoria that have high concentrations of collisions along corridors. Some of the key initial findings include:

- The rate of motor vehicle collision involving pedestrians in Willowbrook is 21.4%, compared to 21% for the County.
- Over 39.7% of Willowbrook residents 18 or older are considered obese, compared to 29% for the County.
- Youth obesity in Willowbrook is 40.7%, compared to 35.5% for the County.
- The rate of households with no vehicles in Willowbrook/West Rancho Dominguez-Victoria is 10.4%, compared to 9% for the County.
- Willowbrook has 3.6 park acres per 1,000 residents, whereas the County average is 3.3 park acres per 1,000. According to the Countywide park needs assessment, Willowbrook has a high park need.

The County's Department of Public Health is currently conducting outreach.

By working with the community to understand concerns and opportunities for walkability enhancements, the Pedestrian Plan will help the County achieve the Vision Zero goal, which aims to eliminate fatal injury traffic collisions on County roadways by 2035.

Public Transit

The transit agencies, routes, and service types in West Ranch Dominguez-Victoria are summarized in Table 16. West Rancho Dominguez-Victoria Transit Service.

Table 16. West Rancho Dominguez-Victoria Transit Service

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Gardena Transit	3	Local	Mon-Fri Morning to Evening	30 minutes	30 minutes
Los Angeles County Department of Public Works	The Link – Willowbrook Shuttle Route A	Shuttle	Mon-Fri Morning to Evening Sat Late Morning to Evening	60 minutes	60 minutes
Los Angeles Department of Transportation	Community Dash Watts	Community	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	20 minutes	20 minutes
Metro	51	Local	Mon-Fri Early Morning to Night Sat-Sun Late Night	5 minutes	30 minutes 60 minutes (late night)
	53	Local	Mon-Sun Early Morning to Late Night	20 minutes	40 minutes
	125	Local	Mon-Sun Morning to Night	20 minutes	30 minutes
	127	Local	Mon-Sun Early Morning to Late Night	20 minutes	40 minutes
Torrance Transit	1	Local	Mon-Sat Morning to Night Sun Morning to Evening	50 minutes	60 minutes

Source: City of Gardena, 2021; City of Torrance, 2021; Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b

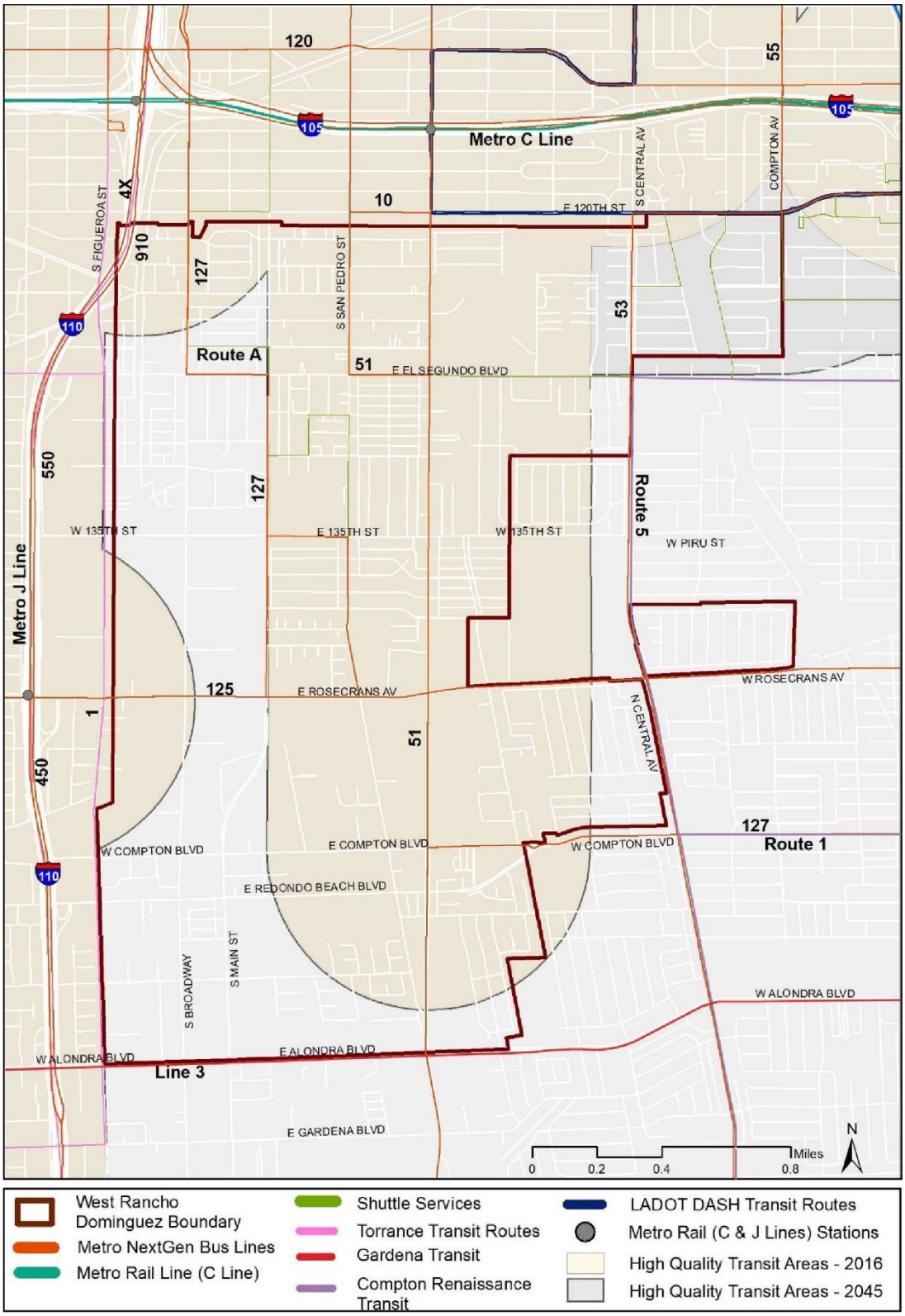
Transit routes in West Rancho Dominguez-Victoria are primarily along major roadways in the north and east of the community, absent in the heavily industrial southwest part of the community, as shown on Figure 47. West Rancho Dominguez-Victoria Transit Service. About half of West Rancho Dominguez-Victoria is part of the SCAG 2016 High Quality Transit Area and over half of it is part of the SCAG 2045 High Quality Transit Area.

In October 2019 there were 1,794 average daily boardings on the Metro system in the study area on weekdays. The bus stop at Avalon Boulevard/El Segundo Boulevard had most daily bus boardings of any stop in West Rancho Dominguez-Victoria, with 242 average daily boardings. At just under four square miles in area and a population of 5,593, West Rancho Dominguez-Victoria has 451 boardings per square miles and 0.08 boardings per resident, the least and second least, respectively, of the seven Area Plan communities. This indicates a low use of the Metro system in West Rancho Dominguez-Victoria relative to the other Area Plan communities. Stop-level average daily boardings are shown on Figure 48. West Rancho Dominguez-Victoria Average Daily Metro Boardings (2019).

While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, The Link – Willowbrook had 349,829 boardings, ranking third of the 14 Public Work's provided shuttle service with available ridership data (Los Angeles County, 2019). However, this number includes both Routes A and B of the Willowbrook Shuttle, while West Rancho Dominguez-Victoria is only served by Route A. Ridership data for LADOT is not available.

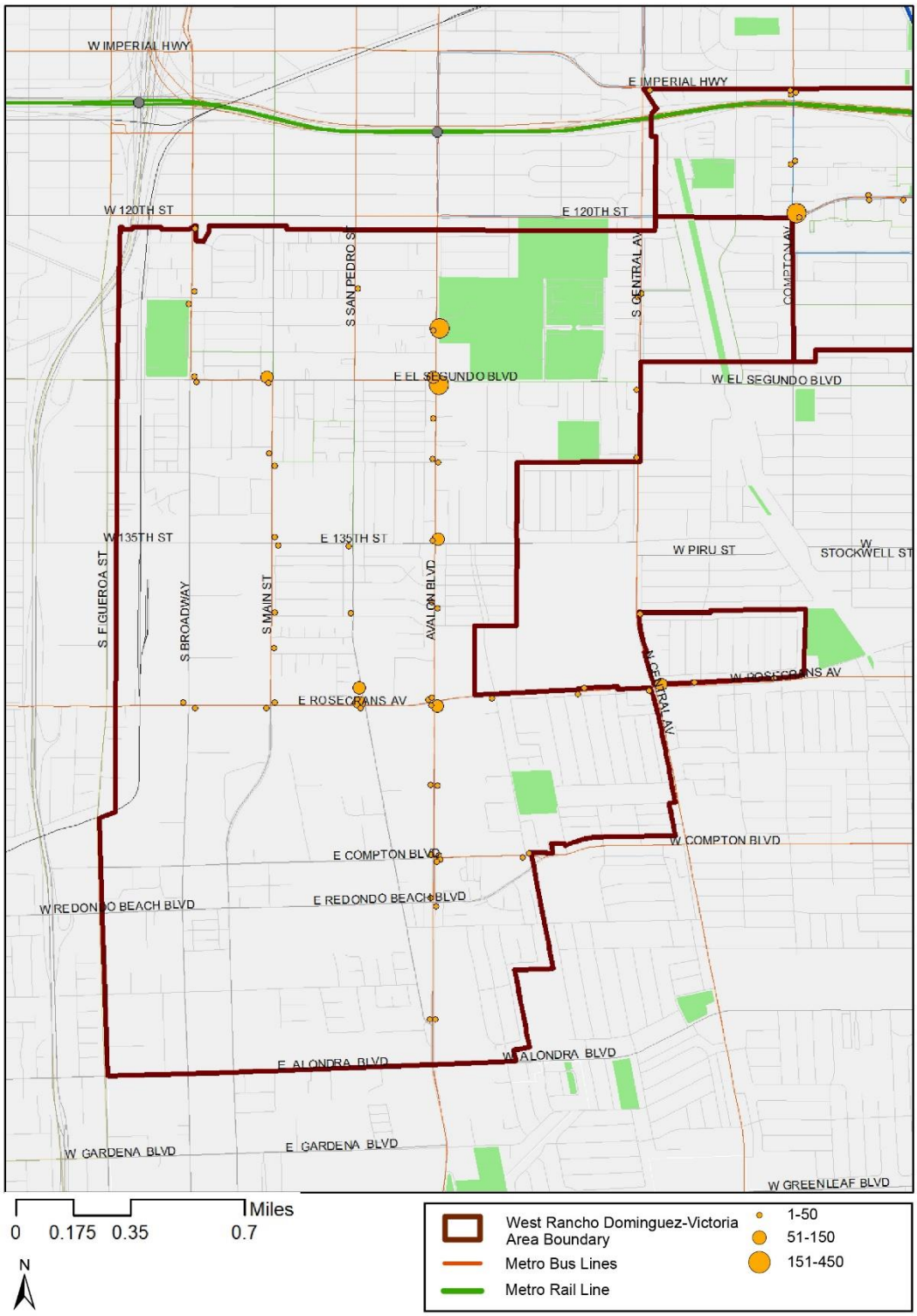
While not in the study area, the Harbor Freeway Station, which is a transfer station between the Metro C and J Lines as well as express buses, is about one-half mile north west of the northwest corner of the community, the Metro J Line Rosecrans Station is less than one quarter mile from the western border of the community, and the Metro C Line Avalon Station is a quarter mile north of the community. West Rancho Dominguez-Victoria is linked to all by bus service. Just over 1.5 miles to the east, two Metro Bus lines serving West Rancho Dominguez-Victoria connect the community to the Metro A Line Compton Station.

