

Ch. 18

RANCHO DOMINGUEZ

COMMUNITY PEDESTRIAN PLAN

ACKNOWLEDGMENTS

Department of Public Health

Barbara Ferrer, Ph.D., M.P.H., M.Ed.
Director

Muntu Davis, M.D., M.P.H.
County Health Officer

Anish P. Mahajan, M.D., M.S., M.P.H.
Chief Deputy Director

Tony Kuo, M.D., M.S.H.S.
Director, Division of Chronic Disease and Injury Prevention

Justin Robertson, AICP
Senior Planner

Zoe Frumin
Planner

Patricia Amoroto, MPH
Outreach Manager

Consulting Team

City Fabrick

Toole Design Group

Los Angeles Neighborhood Initiative

Contributing County Departments, Public Agencies, and Partners

California Highway Patrol

Caltrans

LA County Department of Arts and Culture

Los Angeles County Development Agency

Los Angeles County Fire Department

Los Angeles County Department of Parks and Recreation

Los Angeles County Public Works

Los Angeles County Department of Regional Planning

Los Angeles Sheriff's Department

Los Angeles Metro

Funded by the California Active Transportation Program.

INTRODUCTION

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

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

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

TABLE OF CONTENTS

Introduction 184
Community Profile 185
- Demographics 186
- Socioeconomics 190
- Health Considerations 192
- Land Use 196
- Park Access 199
- Trails 202

Previous Plans and Projects 204
Ongoing Plans and Projects 212
Placekeeping 214
Community Involvement 218
Pedestrian Environment 224
Existing Pedestrian Facilities 244
Proposed Pedestrian Facilities 250
Proposed Programs and Policies 270
Conclusion 273

COMMUNITY PROFILE

Rancho Dominguez is an unincorporated community located in the Gateway Cities region of Los Angeles County. The community spans approximately 1.7 square miles and has a population of 3,738 residents.

The community is geographically defined by the cities of Compton to the north, Long Beach to the east, Carson to the south and west, and Los Angeles to the west. Land uses are predominantly industrial, excepting two pockets of residential zones. Rancho Dominguez's proximity to the Ports of Los Angeles and Long Beach, along with access to major freeways like Interstate (I-)405 and I-710, has shaped this community into an industrial hub, largely composed of warehouses, distribution centers, and manufacturing industries.

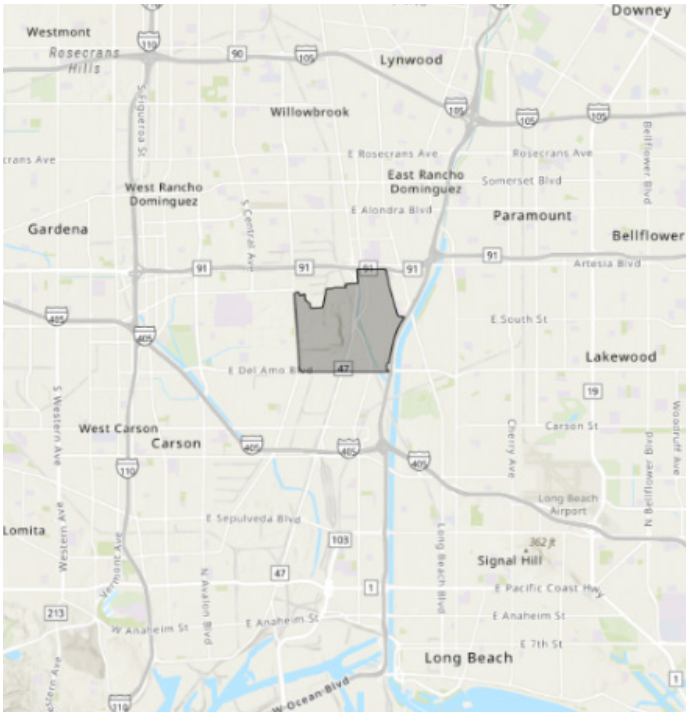


Figure 1. Rancho Dominguez Subregional Context

Thank You

Pedestrian Plan Community Advisory Committee Members:

Gerardo Gomez
Keri Valentine
Lisa Ely
Deirdre Oreilly
Deborah Langton
Marjorie Harvey
Keri Valentine
Leisha Salavaria
Manuel Dominguez
Angela Matchell
Rochelle Jones
Derek Lewis
Jasmine Lewis

Special thanks to the residents of Rancho Dominguez, Del Amo Action Committee (DAAC), and the Dominguez Rancho Adobe Museum for taking the time to participate in outreach events and community data collection efforts, and sharing their ideas on how to enhance walking in the community. This plan is inspired by your vision for Rancho Dominguez.

Due to the industrial nature of Rancho Dominguez, residents must travel to nearby cities to access essential amenities such as open space, commercial services, and educational facilities. There are no schools in Rancho Dominguez, meaning that local youth must attend schools in surrounding areas, served by either the Long Beach Unified School District, the Los Angeles Unified School District, or the Compton Unified School District. This reliance on neighboring cities highlights the limited resident-supportive infrastructure and amenities available to Rancho Dominguez residents.

Demographics

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

Rancho Dominguez has a relatively low population density of approximately 1,190 residents per square mile, whereas the countywide average is closer to 2,400 residents per square mile. This low population density is attributed to the limited areas for housing in the community, rather than the spread out, large lot nature of housing often associated with low density. People who live in Rancho Dominguez are living in relatively dense living situations, confined to two pockets in the community and surrounded by non-residential/industrial areas. Table 18-1 displays the race/ethnicity demographics of Rancho Dominguez in greater depth, referencing data from the Census Bureau American Community Survey 5-Year Estimates (2022).

Hispanic or Latino residents make up 56.2 percent of the total population, which is higher than the county average of 49.1 percent. The community has a relatively large senior population, with 17 percent of residents aged 65 and older, compared to the county's average of 14 percent.[1] These demographics highlight the need for Rancho Dominguez to carefully consider services and resources to support its growing older adult population.

Of the Rancho Dominguez population aged 25 years and older, 22 percent have less than a 9th-grade education which is higher than the county average where only 11 percent of county residents over 25 have less than a 9th-grade education. About 78 percent of Rancho Dominguez residents have a high school diploma, some college, or an associate degree, and 22 percent of residents have a bachelor's degree or higher. This is lower than the county average where 36 percent of residents 25 or older hold a bachelor's degree or higher. The percentage of residents who speak another language besides English in Rancho Dominguez is 43 percent, which is relatively smaller than the county average of 55 percent.

---

1 U.S. Census Bureau American Community Survey 5-Year Estimates (2022)

Linguistic isolation occurs when someone in a household over the age of 14 is not fluent in English. In Rancho Dominguez, 26 percent of the community is linguistically isolated. This is particularly relevant when considering how to engage with Rancho Dominguez residents in this participatory planning process; residents with limited English proficiency will require translation and interpretation services to participate.

Table 18-1: Rancho Dominguez Demographics

	LA County	Rancho Dominguez
Total Population	9,936,690	3,783
Population Density (per square mile)	2,447.3	1,190.7
Race/Ethnicity		
White	25.2%	12.9%
Black or African American	7.6%	21.9%
Asian	14.6%	4.8%
Native Hawaiian and Other Pacific Islander	0.2%	1%
Some Other Race	0.5%	1.3%
Two or More Races	3%	1.9%
Hispanic or Latino	48.7%	56.2%
Age Group		
Under 18 Years	21.1%	24.4%
18 to 34 Years	25.3%	16.3%
35 to 64 Years	39.3%	42.1%
65 and Over	14.3%	17.2%

Source: American Community Survey 2022 (5-Year Estimates) and California Office of Environmental Health Hazard Assessment

Table 18-1: Rancho Dominguez Demographics, continued

	LA County	Rancho Dominguez
Education Level (25 and over)		
Less than 9th grade	11.5%	21%
High school graduate	20.1%	30%
Some college or associate's degree	24.7%	27%
Bachelor's degree or higher	36.5%	22%
Language Spoken At Home		
Only English	44.5%	57%
Spanish	38.3%	37.6%
Korean	1.7%	1.5%
Tagalog (Incl. Filipino)	2.3%	2.5%
Other Asian And Pacific Island	1.7%	1.3%
Linguistic Isolation		
Linguistic Isolation	15.2%	26.0%

Source: American Community Survey 2022 (5-Year Estimates) and California Office of Environmental Health Hazard Assessment

Socioeconomics

The median household income in Rancho Dominguez is $79,757 (2022) which is $6,830 below the median household income for greater Los Angeles County.[1] Table 18-2 provides economic statistics for Rancho Dominguez from the 2022 ESRI Labor Force dataset. Approximately 148 households, or 12 percent of households in Rancho Dominguez, live below the poverty line, which is slightly lower than the countywide rate of 13 percent.

This community, much like the rest of the county, is home to many people experiencing homelessness (PEH). PEH are not always represented in Census data because collecting reliable information about this population can be challenging, especially as individuals often move in and out of stable housing.

In 2024, volunteers with the Los Angeles Homeless Services Association counted 75,312 sheltered and unsheltered homeless people in Los Angeles County during the latest annual point-in-time count.[2] In Rancho Dominguez, volunteers counted 206 informal dwellings the night of the count; these dwellings include cars (5), vans (14), RVs (178), makeshift shelters (5), and tents (4). Given this significant population of PEH, pedestrian planning in the area will need to thoughtfully consider the folks who live on and around the sidewalk. Not only do these residents use the pedestrian facilities and, in some cases, block the sidewalk from other users, they are also some of the most vulnerable to traffic violence in the County. A Public Health study from 2024 found that 8 percent of the deaths among unhoused residents were from transportation-related injuries,[3] most of which were among pedestrians and cyclists who were killed in collisions between the hours of 9 PM and 9 AM. Given that at least 3,282 homeless individuals died between 2021 and 2022 (the most recent year of data available), an unhoused individual is killed in a traffic-related incident in LA County approximately every other day.[4]

---

1 U.S. Census Bureau American Community Survey 1-Year Estimates (2024)

2 Los Angeles Homeless Services Association, Homeless Count (October 2024)

3 Los Angeles County Public Health, New Public Health Report Shows Homeless Mortality Rate Plateaued in 2022 (May 2024)

4 Los Angeles County Public Health, Mortality Rates and Causes of Death Among People Experiencing Homelessness in Los Angeles County: 2014-2022 (May 2024)

Table 18-2: Rancho Dominguez Socioeconomics

	LA County	Alondra Park/ El Camino Village
Median Household Income		
Total	$86,587	$79,757
2022 Poverty Rate		
Households Below Poverty Level	12.9%	12.0%
Temporary Shelters		
Total Dwellings	21,288	206
Cars	17.4%	2.4%
Vans	14.0%	6.8%
RVs	32.2%	86.4%
Makeshift Shelters	16.5%	2.4%
Tents	19.9%	1.9%

Source: U.S. Census Bureau American Community Survey 1-Year Estimates (2024), 2024 Greater Los Angeles Homeless Count Data (October 2024)

Health Considerations

Health outcomes are driven in part by the built environment and in part by how well one's neighborhood encourages and supports health-affirming activities. Rancho Dominguez is in the County's Public Health Planning Service Area 8 (SPA 8). In 2020, coronary heart disease was the leading cause of death in SPA 8, while diabetes mellitus ranked fifth. Health considerations in Rancho Dominguez are detailed in Table 18-3, which illuminates that the health challenges Rancho Dominguez residents face are generally consistent with those of the overall county population.

Rancho Dominguez has a higher rate of cancer (6 percent), heart disease (7 percent), and diabetes (17 percent) compared to Los Angeles County averages, as shown in Table 18-3. Rates of obesity (32 percent) and physical inactivity (30 percent) are also higher than the county averages. Physical inactivity is a lack of sufficient movement to maintain health, increasing the risk of chronic diseases like heart disease and diabetes. Rancho Dominguez also experiences a higher rate of asthma at 11 percent, compared to the county average of 9.1 percent, which is likely related to the environmental hazards in the area.[1] Additionally, the average life expectancy of Rancho Dominguez residents (75.2 years) is significantly lower than countywide rates of 80.3 years.

Poor health outcomes are worsened by the lack of access to healthcare and food. Around 14 percent of Rancho Dominguez residents face transportation challenges that make it difficult to access healthcare and essential services that support healthy lifestyles. Food access is made more limited by the fact that 27 percent of Rancho Dominguez residents rely on the CalFresh Program (California's name for the federal Supplemental Nutrition Assistance Program, formerly known as Food Stamps) to feed themselves. Access to these services is especially limited in Rancho Dominguez, where the predominantly industrial land use contributes to a lack of food retailers, with no food pantries and only one local retailer accepting CalFresh benefits.[2]

Social Isolation refers to a person's lack of social connections, interactions, or support networks around them. This can happen when someone is physically separated from others or feels emotionally detached, which can lead to a significantly shorter life expectancy and other increased health risks.[3] Social isolation affects 37 percent of adults living in Rancho Dominguez,[4] which is slightly higher than the county average of 35 percent, highlighting a community need for greater social connectivity and more supportive services.