Figure 47. West Rancho Dominguez-Victoria Transit Service



Source: City of Gardena, 2021; City of Torrance, 2021; Los Angeles County Department of Public Works, 2021b; Los Angeles Department of Transportation, 2020; Metro, 2021a; SCAG, 2021a; SCAG, 2021b

Figure 48. West Rancho Dominguez-Victoria Average Daily Metro Boardings (2019)



Source: Metro, 2020a

Roadway Network

The roadway network in West Rancho Dominguez-Victoria is primarily a grid with local residential streets connecting with major and secondary roadways. Industrial areas in the western and southern portions of the community have large block sizes compared to the rest of the community. Major and secondary roadways in West Rancho Dominguez are listed in **Table 17. West Rancho Dominguez-Victoria Roadways** and shown on **Figure 49. West Rancho Dominguez-Victoria Roadways**.

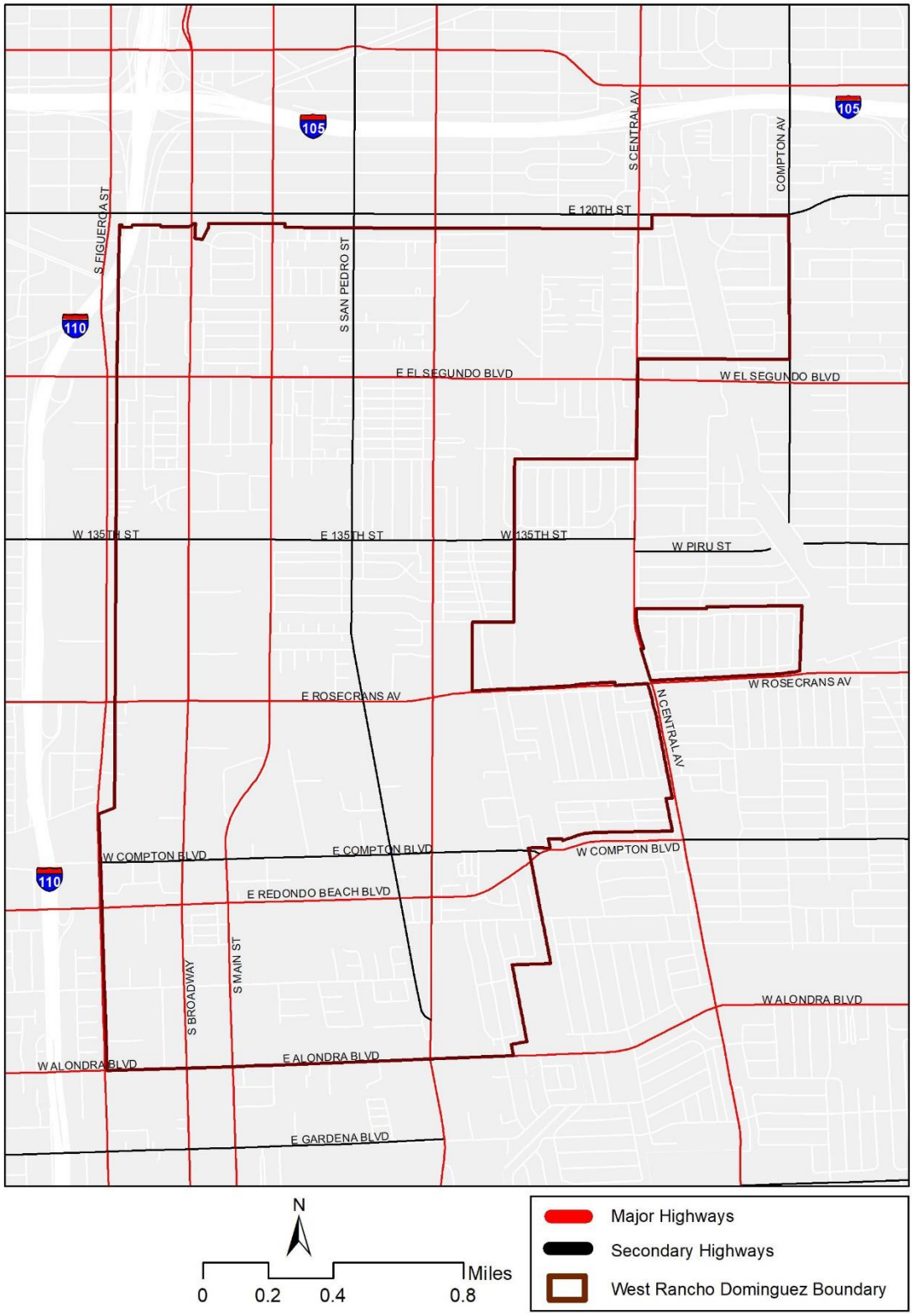
Table 17. West Rancho Dominguez-Victoria Roadways

Arterial Name	Roadway Classification	Direction
E 135th Street	Secondary	East-West
E Redondo Beach Boulevard	Major Highway	East-West
S Main Street	Major Highway	North-South
W Redondo Beach Boulevard	Major Highway	East-West
Avalon Boulevard	Major Highway	North-South
E Alondra Boulevard	Major Highway	East-West
E Compton Boulevard	Secondary	East-West
E El Segundo Boulevard	Major Highway	East-West
E Rosecrans Avenue	Major Highway	East-West
N Central Avenue	Major Highway	North-South
S Broadway Avenue	Major Highway	North-South
S Central Avenue	Major Highway	North-South
S San Pedro Street	Secondary	North-South
W 135th Street	Secondary	East-West
W Alondra Boulevard	Major Highway	East-West
W Compton Boulevard	Secondary	East-West
W El Segundo Boulevard	Major Highway	East-West
W Rosecrans Avenue	Major Highway	East-West

Source: Los Angeles County Department of Public Works, 2020a

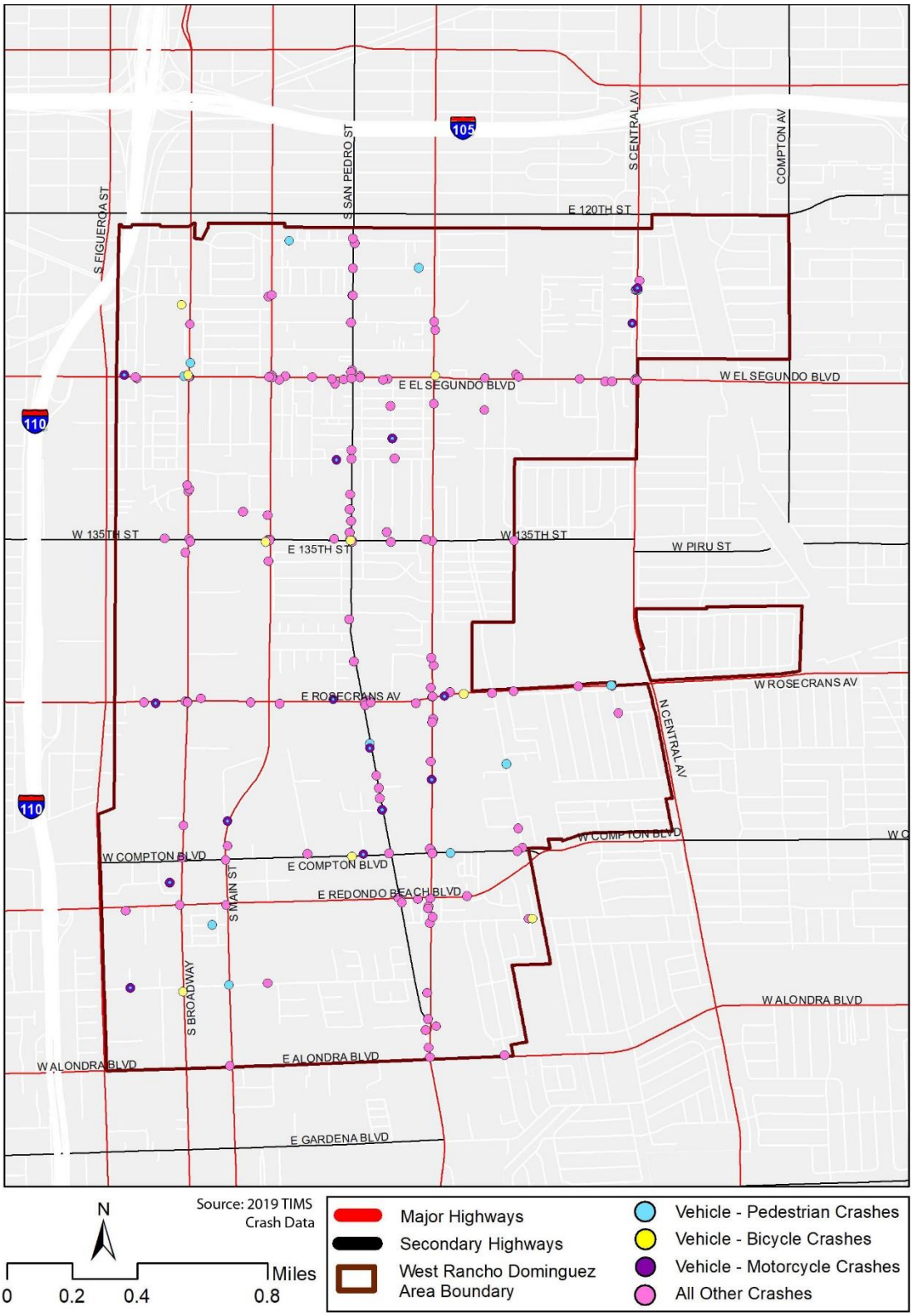
Figure 50. West Rancho Dominguez-Victoria Roadway Crashes (2019) shows the location and type of crashes in the community in 2019. Crashes are concentrated El Segundo Boulevard, Rosecrans Avenue, and San Pedro Street. The California Highway Patrol recorded a total of 188 crashes (47 per square mile) in West Rancho Dominguez-Victoria in 2019, 152 of which were vehicle-vehicle crashes (UC Berkeley, 2020). **Figure 51. West Rancho Dominguez-Victoria Roadway Crashes – Serious Injury/Death (2019)** shows the location of crashes that resulted in serious injuries or deaths. Seven of the crashes on West Rancho Dominguez-Victoria surface streets resulted in a death in 2019.