---

1 CDC PLACES (2022)

2 USC Public Exchange, Food Insecurity in Los Angeles County (July 2023)

3 National Institutes of Aging, Loneliness and Social Isolation - Tips for staying connected (July 2024)

4 CDC PLACES (2022)

Disabilities impacting vision and mobility are also prevalent in Rancho Dominguez, with 9 percent of adults reporting vision disabilities and 20 percent experiencing mobility limitations, compared to 6.2 percent and 12.6 percent in Los Angeles County, respectively.[1] Providing better access such as ramps, wider sidewalks, and improved signage can help support residents living with these disabilities.

1 *CDC PLACES (2022)*

Table 18-3: Rancho Dominguez Health Considerations

	LA County	Rancho Dominguez
Healthy Food Access (18+)		
Transportation Barriers	9.6%	14.2%
Food Insecurity	17.2%	26.9%
CalFresh Recipients	15.4%	27.5%
Social Isolation	34.8%	36.8%
Retailers Accepting CalFresh	6,336	1
Food Pantries	144	0
Adults with low-income food insecurity	10.5%	9.5%
Public Health (18+)		
Cancer (minus skin cancer)	6.0%	6.5%
Heart Disease	5.4%	7.2%
Diabetes	12.3%	16.7%
Life Expectancy	80.3%	75.2
Obesity	26.2%	32.2%
Physical Inactivity	23.1%	30%
Asthma	9.1%	11%
Vision Disability	6.2%	9.3%
Mobility Disability	12.6%	19.8%

Source: 2022 PLACES (CDC), USC Public Exchange, Food Insecurity in Los Angeles County (July 2023)

This page is intentionally blank

Land Use

Land use policies significantly affect residents' health and physical activity. These policies shape how residents access key destinations like parks and schools, their proximity to warehouses and distribution centers that generate truck traffic and associated air pollution, and the degree of overcrowding within a community, among other factors. The Los Angeles County 2035 General Plan provides the policy framework for how and where unincorporated LA County will accommodate growth through the year 2035 by designating each parcel of land with different categories of land use, such as residential, commercial, industrial, or natural resources. The County General Plan identifies Rancho Dominguez as an industrial community with proximity to the Del Amo Station on the Metro Blue Line, suggesting that the development of the area should focus on creating a transit-oriented jobs district where people can easily commute by transit to work.

As shown in Figure 2, Rancho Dominguez is predominantly characterized by industrial uses. Its proximity to the Ports of Los Angeles and Long Beach as well as major freeways like the I-405 and I-710, have made it an ideal location for warehouses, distribution centers, and manufacturing industries. Residential areas are limited to two gated mobile home park communities–Dominguez Hills Estates and Mertz Del Amo Estates. There are no commercial zones designated within Rancho Dominguez. Public open spaces are also very limited, with only one public park located just outside of Rancho Dominguez, James Anderson Jr. Memorial Park.

In Rancho Dominguez, the majority of residents are homeowners, with 90 percent (939 households) owning their homes, while 9.8 percent (101 households) are renters.[1] Table 18-4 presents the housing statistics of Rancho Dominguez, which has a median gross rent of $1,295, lower than that of the countywide average of $1,896 per month. However, similar to the rest of the county, over half of low-income households are rent-burdened, meaning they spend more than 30 percent of their income on housing.

---

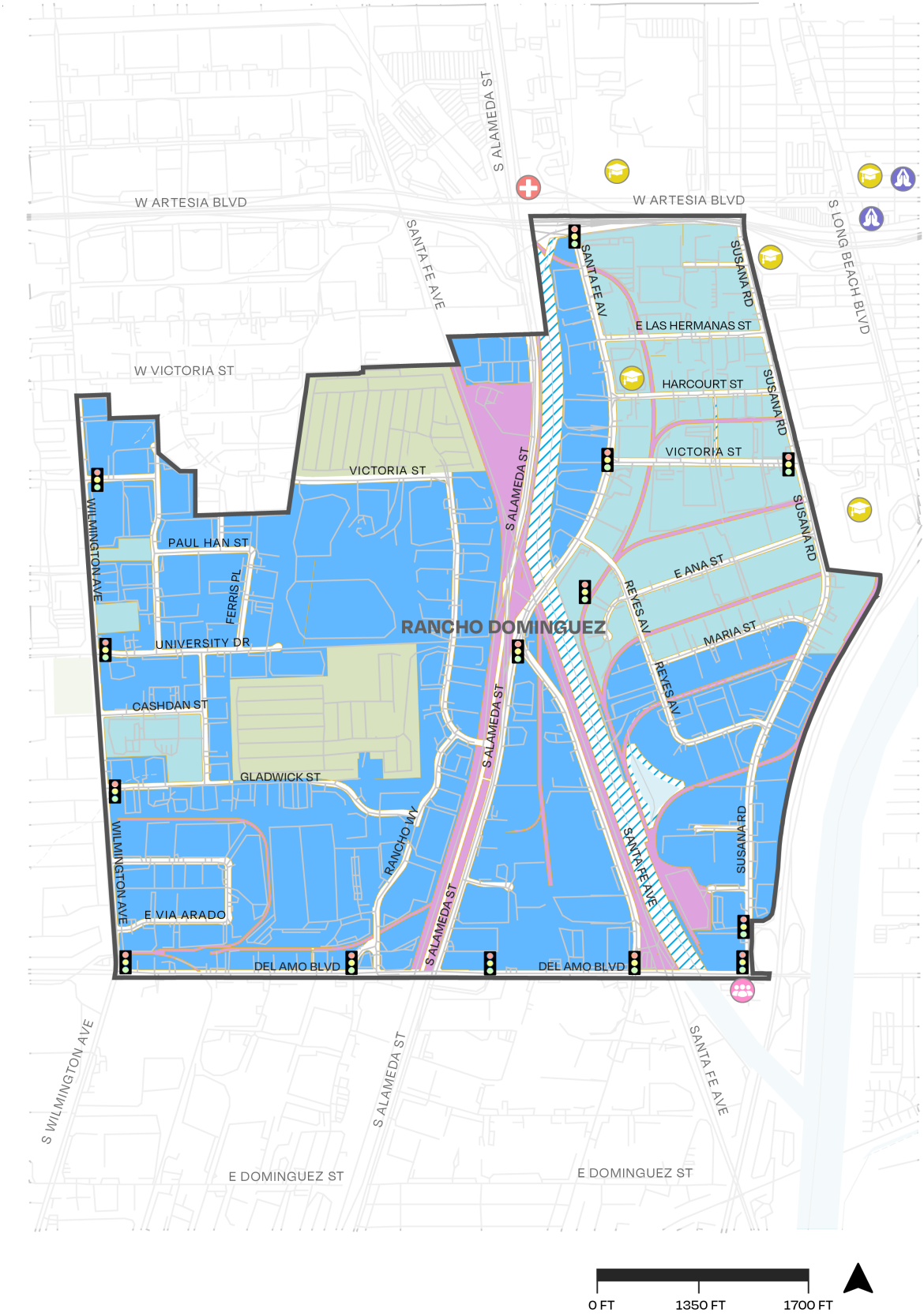
1 U.S. Census Bureau American Community Survey 1-Year Estimates (2024)

Table 18-4: Rancho Dominguez Housing

	LA County	West Carson
Renters vs Homeowners		
Total	3,436,464	1,035
Renters	53.8%	9.8%
Homeowners	46.2%	90.2%
Median Gross Rent		
Median Gross Rent	$1,805	$1,295
Rent Burden	54.8%	53.7%

Source: U.S. Census Bureau American Community Survey 1-Year Estimates (2024)

Figure 2. Rancho Dominguez Land Use Designations



Park Access

Measuring park access involves determining the distribution of park land per 1,000 residents living within Rancho Dominguez and whether residents can easily access these spaces (Figure 3). The closer a person lives to a park, the more likely they are to use it regularly. Most pedestrians are willing to walk up to one half-mile (approximately ten minutes) to reach their destination.[1]

James Anderson Jr. Memorial Park (8.44 Acres), located at the edge of the community on Wilmington Avenue, is the main park serving the Rancho Dominguez community. It has an activity room, 2 basketball courts, 4 tennis courts, picnic shelters, a recreation room, and an amphitheater. The size of this park and relatively small population in Rancho Dominguez means that there are 3.2 park acres available per every 1,000 residents, which is on par with the county average of 3.3 park acres per 1,000 residents, though below the General Plan's adopted goal of 4 acres per 1,000 residents.[2] Only three percent of residents live within a ½ mile of a park, which is significantly lower than the county average, where 49 percent of residents live within a half-mile of a park.[3] This lack of accessibility can be attributed to the buffer of industrial hubs surrounding the small residential areas of the community.

Table 18-5 presents park access data from the County Parks Needs Assessment (PNA),

which places Rancho Dominguez within the "high park need" category for additional parks and recreational resources. According to the PNA+ ranking, which includes additional demographic and environmental factors, these communities are further classified as areas of "very high park need". [4]

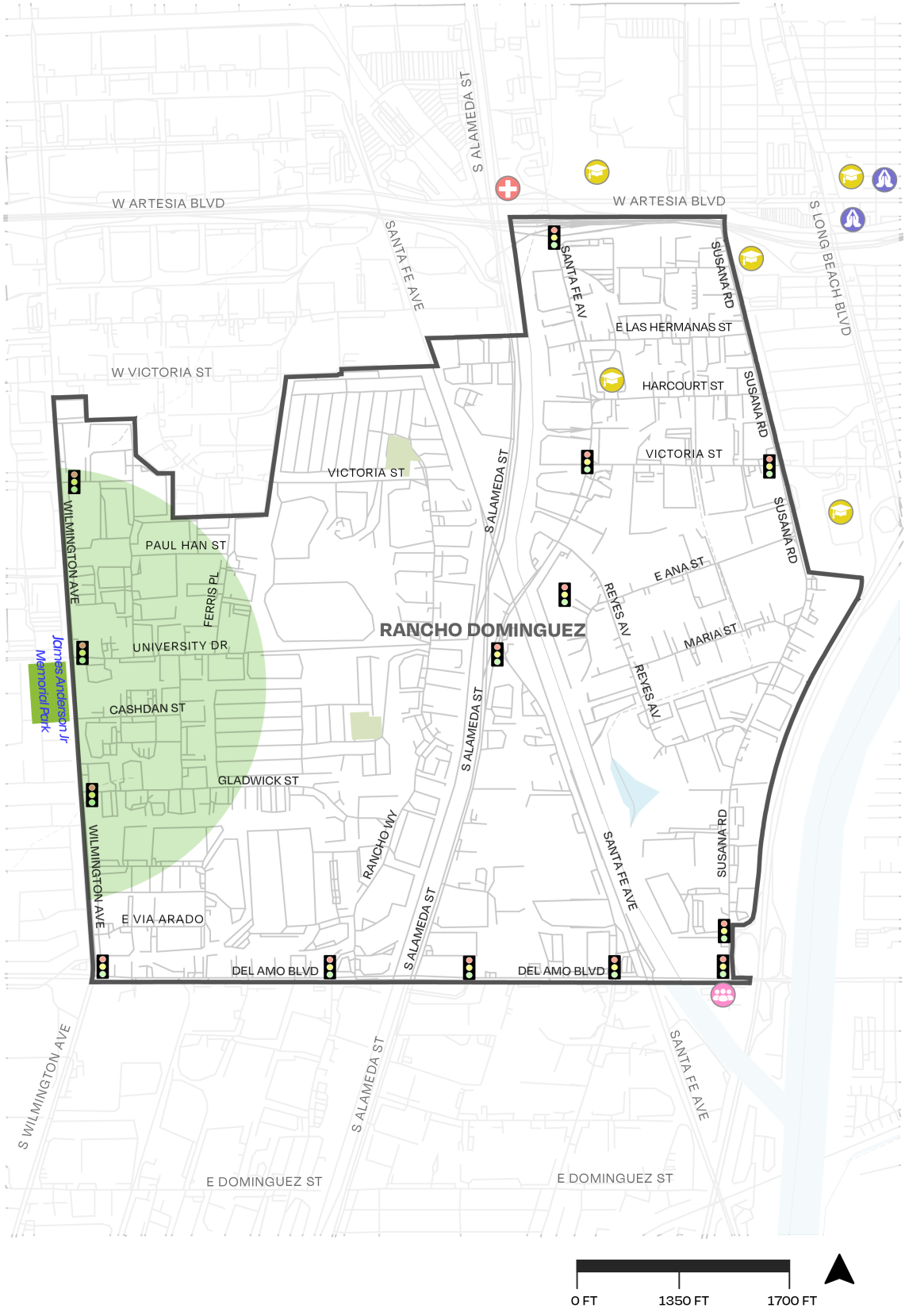
1 *Los Angeles County Parks and Recreation, Parks Needs Assessment Study Area Profile (2016)*
2 *Los Angeles County Planning, Parks and Recreation Element (2024)*
3 *Los Angeles County Parks and Recreation, Parks Needs Assessment Study Area Profile (2016)*
4 *Los Angeles County Parks and Recreation, Parks Needs Assessment Study Area Profile (2016)*