Figure 49. West Rancho Dominguez-Victoria Roadways



Source: Los Angeles County Department of Public Works, 2020a

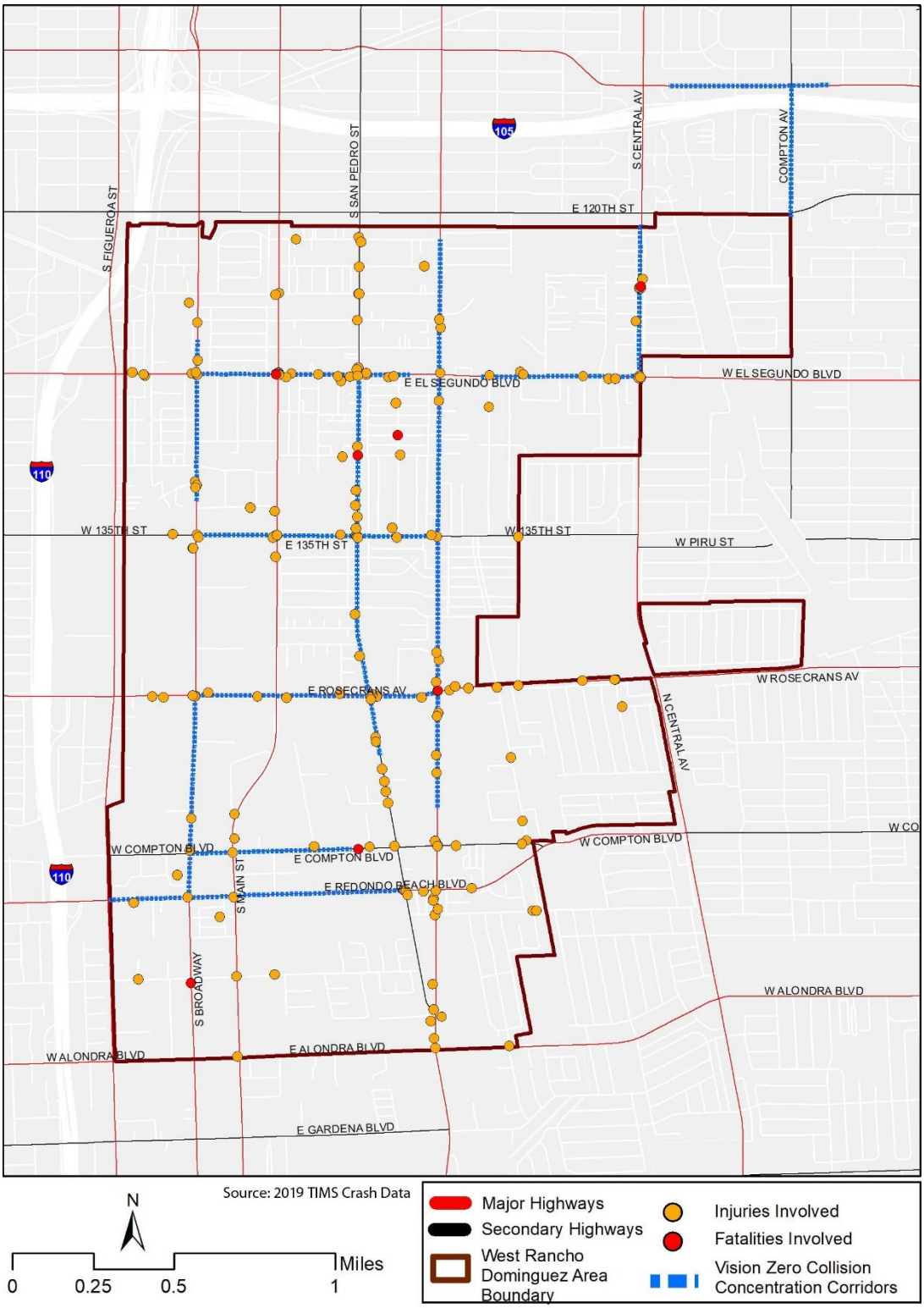
Figure 50. West Rancho Dominguez-Victoria Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Metro Area Plan

Figure 51. West Rancho Dominguez-Victoria Roadway Crashes – Serious Injury/Death (2019)

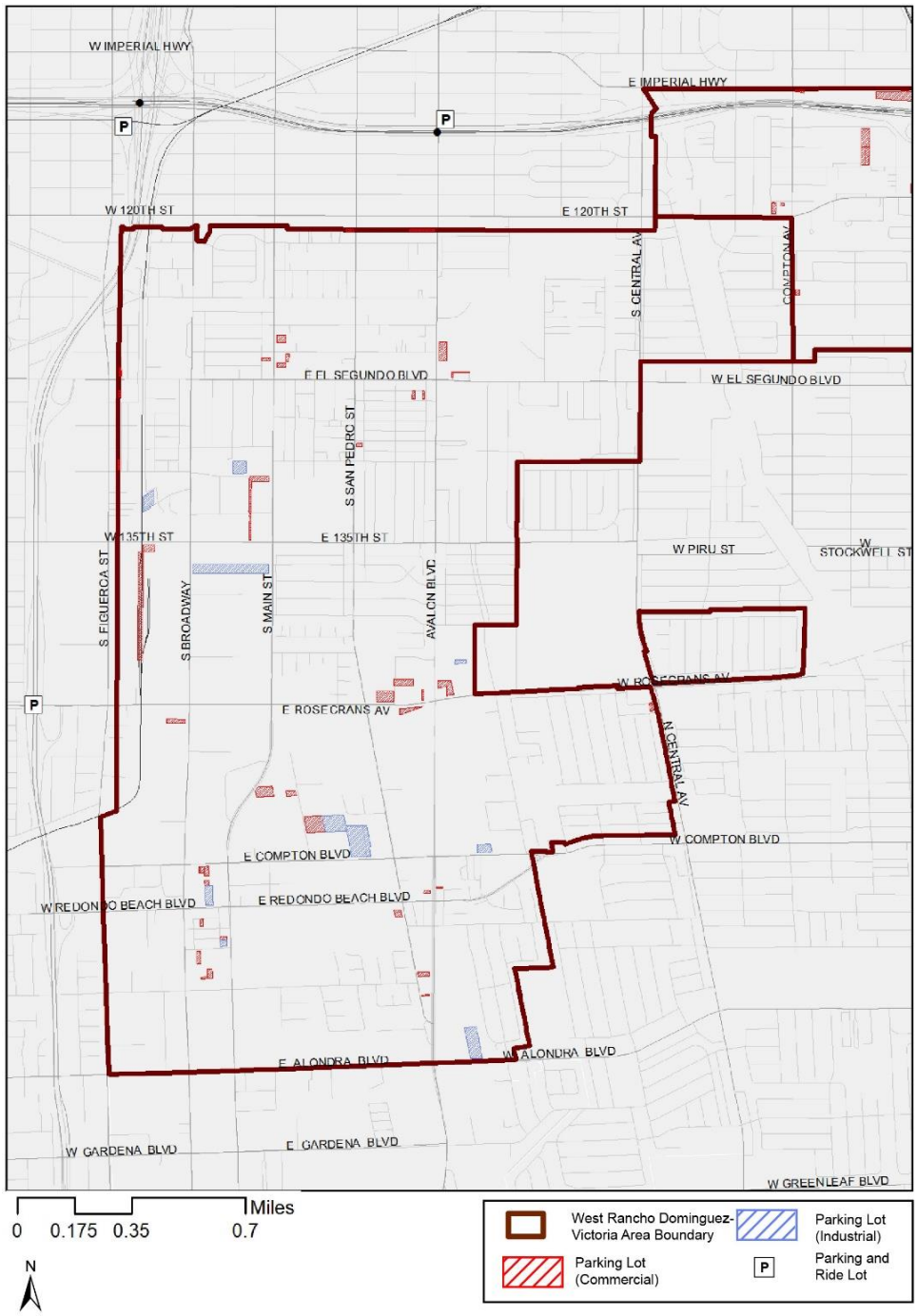


Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Parking Conditions

Figure 52. West Rancho Dominguez-Victoria Commercial and Industrial Parking Lots shows parcels specifically used for commercial and industrial parking, which are dispersed throughout the community, though most prevalent in the west and south. This does not account for street parking or parking located on the same parcel as other uses. There are no designated Park and Ride lots in West Rancho Dominguez-Victoria; however, the Rosecrans Park and Ride east of the I-110 freeway is less than one-quarter mile from the western border of the community and the Harbor Freeway Metro C Line Station Park and Ride lot is just over half of a mile from the northwest border of the community.

Figure 52. West Rancho Dominguez-Victoria Commercial and Industrial Parking Lots



Source: Los Angeles County Department of Regional Planning, 2021; Los Angeles County Department of Public Works, 2021c

Bicycle and Pedestrian Infrastructure

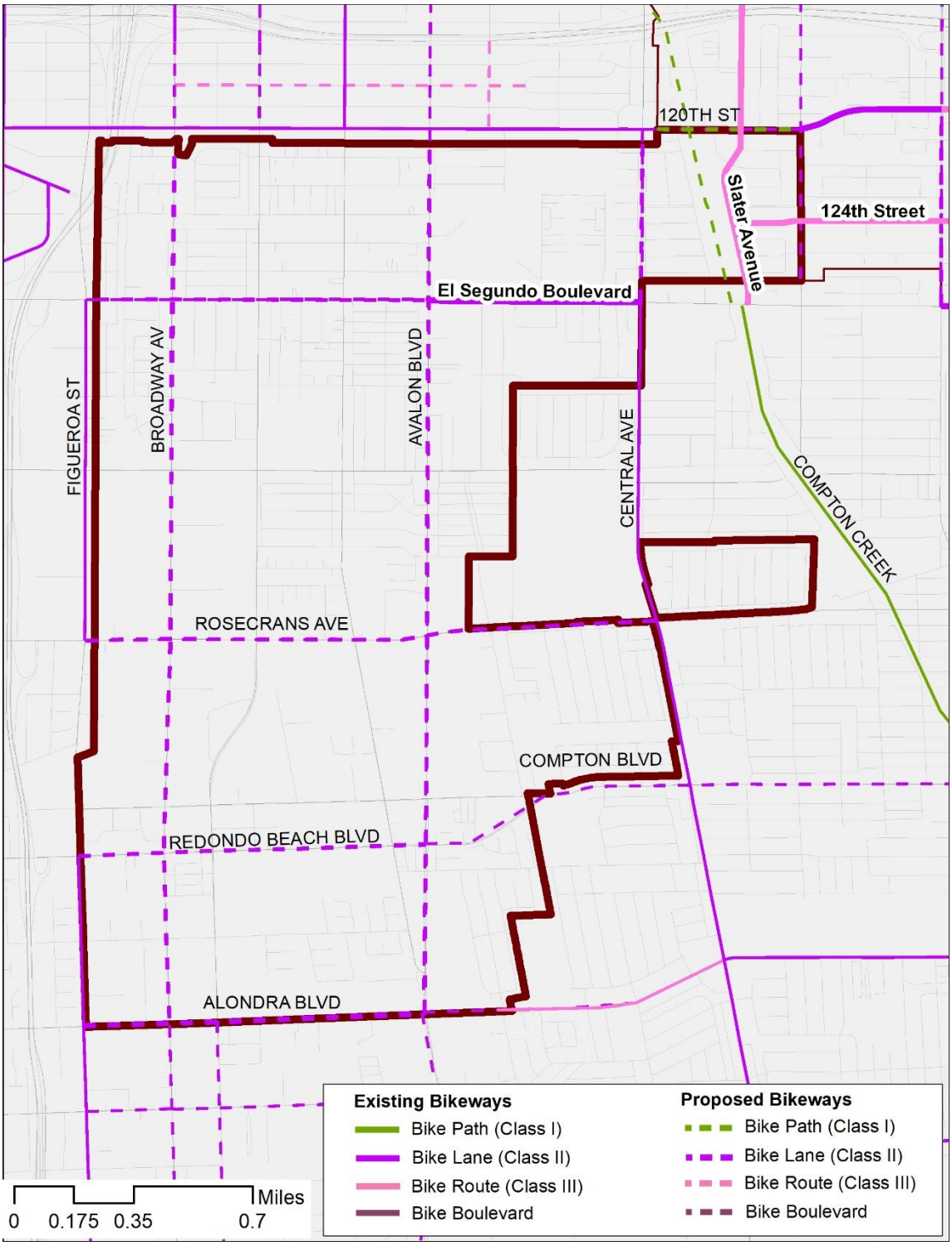
Table 18. West Rancho Dominguez-Victoria Bikeways lists the existing and proposed bikeways in West Rancho Dominguez-Victoria. The community largely lacks bikeway connections, with only a limited amount of connections provided in the northeastern portion. A number of bikeways are proposed for the community; however, many of these are currently unfunded. Figure 53. West Rancho Dominguez Bikeways displays the locations of the existing and proposed bikeways within the community.