Table 18-5: Rancho Dominguez Park Access

	LA County	West Carson
Park Information		
Total Park Acres	70,079 park acres	8.4 park acres
Park acres per 1,000 residents	3.3 park acres	3.2 park acres
Residents living within 1/2 mile of a park	49%	3%

Source: 2016 Parks Needs Assessment Study Area Profile

Figure 3. Rancho Dominguez ½ Park Walkshed



DESTINATIONS

- Community Organizations
- Medical Facilities
- Schools
- Place of Worship

PARKS ACCESS

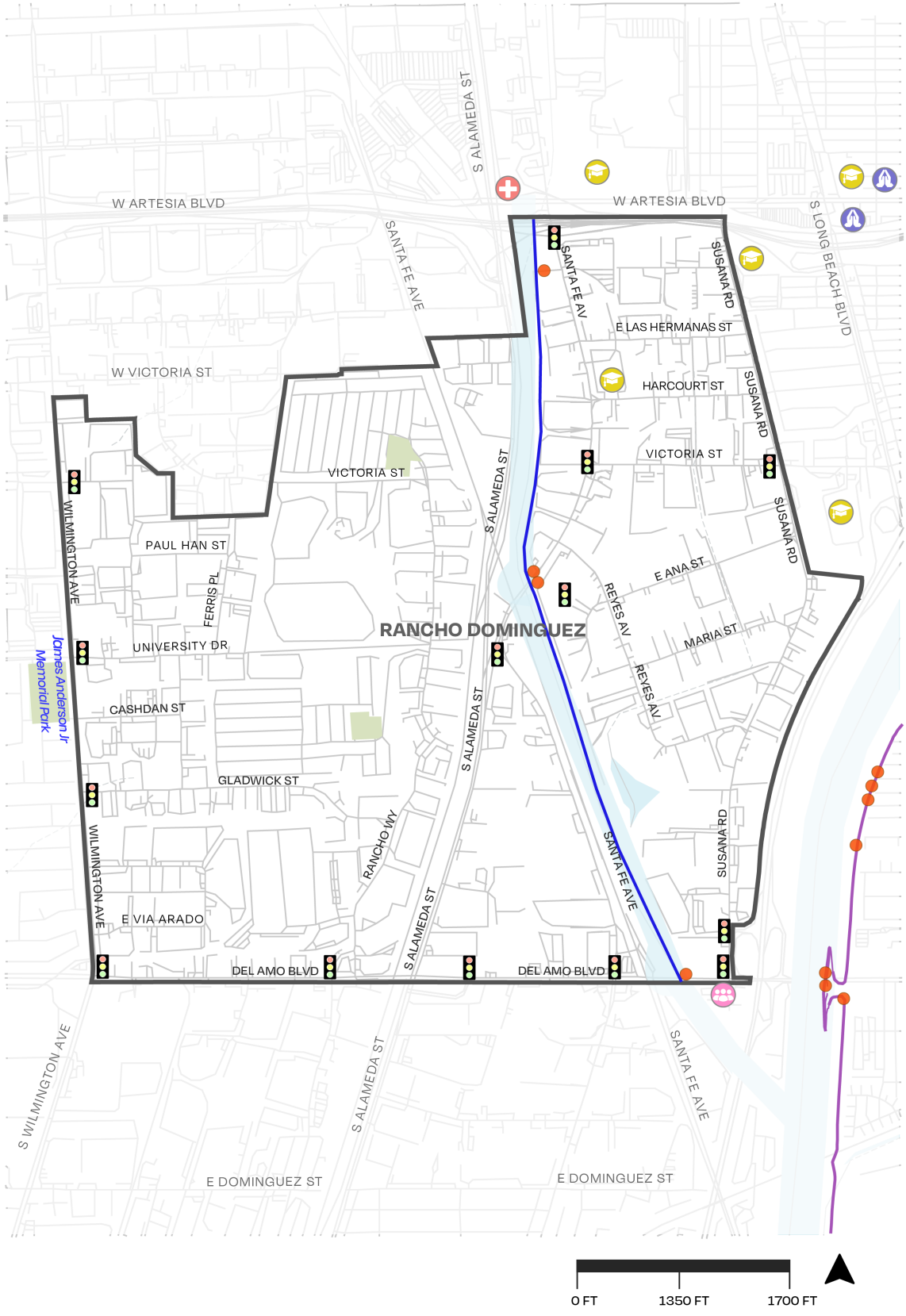
- One-Half Mile from Park
- Parks
- Water
- Traffic Signals

Trails

Pedestrian trails serve as vital connectors between communities and natural spaces, providing opportunities for recreation and fitness. Well-designed trails cater to diverse users, including walkers, cyclists, and individuals with mobility challenges, ensuring accessibility for all. Strategic access points enhance connectivity by linking trails to other neighborhoods, parks, and transit hubs, increasing pedestrian mobility and accessibility.

The Los Angeles River Trail (spanning 48 miles) runs along the eastern border of Rancho Dominguez, connecting residents and visitors to a broader network of green spaces and active transportation routes. The access point on West Del Amo Boulevard, connects trail users to a safe and scenic path for walking, jogging, and cycling, encouraging physical activity and promoting pedestrian health. Additionally, theCompton Creek Walking Path (spanning 0.17 miles) runs through Rancho Dominguez, and trail users can access the trail on E 118th Street and E 120th Street. For a community where accessible recreational spaces may be limited, trails can be a vital resource, supporting healthier lifestyles by reducing barriers to regular exercise.

Figure 4. Rancho Dominguez Trails and Access Points



DESTINATIONS

- Community Organizations
- Medical Facilities
- Schools
- Place of Worship

TRAILS

- Los Angeles River Trail
- Compton Creek Walking Path
- Trail Access Points

- Water
- Parks and Recreation
- Traffic Signals

PREVIOUS PLANS AND PROJECTS

This effort builds on several existing local and regional planning documents. An overview of previous plans and projects can be found below.

Los Angeles River Revitalization Plan (2007)

Los Angeles Department of Public Works

The Los Angeles River Revitalization Plan is a long-term initiative led by the City of Los Angeles to transform the 51-mile Los Angeles River corridor into a vibrant, multi-benefit public resource. Originally launched in 2007 through the Los Angeles River Revitalization Master Plan (LARRMP), the project aims to restore natural ecosystems, improve water quality, create green open spaces, and enhance connectivity between neighborhoods along the river.

Key goals of the plan include:

- Restoring natural habitat and ecological functions of the river.
- Increasing public access with new parks, trails, and recreational areas.
- Supporting community development and equitable access to riverfront spaces.
- Encouraging sustainable infrastructure and flood management improvements.
- Honoring cultural and historical connections to the river.

The plan emphasizes community engagement, environmental justice, and collaboration across multiple agencies and stakeholders. Major projects under the plan include the Taylor Yard G2 River Park, the 6th Street Viaduct Park, and revitalization efforts in areas like the Lower Los Angeles River and the Upper River near the San Fernando Valley. As part of the Lower Los Angeles River region, Rancho Dominguez stands to benefit from future improvements in green space, stormwater management, and active transportation connectivity. The revitalization efforts could enhance public access to the river and support environmental and recreational investments in nearby communities.

Lower Los Angeles River Revitalization Plan (2015)

Los Angeles County Department of Public Works

The Lower Los Angeles River Revitalization Plan led by the San Gabriel and Lower Los Angeles River and Mountains Conservancy was completed in 2015 to guide the revitalization of 19-miles of the Los Angeles River from the City of Vernon its outlet in the City of Long Beach. The plan encompasses areas within one mile on

each side of the river for the 19-mile stretch and focuses on projects that will improve environmental health and quality of life. Rancho Dominguez is within the plan outline and is earmarked for the following opportunity areas

- Compton Creek Confluence Area: Opportunity for a new park with water recreation, bridge, horse facilities, and habitat restoration. Potential multi-use trail connections and access.
- Middle Segment Multi-use Easement and Crossover: Paramount is planning to create a bike path in this area and there is an opportunity to include other uses such as equestrian and pedestrian access.

Los Angeles County Parks Needs Assessment and Park Needs Assessment Plus (2016 & 2022)

Los Angeles County Department of Parks and Recreation

The Los Angeles County Parks Need Assessment (PNA) is an expansive study of parks and recreation access across the county. Completed in 2016, the PNA gathered data to determine the scope, scale, and location of park need in Los Angeles County. In 2022, DPR completed the Parks Needs Assessment Plus (PNA+) which complements and offers new information not previously included in the 2016 PNA. Specifically, PNA+ includes data about access to regional parks, open space, trails, beaches and lakes, and local parks in rural areas, as well as mapping and analyses related to population vulnerability, environmental benefits, environmental burdens, and priority areas for environmental conservation, environmental restoration, regional recreation, and rural recreation. Rancho Dominguez was identified as having low park need in the 2016 PNA. While there are 3.2 park acres per 1,000 residents in Rancho Dominguez which is close to average for the county, only 3% of residents live within a ½ mile of a park. The county average is 3.3 park acres per 1,000 people, with a General Plan goal of 4.0 acres per 1,000 people.

Blue Line First/Last Mile: A Community-Based Process and Plan (2017)

LA Metro

In Los Angeles County, there are many communities along the Metro A Line (formerly the Blue Line) corridor that can better accommodate transit-oriented development and support pedestrian activity to and from these rail stations. Historically, many of the neighborhoods that are served by the A Line have experienced disadvantages and/or neglect from the public or private sector. The Blue Line First/Last Mile Plan (2018) intends to address this historic disinvestment in these communities by identifying multi-modal improvements that could lead to positive health outcomes and greater transit access for the existing community.

LA Metro had received grant funding from Caltrans to develop first/last mile plan for the A Line, which sought to identify how community partners and Metro can improve the experience of getting to and from transit, recognizing the positive link between good urban design and ridership.Through a participatory planning process, Metro was able to gather knowledge to prioritize specific infrastructure improvements needed at each of the 22 station areas, including the Del Amo Station. Overall, key urban design improvements that were identified for nearly every station included pedestrian-scale lighting, sidewalk widening and repair, high visibility crosswalks, ADA accessible curb ramps, high-quality bicycle facilities, wayfinding signage, street trees and shade structures, and other visual enhancements that reflect the community. For the Del Amo Station, these improvements were primarily focused on Del Amo Boulevard, Santa Fe Avenue, with a secondary focus on streets like Susana Road.

Los Angeles County Vision Zero Action Plan (2019)

Los Angeles County Department of Public Health and Public Works

The goal of Los Angeles County's Vision Zero initiative is to eliminate traffic-related fatalities on unincorporated County roadways by 2035. The Vision Zero Action Plan identifies Collision Concentration Corridors (CCCs) throughout the County, defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013,

and December 31, 2017. The CCCs were prioritized based on factors such as health equity, the severity of injury, and whether pedestrians or bicyclists were involved in the collision. There are four CCCs in Rancho Dominguez located on, Wilmington Ave, Alameda St, Santa Fe Ave, and Del Amo Blvd. The County will look for opportunities to implement traffic safety infrastructure enhancements and programs along these and all CCCs in the pedestrian plans.

Los Angeles River Master Plan (Updated 2022)

Los Angeles Department of Public Works

The Los Angeles River Master Plan, originally developed in 1996, was updated in 2022 to reflect current needs, priorities, and opportunities along the entire 51-mile stretch of the Los Angeles River, from Canoga Park to Long Beach. This comprehensive update takes a countywide approach and aims to create a healthier, more connected, and more equitable future for communities along the river.

The updated plan was created and led by the Los Angeles County Public Works, in collaboration with the LA River Master Plan Steering Committee and technical consultants.

Key objectives of the 2022 update include:

- Reducing flood risk while improving public access
- Expanding parks, trails, and open space
- Enhancing public health, safety, and environmental resilience
- Promoting equity and inclusive development to prevent displacement
- Integrating habitat restoration with critical infrastructure needs

Rancho Dominguez, located along the Lower Los Angeles River, is included in the plan's vision for expanding green infrastructure, improving water quality, and increasing access to recreational spaces. The plan also identifies opportunities to invest in underserved communities, with a focus on equity, environmental justice, and long-term sustainability.