Table 18. West Rancho Dominguez-Victoria Bikeways

Route/Street Name	From/To	Direction	Class	Existing or Proposed
Figueroa Street	El Segundo Boulevard to Rosecrans Avenue	North-South	2	Existing
Slater Avenue	120th Street to El Segundo Boulevard	North-South	3	Existing
Central Avenue	El Segundo Boulevard to 131st Street, 139th Street to Compton Boulevard	North-South	2	Existing
120th Street	Central Avenue to Compton Avenue	East-West	2	Proposed
124th Street	Slater Avenue to Compton Avenue	East-West	3	Existing
El Segundo Boulevard	Central Avenue to Avalon Boulevard	East-West	2	Existing
Rosecrans Avenue	Figueroa Street to Central Avenue	East-West	2	Proposed
Broadway Ave	E 121st Street to E Alondra Boulevard	North-South	2	Proposed
Avalon Boulevard	121st Street to Alondra Boulevard	North-South	2	Proposed
Central Avenue	121st Street to 127th Street	North-South	2	Proposed
Compton Creek	120th Street to El Segundo Boulevard	North-South	1	Proposed
El Segundo Boulevard	Figueroa Street to Central Avenue	East-West	2	Proposed
E Redondo Beach Boulevard	Figueroa Street to Avalon Boulevard	East-West	2	Proposed
Compton Boulevard	Avalon Boulevard to Stanford Avenue	East-West	2	Proposed
Alondra Boulevard	Figueroa Street to Eastern Limit	East-West	2	Proposed

Source: Los Angeles County Department of Public Works, 2021b

Figure 53. West Rancho Dominguez-Victoria Bikeways

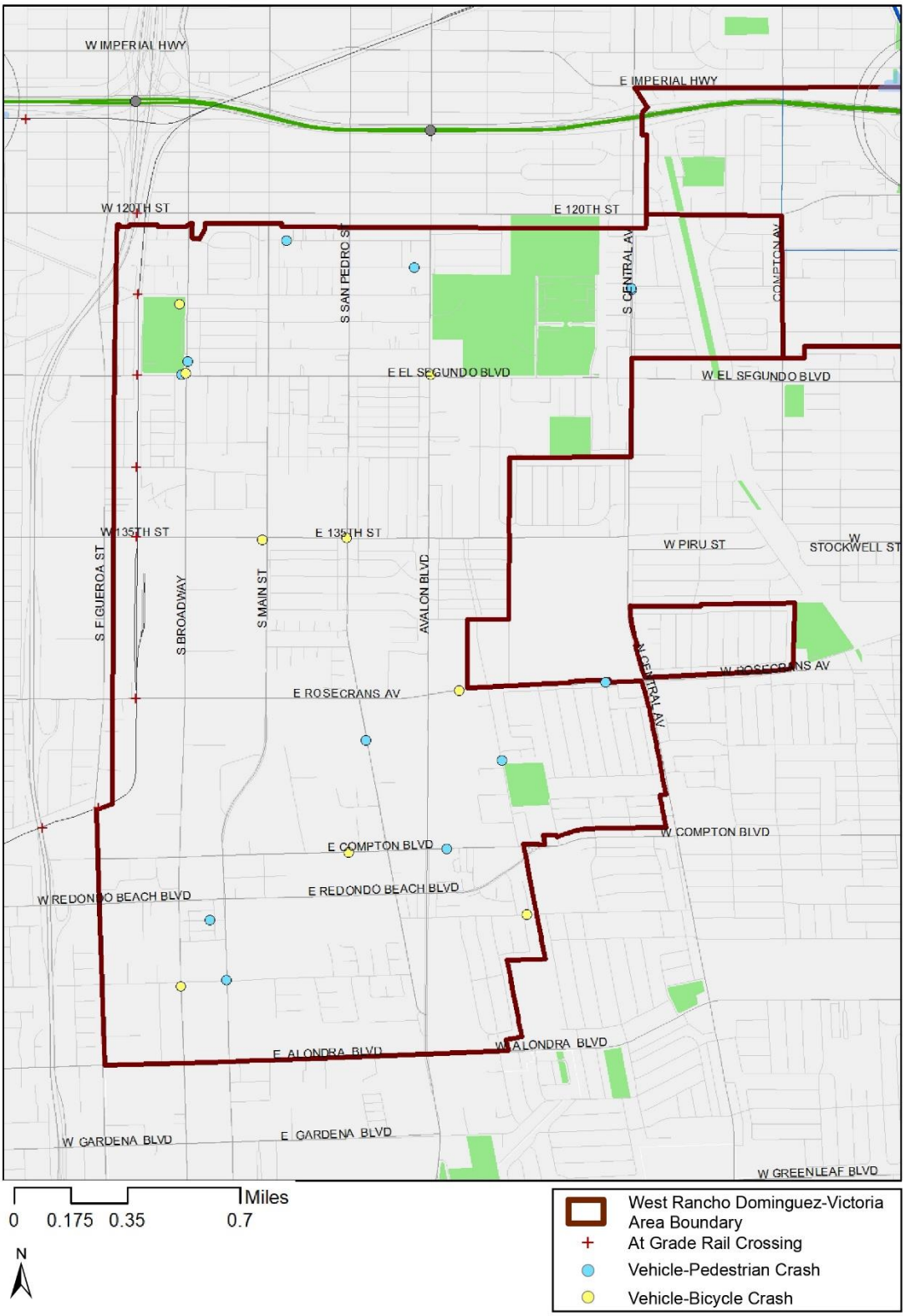


Source: Los Angeles County Department of Public Works, 2021b

Figure 54. West Rancho Dominguez-Victoria Pedestrian Conditions shows at-grade rail crossings, which can pose both a physical and mental barrier for pedestrians. At-grade crossings are dispersed

along the western border of the community, presenting a potential impediment for any pedestrian traveling westward out of the community. Crashes involving pedestrians and cyclists are shown on Figure 54. Overall, 12 crashes involved pedestrians and nine involved cyclists in 2019, out of a total of 188 (UC Berkeley, 2020). These pedestrian and cyclist crashes were distributed throughout the community on both arterial and local neighborhood streets, though a disproportionate number occur near the intersection of El Segundo Boulevard and Broadway Avenue adjacent to Athens Park. While none of the crashes in 2019 resulted in pedestrian death, two resulted in cyclist deaths.

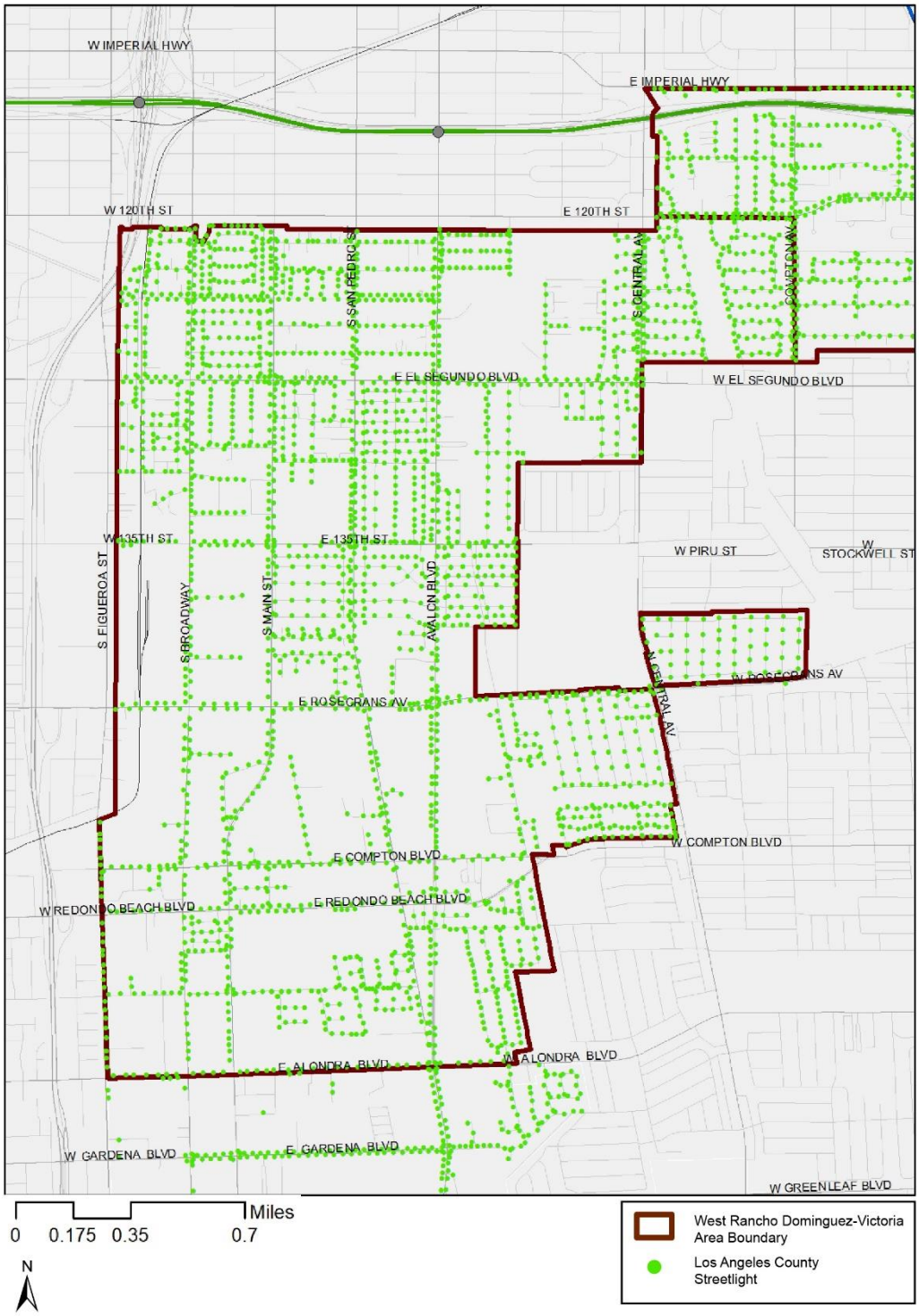
Figure 54. West Rancho Dominguez-Victoria Pedestrian Conditions



Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

Street lighting coverage, shown on **Figure 55. West Rancho Dominguez-Victoria Street Lighting**, is consistent throughout most of the community.

Figure 55. West Rancho Dominguez-Victoria Street Lights



Source: Los Angeles County Department of Public Works, 2020b

Mobility Opportunities, Constraints, and Gaps

With its proximity to Metro Rail and Busway stations, there is opportunity to increase transit ridership in West Rancho Dominguez-Victoria. The community has relatively low transit ridership compared to the other Area Plan communities. The proximity of three rail and two busway stations, too far to walk from most parts of the community but close enough to bike or take the bus to, presents an opportunity to improve transit and bicycle routes in the community. As transit routes connecting to these stations already exist, it is possible that conditions within the community are preventing greater use of the service.

Pedestrian and cyclist crashes are largely concentrated in the south. The incidents of pedestrian and cyclist crashes in the southern industrial area of the community, where bicycle infrastructure and transit service are limited, suggest an opportunity to improve bicycle and pedestrian conditions as well as extend transit service. The bikeways proposed on Avalon Boulevard, Broadway Avenue, and Redondo Beach Boulevard would present an opportunity to increase safety for cyclists.

Willowbrook

Plans, Programs, and Policies

The following section provides a detailed literature review of mobility related plans and policies within Willowbrook authored by Los Angeles County.

Relevant plans and policies authored by Los Angeles County include:

- Willowbrook Community Standards District (Date Unknown)
- Los Angeles County Transit Oriented Districts Access Study (2013)
- Willowbrook TOD Specific Plan (2018)
- Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)
- Willowbrook/West Rancho Dominguez-Victoria Community Pedestrian Plan (ongoing)

Relevant plans and policies authored by other agencies include:

- Metro Green Line Station Access Plans (2007)
- Metro Rosa Parks/Willowbrook Station Master Plan
- Gateway Cities Strategic Transportation Plan Final Report (2016)
- Southern California Association of Governments I-105 Corridor Sustainability Study (2019)

Willowbrook Community Standards District (Date Unknown)

The community standards district does not provide any additional standards for mobility, access, or parking.