Los Angeles County General Plan 2035 (2022)

Los Angeles County Department of Regional Planning

The General Plan provides the policy framework for how and where unincorporated communities will develop through 2035. It establishes goals, policies, and programs to foster healthy, livable, and sustainable unincorporated communities. The General Plan identifies the area around the Del Amo Station in Rancho Dominguez as a potential transit-oriented jobs district and includes a transit center opportunity area surrounding the station. Most of Rancho Dominguez is zoned for heavy or light industrial uses aside from the areas surrounding the Dominguez channels and Southern Pacific Railroad, which are designated as public lands.

Metro Active Transportation Strategic Plan (2023)

Los Angeles County Metro

The 2023 Active Transportation Strategic Plan (ATSP) supports LA Metro's mission to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. The ATSP includes plans for First/Last Mile (FLM) improvements, pedestrian districts, and regional bikeways. The first ATSP was adopted in 2016 and was prefaced by Metro Board motions calling for the agency's proactive role in countywide active transportation. This update of the ATSP is an opportunity to advance Metro's and other agencies' policies in the years since the ATSP was first adopted. The Del Amo station in Rancho Dominguez is undergoing planning by Metro for potential first/last mile connections consistent with the ATSP.

Long Beach - East Los Angeles Corridor Mobility Investment Plan (2024)

Metro

The Metro Long Beach - East Los Angeles Corridor Mobility Investment Plan looks to enhance transportation infrastructure and services in the Long Beach and East Los Angeles [LB-ELA] transit corridors. The Investment Plan also looks to the future of the LB-ELA Corridor by planning, developing, identifying, and refining projects, programs, and strategic initiatives that will advance the Corridor's Vision for the future.

This plan is consistent with the Blue Line First/ Last Mile: A Community-Based Process and Plan as it looks to implement projects listed for the Del Amo Station such as ramp reconfigurations, sidewalk improvements, crosswalk enhancements, bike lanes, and others. The First/Last Mile Plan included community-identified pedestrian and bicycle improvements within walking (½ mile) and biking (3 miles) distance of the Del Amo station. The plan also presents the Del Amo Pedestrian Gap Closure Project that is within the Rancho Dominguez and Long Beach boundaries. This project is in the pre-implementation phase and will also look to improve the pedestrian and bicyclist environment.

Room to Grow - A Community Forest Management Plan for Los Angeles County (2024)

Los Angeles County Chief Sustainability Office

The Community Forest Management Plan (CFMP) is an actionable, long-term strategy to manage trees in the unincorporated communities of Los Angeles County. It also provides information, analyses, and guidance relevant to the entire LA region so that everyone can share the benefits of trees today and for future generations. The CFMP covers all parts of managing our community forest, including tree planting and establishment, tree maintenance, tree protection and preservation, and community engagement and education. The Plan analyzes both the existing tree canopy as well as the social sensitivity index (which measures the level of susceptibility to climate hazards) to identify a community's tree canopy need. A high tree canopy score means that the community has a high social sensitivity and low or medium canopy level need. A medium tree canopy score occurs with medium sensitivity and low or medium canopy level or with low sensitivity and low canopy level. A low canopy need score is with any combination of sensitivity and high canopy level or low sensitivity and medium canopy level. Rancho Dominguez has a high canopy need as the community has high social sensitivity and under 10% canopy cover.

Los Angeles County Bicycle Master Plan (expected 2025)

Los Angeles County Public Works

The most recently adopted Los Angeles County Bicycle Master Plan (BMP) (2012) established a vision for the future of biking in LA County. The County is currently updating the BMP (anticipated to be adopted in 2025), which will guide the development of safe and accessible bikeways and paths within unincorporated Los Angeles County and along County flood control district channels. The updated BMP will propose new bikeways, revisit the feasibility of unconstructed bikeways from the 2012 plan, incorporate new policies to share bikeway facilities with micro-mobility devices, identify first/last mile bikeway improvements to further connect to transit stations and bus stops, and prepare for the programmatic environmental impact report.

The following on-street facilities are proposed in Rancho Dominguez in the draft BMP:

- Compton Creek Bicycle Path - Class 1
- South Susana Road - Class 2
- Sante Fe Avenue - Class 2
- Laurel Park Road - Class 2
- South Rancho Way - Class 2

These recommendations could also lead to improved safety for people walking in Rancho Dominguez. For example, Class 2 bike lanes featuring traffic calming treatments have been proven to lead to lower traffic speeds, making streets safer for all users, including pedestrians. Future proposed pedestrian projects in Rancho Dominguez will be coordinated with these BMP recommendations for continuity.

Public Works is currently in the process of updating the Bicycle Master Plan, which was last updated in 2012. The County's 2012 draft BMP update is expected to be completed in late 2025.

This page is intentionally blank

ONGOING PROJECTS

The following projects within Rancho Dominguez are enhancing transportation infrastructure to help reduce pedestrian collisions and improve mobility in the area.

Santa Fe Avenue - Artesia Boulevard to Del Amo Boulevard

Public Works

The primary objective of this project is to resurface and reconstruct Santa Fe Avenue from Artesia Boulevard to Del Amo Boulevard.

Updates include reconstruction of curb and gutter, sidewalk, driveways, and curb ramps as well as modification of traffic signals.

UPRR intends to raise the elevation of railroad crossing south of I-91 freeway which is impacting project scheduling.

The Creek at Dominguez Hills - Victoria Golf Course

Arts and Culture & Parks and Recreation

The Victoria Golf Course is undergoing a planning process to become a community hub for community recreation. The proposed project has multi-use indoor and outdoor sports facilities such as; a youth learning experience facility, indoor skydiving facility, marketplace, clubhouse, recreation and dining center, restaurants, ziplining facilities, a community park, open space areas, a putting green, and a jogging path.

South Bay ITS - Arterial System Detection

Public Works

Installing these video detection and Bluetooth origin-destination equipment on traffic signal poles in the South Bay regions will improve speed management and pedestrian safety. The video system allows real-time monitoring of traffic flow and speeds, enabling optimized signal timings to reduce speeding.

This page is intentionally blank

PLACEKEEPING

Public art, such as murals, sculptures, and community or cultural landmarks, can play a powerful role in placekeeping, especially in an area with limited pedestrian amenities. Placekeeping goes beyond placemaking by focusing on the long-term stewardship and preservation of a space's cultural, social, and historical assets, ensuring sustainable and community-driven care. Murals and sculptures not only enhance the visual appeal of streets and public spaces but also help to foster a sense of identity and pride among residents. In an industrial area like Rancho Dominguez, where the built environment can feel stark, public art that is reflective of the community can offer a creative contrast that makes walking and gathering spaces more inviting.