Los Angeles County Transit Oriented Districts Access Study (2013)

The study assesses the state of the public amenities that facilitate and support pedestrian, bicycle, and transit access to stations access to stations in Unincorporated Los Angeles County, including along the Metro A and C Lines at the Willowbrook/Rosa Parks Station. Some of the key findings from the study include:

- Only 33% of bike lockers at the Willowbrook Station are rented out as of this report. Locking bikes to fences is more common than using the rack.
- Identifies a variety of physical improvements to sidewalks/curbs, travel lanes, bicycle infrastructure, and pedestrian infrastructure.
- Notes strengths in the Willowbrook Station's high ridership and many transit connections.
- Notes weaknesses in freeway and arterial noise/traffic, lack of bike infrastructure and parking, and safety/crime perception and realities.
- Opportunities existing cyclist ridership, wide streets with low traffic, nearby commercial development.
- Challenges with multiple jurisdictions in the area, lack of public funding, dark area with many towering bridge structures, historic disinvestment/neglect.
- Makes conceptual design recommendations.

Willowbrook TOD Specific Plan (2018)

The Community Pedestrian Plan is currently under development and will help the County address corridors in Willowbrook/West Rancho Dominguez-Victoria that have high concentrations of collisions along corridors. Some of the key findings from the plan include:

- The rate of motor vehicle collision involving pedestrians in Willowbrook is 21.4%, compared to 21% for the County.
- Over 39.7% of Willowbrook residents 18 or older are considered obese, compared to 29% for the County.
- Youth obesity in Willowbrook is 40.7%, compared to 35.5% for the County.
- The rate of households with no vehicles in Willowbrook is 10.4%, compared to 9% for the County.
- Willowbrook has 3.6 park acres per 1,000 residents, whereas the County average is 3.3 park acres per 1,000. According to the Countywide park needs assessment, Willowbrook has a high park need.

The County's Department of Public Health is currently conducting outreach.

By working with the community to understand concerns and opportunities for walkability enhancements, the Pedestrian Plan will help the County achieve the Vision Zero goal, which aims to eliminate fatal injury traffic collisions on County roadways by 2035.

Vision Zero Los Angeles County: A Plan for Safer Roadways (2019)

The Los Angeles County Vision Zero Action Plan guides the County's efforts on eliminating traffic deaths and serious injuries on unincorporated County roadways. It creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. Portions of the following streets in the unincorporated community of Willowbrook are identified as Collision Concentration Corridors in the County's Vision Zero Plan: Imperial Highway, El Segundo Boulevard, Stockwell Street, Central Avenue, Compton Avenue, Wilmington Avenue, and Alameda Street.

Willowbrook/West Rancho Dominguez-Victoria Community Pedestrian Plan (ongoing)

The purpose of the Willowbrook TOD Specific Plan is to allow for revitalization of the community within proximity to the Willowbrook/Rosa Parks Station and encourage improvement of access to all modes of transportation.

- Facilitates development of residential and commercial uses that reduce vehicle miles travels and encourage active transportation.
- Preserving and enhancing the characteristics of the Willowbrook community is emphasized.
- Identifies MLK Medical Center and Charles Drew University as important destinations to connect to.

Public Transit

The transit agencies, routes, and service types in Willowbrook are summarized in Table 19. Willowbrook Transit Service.

Table 19. Willowbrook Transit Service

Agency	Line	Type of Service	Span of Service	Peak Headways	Off-Peak Headways
Compton Renaissance	3	Local	Mon-Sat Morning to Afternoon	40 minutes	40 minutes
	5	Local			
Gardena Transit	5	Local	Mon-Fri Morning to Evening	60 minutes	60 minutes
Los Angeles County Department of Public Works	The Link – King Medical Center Shuttle	Shuttle	Mon-Fri Morning to Evening Sat Late Morning to Evening	10 minutes	20 minutes
	The Link – Willowbrook Shuttle Route A	Shuttle	Mon-Fri Morning to Evening Sat Late Morning to Evening	60 minutes	60 minutes
	The Link – Willowbrook Shuttle Route B	Shuttle			
Los Angeles Department of Transportation	Community Dash Watts	Community	Mon-Fri Morning to Evening Sat-Sun Late Morning to Evening	20 minutes	20 minutes
Metro	A Line (Blue)	Light Rail	Mon-Sun Early Morning to Late Night	10 minutes	20 minutes
	C Line (Blue)	Light Rail	Light Rail	Mon-Sun Early Morning to Late Night	10 minutes

	55	Local	Mon-Sun 24 Hours	12 minutes	20 minutes 60 minutes (late night)
	120	Local	Mon-Sun Early Morning to Night	40 minutes	60 minutes
	202	Local	Mon-Fri Morning to Evening	60 minutes	60 minutes
	205	Local	Mon-Sun Morning to Night	30 minutes	40 minutes

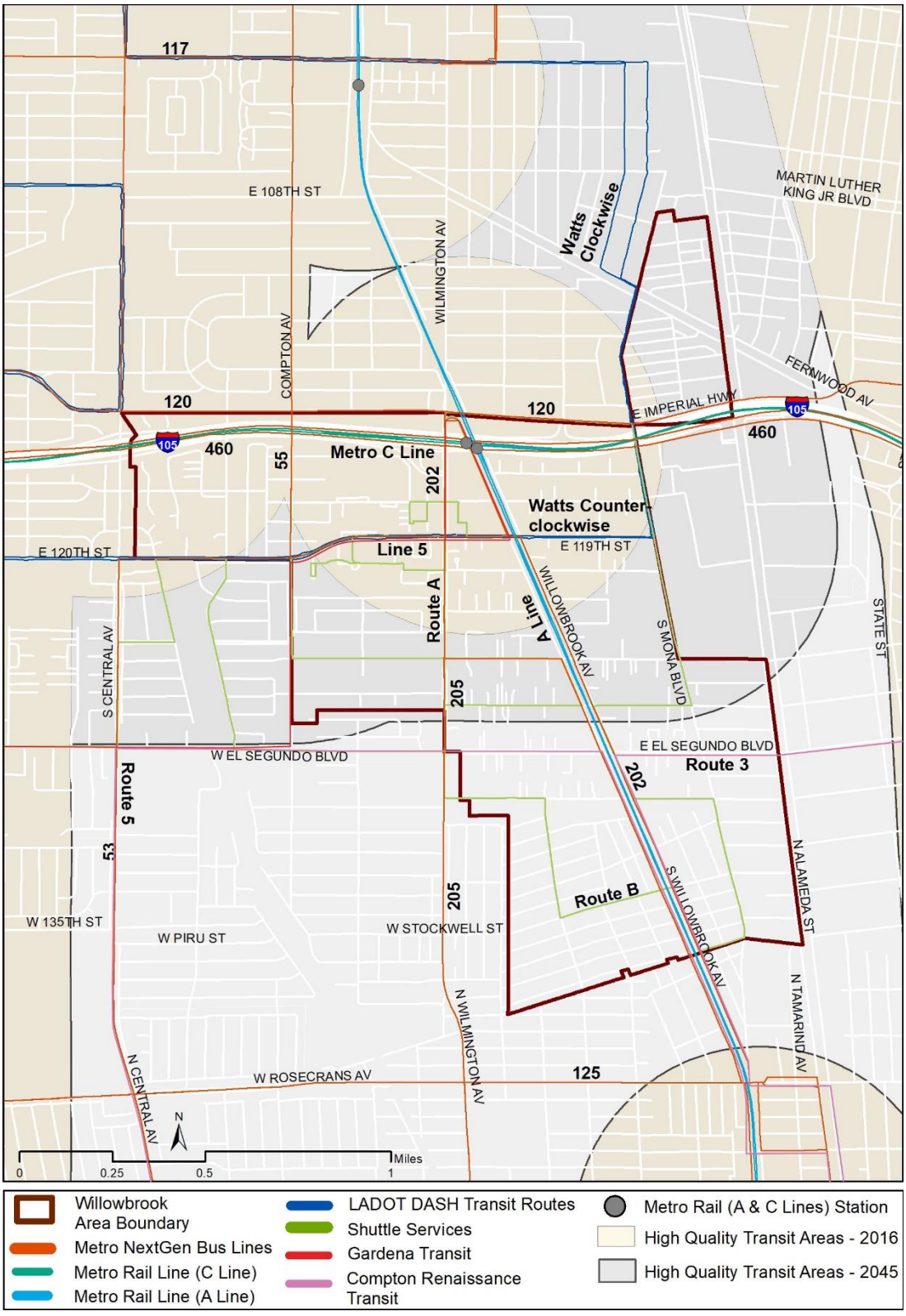
Source: City of Compton, 2020; City of Gardena, 2021; Los Angeles County Department of Public Works, 2021a; Los Angeles Department of Transportation, 2021; Metro, 2021b

The transit service in Willowbrook is shown on Figure 56. Willowbrook Transit Service. Willowbrook is the only Area Plan community with a transfer station between two Metro Rail lines. About half of Willowbrook is part of the SCAG 2016 High Quality Transit Area and over half of it is part of the SCAG 2045 High Quality Transit Area.

In October 2019 there were 13,495 average daily boardings on the Metro system in the study area on weekdays, 1,705 of these boardings on bus and 11,790 on rail (Metro, 2020a). Willowbrook/Rosa Parks Station on the Metro A Line had the most boardings of any transit stop in Willowbrook, with 7,122 average daily boardings in October 2019. At 1.6 square miles in area and a population of 21,131, Willowbrook has 8,447 boardings per square miles and 0.64 boardings per resident, most of the seven Area Plan communities. Well over half of these transit boardings are on the A and C Lines. This indicates a very high use of the Metro system in Willowbrook relative to the other Area Plan communities. Stop-level average daily boardings are shown on Figure 57. Willowbrook Average Daily Metro Boardings (2019).

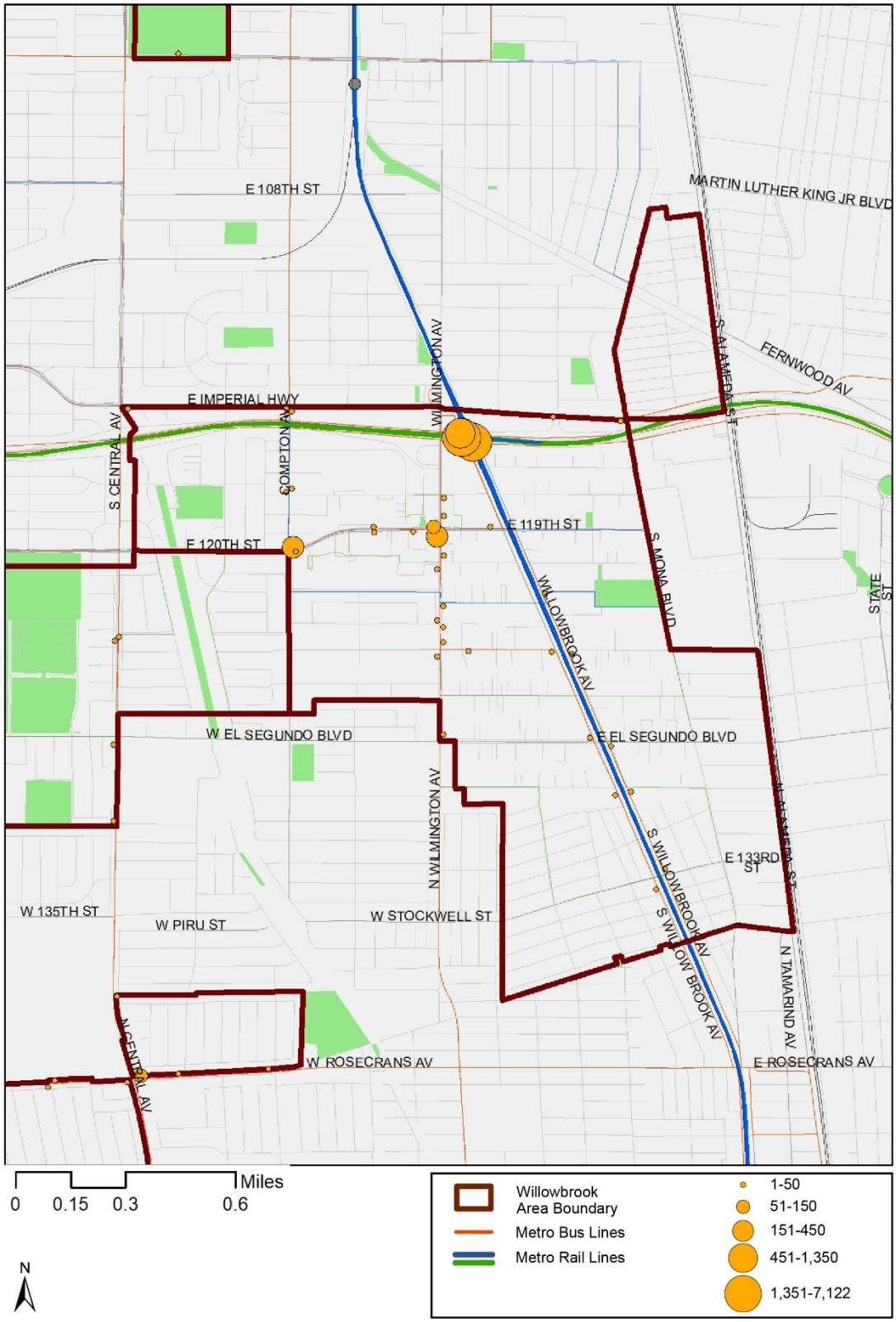
The bus stop on 120th/Compton had the most daily bus boardings of any stop in Willowbrook more than one-quarter mile away from a rail station (the bus stop at the Willowbrook/Rosa Parks Station has the most of all bus stops), with 211 average daily boardings. this stop is also served by the LADOT's Community DASH Watts bus line, and the average Metro daily boardings do not include DASH's boardings at this location. While average daily stop level data is not available for Los Angeles County Department of Public Works shuttle services, The Link – Willowbrook had 349,829 boardings, ranking third of the 14 Public Work's provided shuttle service with available ridership data (Los Angeles County, 2019). Recent ridership data for Compton Renaissance, GTrans, and LADOT transit lines are not available.

Figure 56. Willowbrook Transit Service



Source: City of Compton, 2020; City of Gardena, 2021; Los Angeles County Department of Public Works, 2021b; Los Angeles Department of Transportation, 2020; Metro, 2021a; SCAG, 2021a; SCAG, 2021b

Figure 57. Willowbrook Average Daily Metro Boardings (2019)



Source: Metro, 2020a

Metro Area Plan

Roadway Network

The roadway network in Willowbrook is primarily a grid with local streets that often terminate rather than connect to major or secondary highways. Willowbrook Avenue and the Metro A Line cut diagonally through Willowbrook and the Interstate 105 bisects the northern portion of the community. Table 20. Willowbrook Roadways and shown on Figure 58. Willowbrook Roadways.

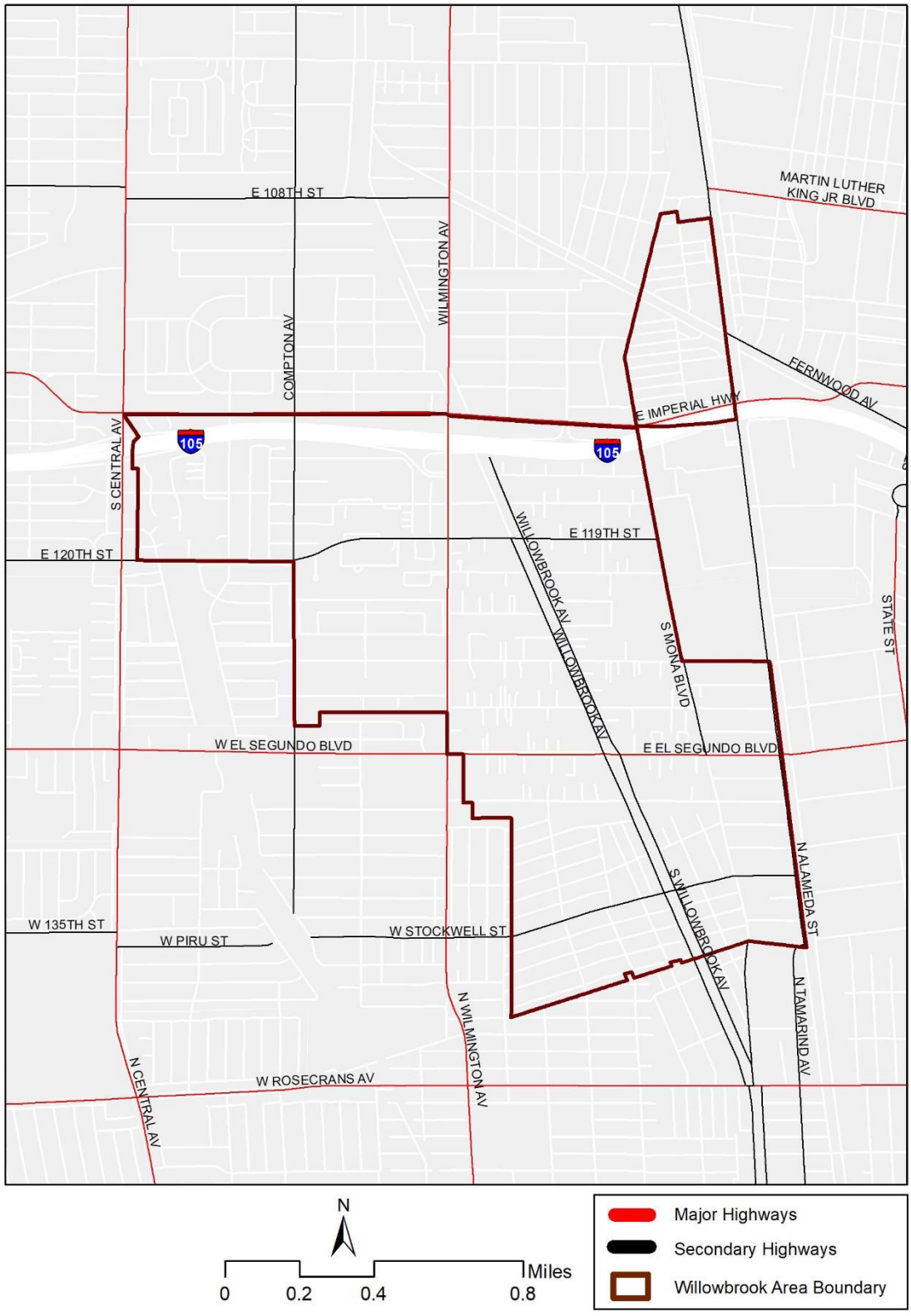
Table 20. Willowbrook Roadways

Arterial Name	Roadway Classification	Direction
E 119th Street	Secondary	East-West
E 120th Street	Secondary	East-West
E 133rd Street	Secondary	East-West
E Stockwell Street	Secondary	East-West
N Alameda Street	Secondary	North-South
N Tamarind Avenue	Secondary	North-South
N Wilmington Avenue	Major Highway	North-South
S Willow Brook Avenue	Secondary	North-South
W Stockwell Street	Secondary	East-West
Compton Avenue	Secondary	North-South
E El Segundo Boulevard	Major Highway	East-West
E Imperial Highway	Major Highway	East-West
S Alameda Street	Secondary	North-South
S Mona Boulevard	Secondary	North-South
S Willowbrook Avenue	Secondary	North-South
W El Segundo Boulevard	Major Highway	East-West

Source: Los Angeles County Department of Public Works, 2020a

Figure 59. Willowbrook Roadway Crashes (2019) shows the location and type of crashes in the community in 2019. Crashes are distributed throughout the community. The California Highway Patrol recorded a total of 137 crashes (86 per square mile) in Willowbrook in 2019, 104 of which were vehicle-vehicle crashes (UC Berkeley, 2020). Figure 60. Willowbrook Roadway Crashes – Serious Injury/Death (2019) shows the location of crashes that resulted in serious injuries or deaths. One of the crashes on Willowbrook surface streets resulted in a death in 2019.

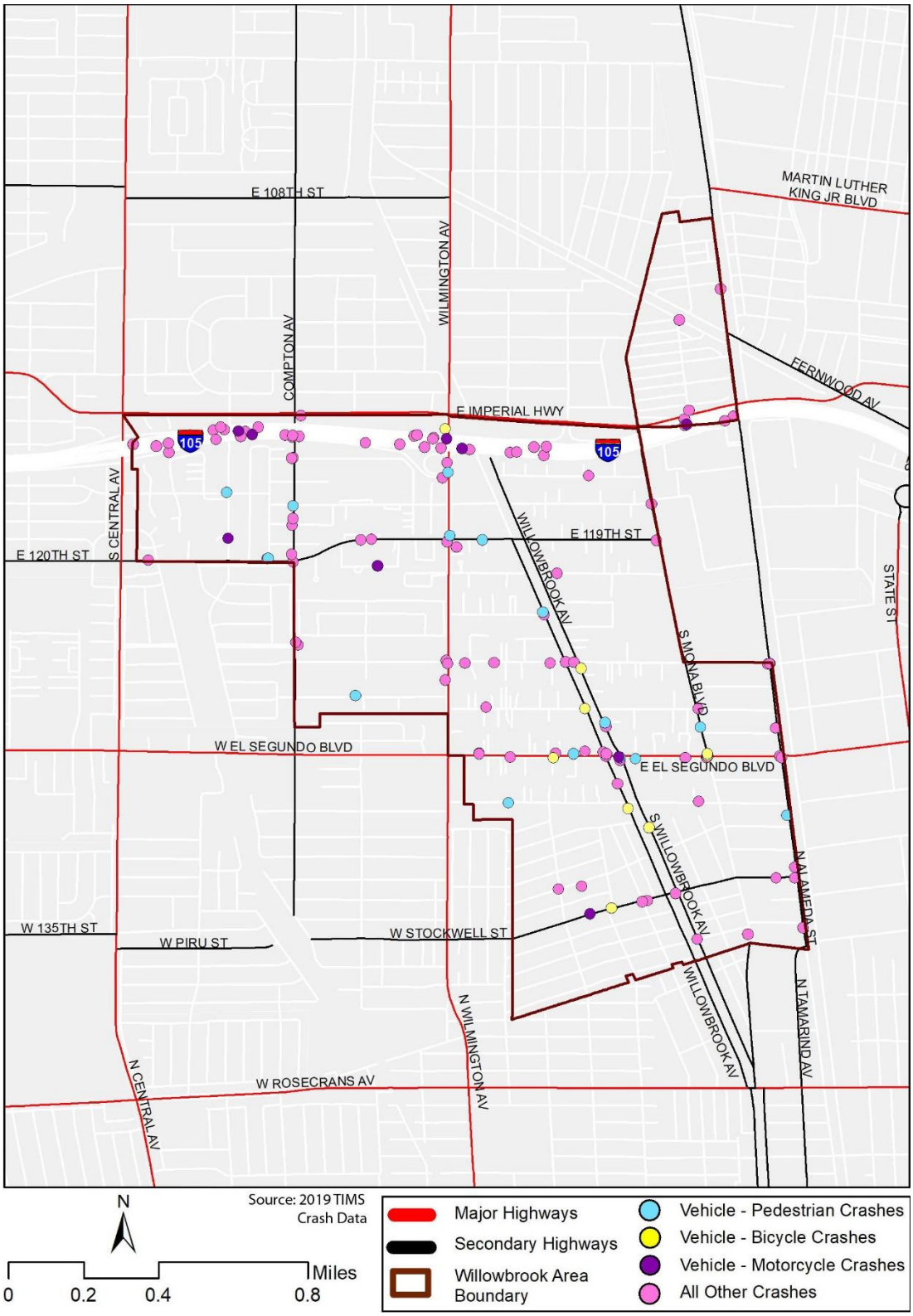
Figure 58. Willowbrook Roadways



Source: Los Angeles County Department of Public Works, 2020a

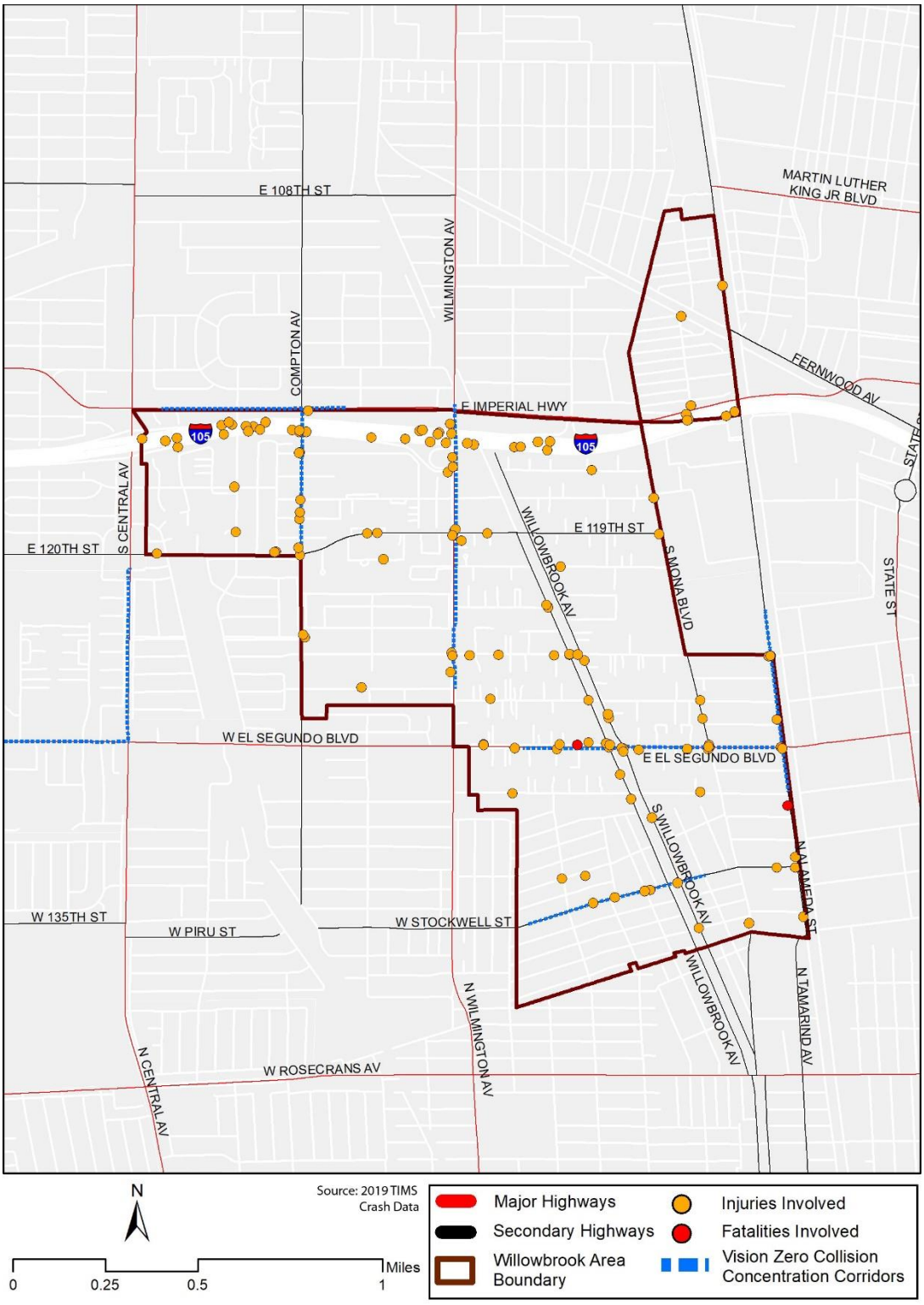
Metro Area Plan

Figure 59. Willowbrook Roadway Crashes (2019)



Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Figure 60. Willowbrook Roadway Crashes – Serious Injury/Death (2019)

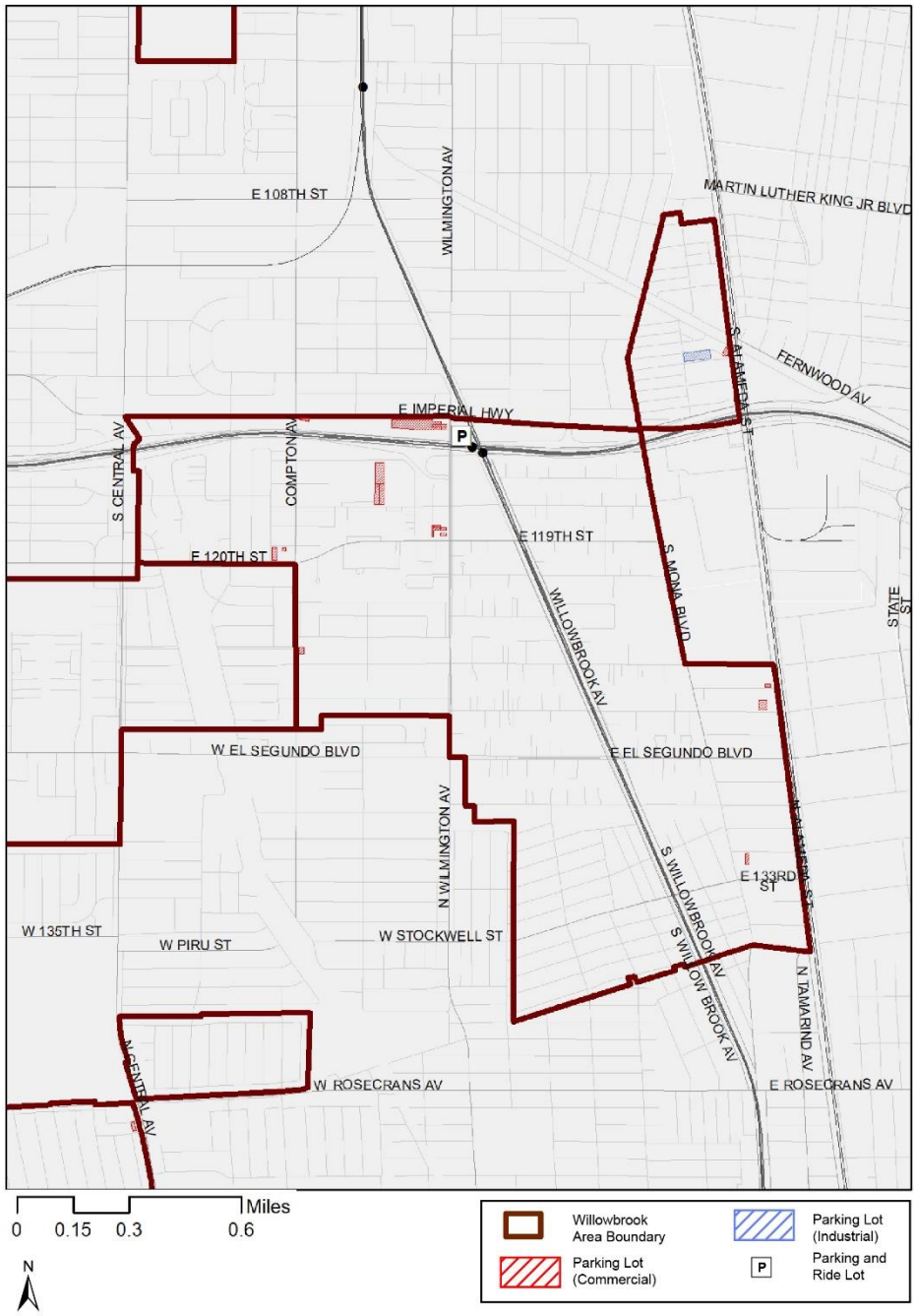


Source: Los Angeles County Department of Public Works, 2020a; UC Berkeley, 2020

Parking Conditions

Figure 61. Willowbrook Commercial and Industrial Parking Lots shows parcels specifically used for commercial parking, which are primarily in the northwest and southeast corners of the community. This does not account for street parking or parking located on the same parcel as other uses. There is a Park and Ride lot at the southeast corner of Imperial Highway and Willowbrook Avenue, which also serves the Metro Willowbrook – Rosa Parks Station.

Figure 61. Willowbrook Commercial and Industrial Parking Lots



Source: Los Angeles County Department of Regional Planning, 2021; Los Angeles County Department of Public Works, 2021c

Bicycle and Pedestrian Infrastructure

Table 21. Willowbrook Bikeways lists the existing and proposed bikeways in Willowbrook. The community offers several east-west connections on major, secondary, and local roadways. There are a number of north-south connections proposed; however, funding for most of these are currently unfunded. Figure 62. Willowbrook Bikeways displays the locations of the existing and proposed bikeways within the community.

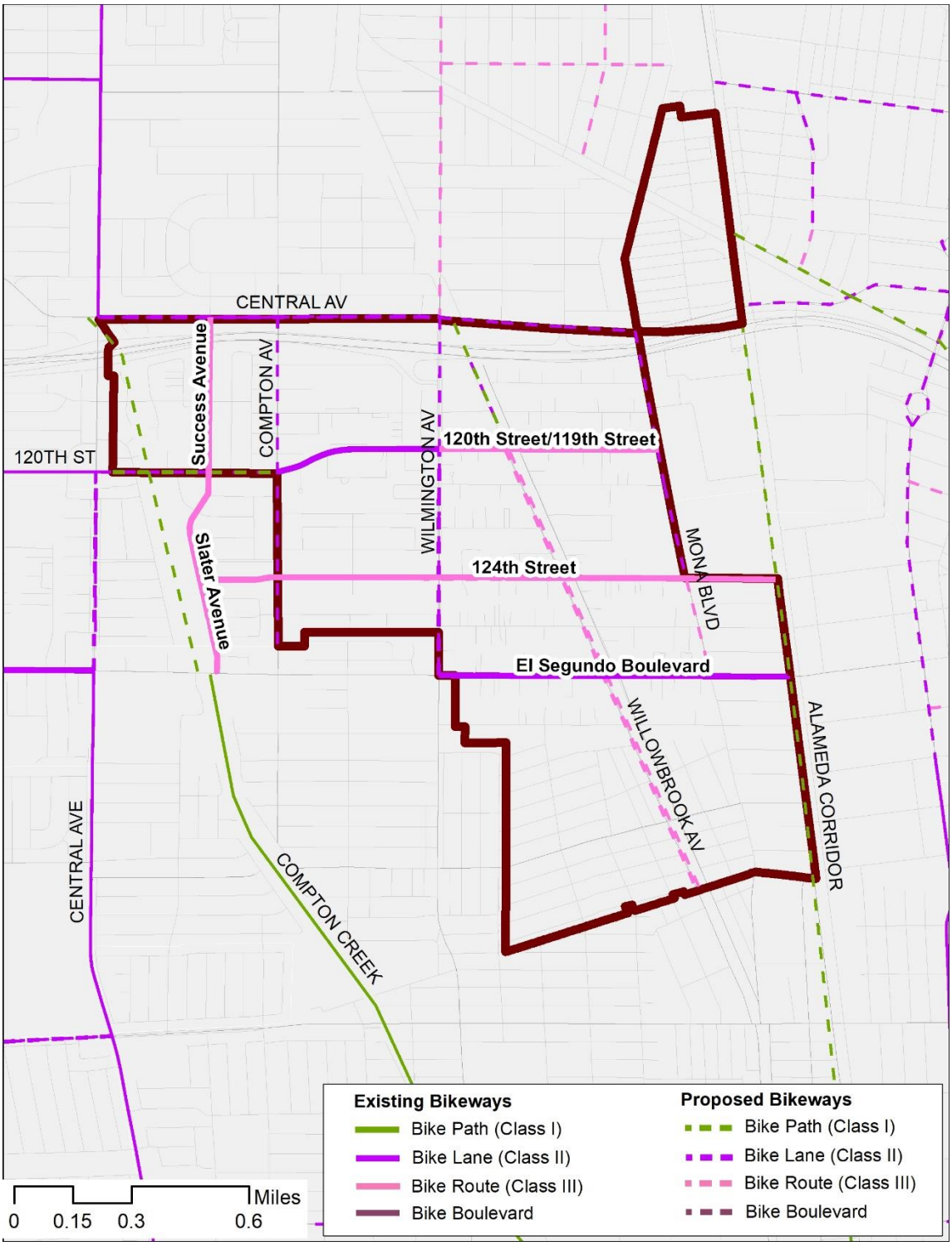
Table 21. Willowbrook Bikeways

Route/Street Name	From/To	Direction	Class	Existing or Proposed
Success Avenue	Central Avenue to 120th Street	North-South	3	Existing
120th Street/119th Street	Wilmington Avenue to Mona Boulevard	East-West	3	Existing
124th Street	Compton Avenue to Mona Boulevard	East-West	3	Existing
El Segundo Boulevard	Wilmington Avenue to Alameda Corridor	East-West	2	Existing
Compton Creek	Central Avenue to 120th Street	North-South	1	Proposed
Compton Avenue	Central Avenue to 120th Street	North-South	2	Proposed
Wilmington Avenue	Central Avenue to El Segundo Boulevard	North-South	2	Proposed
Willowbrook Avenue	Central Avenue to Oris Street	North-South	3	Proposed
Mona Boulevard	Central Avenue to El Segundo Boulevard	North-South	2	Proposed
Alameda Corridor	124th Street to Oris Street	North-South	1	Proposed

Source: Los Angeles County Department of Public Works, 2021b

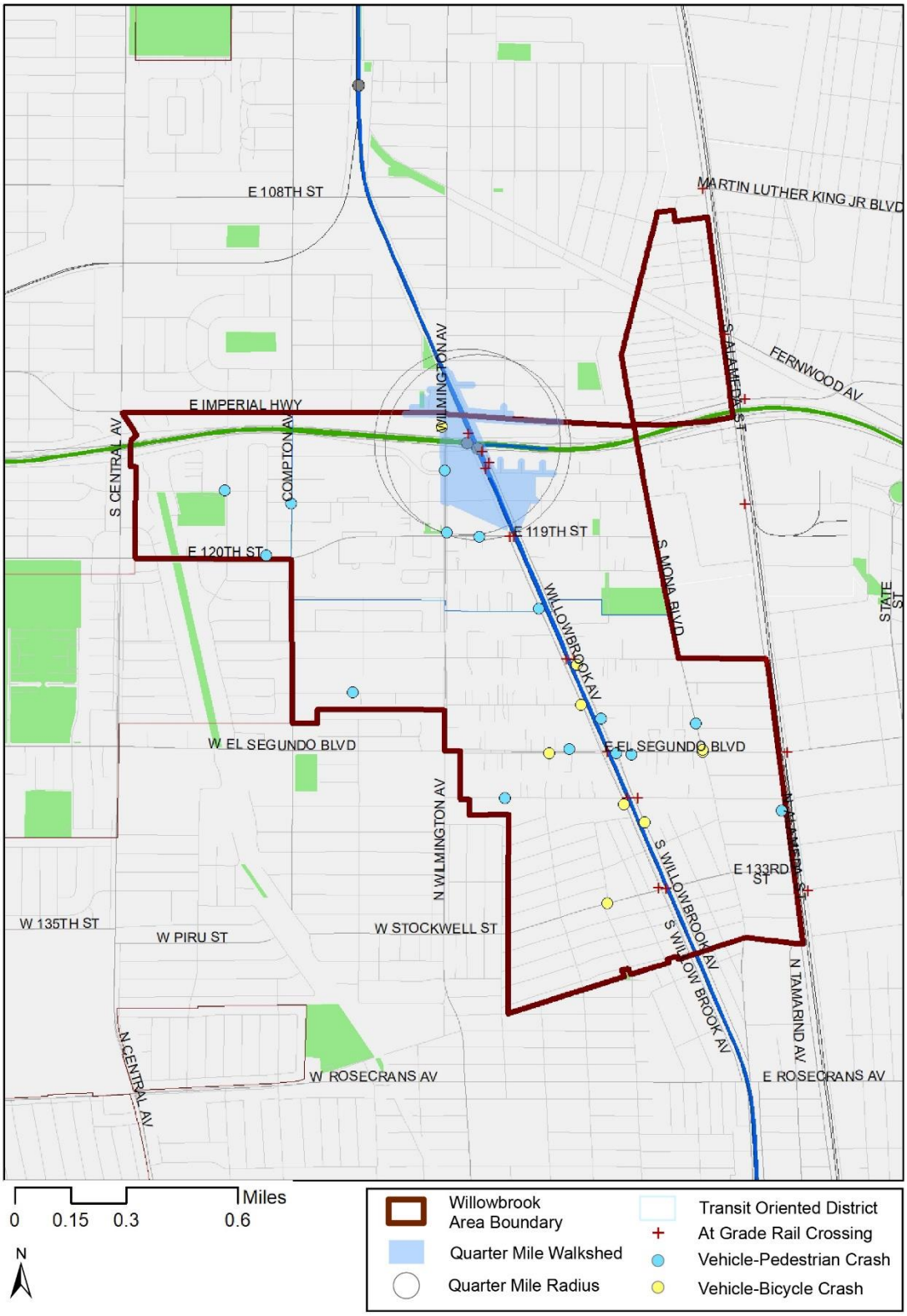
Figure 63. Willowbrook Pedestrian Conditions shows at-grade rail crossings, which can pose both a physical and mental barrier for pedestrians. At-grade crossings are dispersed along the eastern border of the community and on the Metro A Line and the adjacent freight track, presenting a potential impediment for any east-west pedestrian. Crashes involving pedestrians and cyclists are also shown on Figure 63. Overall, 15 crashes involved pedestrians and nine involved cyclists in 2019, out of a total of 137 (UC Berkeley, 2020). These pedestrian and cyclist crashes were concentrated in the southern half of the community, both arterial and local neighborhood streets. One of the crashes resulted in a pedestrian death.

Figure 62. Willowbrook Bikeways



Source: Los Angeles County Department of Public Works, 2021b

Figure 63. Willowbrook Pedestrian Conditions

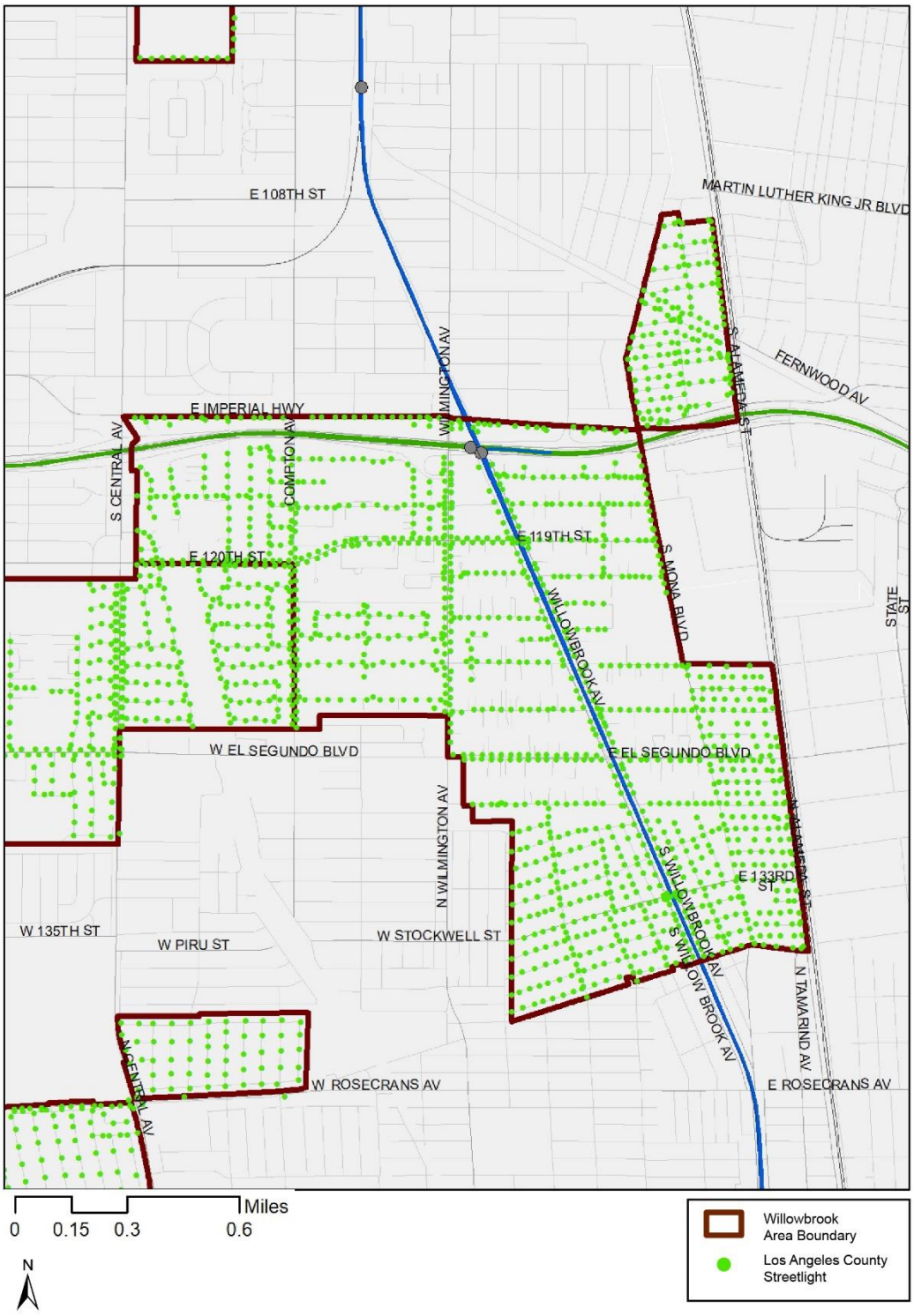


Source: UC Berkeley, 2020; Caltrans, 2021; Metro, 2021a; USDOT, 2021

Metro Area Plan

Street lighting coverage, shown on **Figure 64. Willowbrook Street Lights**, is consistent throughout most of the community.

Figure 64. Willowbrook Street Lights



Source: Los Angeles County Department of Public Works, 2020b

Metro Area Plan

Mobility Opportunities, Constraints, and Gaps

The roadway pattern constrains all modes of access. The at -rade rail running through the center of the community as well as skewed and dead ending streets constrains all modes of transportation, but particularly bicycle and pedestrian travel. While the street grid helps separate residential neighborhoods from commercial and industrial uses, it also constrains access to and from those uses as well as other local and regional resources.

The Willowbrook/Rosa Parks Station presents a number of opportunities. As one of the largest rail to rail transfer points in all of Los Angeles County, there is opportunity to capitalize on the surrounding area to increase access and safety for pedestrians, cyclists, and bus riders.

Increased safe access is needed in the south and on specific corridors. The concentration of pedestrian and cyclist crashes in the southern part of the community, along the Metro A Line, and near the rail station especially indicates a need for pedestrian and bicycle improvements in that area.

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