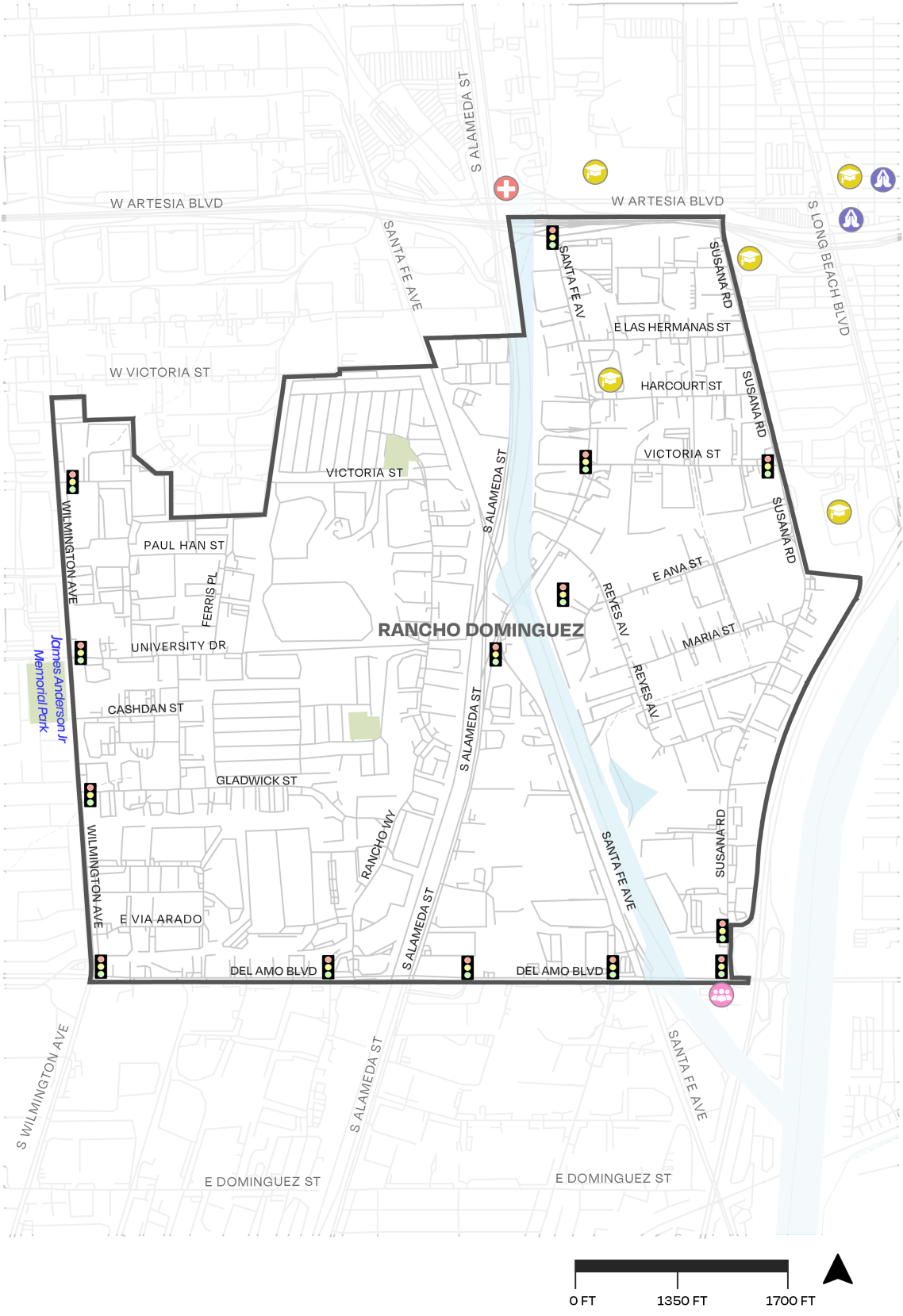
These art installations can also serve as cultural landmarks that celebrate the community's history, diversity, and unique character, giving residents and visitors a deeper connection to the area. For pedestrians, public art creates points of interest along their routes, breaking up long stretches of industrial landscape and encouraging foot traffic. By adding color and storytelling to walls and public spaces, murals and sculptures make the area feel safer, more vibrant, and more welcoming, transforming it from a pass-through zone to a place people want to explore and spend time in. Additional placekeeping strategies and opportunities for Del Aire and Wiseburn are included further in this plan. See the Programs and Policies section for more information on programs that can support community identity, public art, and long-term stewardship of public spaces.

This page is intentionally blank

Destinations

Identifying local destinations in Rancho Dominguez is essential when planning for improvements to pedestrian accessibility as these destinations serve as vital hubs for education, recreation, healthcare, and daily activities. Schools, libraries, parks, and recreation centers are key places where residents of all ages gather, making safe and convenient pedestrian access a priority. Emergency services and healthcare facilities also require accessible routes to ensure community safety and well-being. Destinations such as senior centers and religious institutions are integral to fostering social connections, while the post office, cultural centers, and grocery stores enhance daily functioning and local engagement. Mapping these destinations helps to prioritize infrastructure improvements that enhance mobility, promote equity, and support the diverse needs of the Rancho Dominguez community. Key community destinations will be further explored and analyzed in the later chapters of the plan.

Figure 5. Rancho Dominguez Destinations



DESTINATIONS

- Community Organizations
- Medical Facilities
- Schools
- Place of Worship
- Water
- Parks and Recreation
- Traffic Signals

COMMUNITY INVOLVEMENT

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

Outreach was conducted in two phases, before and after the draft Plan was released in May of 2026. The first phase of engagement helped the project team understand barriers and opportunities for walking in Rancho Dominguez. The second phase gave community members an opportunity to respond to the draft Plan and identify additional or revised enhancement ideas.

The first phase of engagement helped the project team understand barriers and opportunities for walking in Rancho Dominguez. Phase one outreach efforts took place between October 2024 and August 2025, and included attending existing meetings held by community organizations, schools, and neighborhood groups; tabling at community events; stakeholder interviews; surveys; community workshops; and community data collection activities. Project staff held a total of thirteen events for Phase one, including one in-person workshop, one virtual workshop, four educational presentations, two community walks, and five smaller community outreach events that included meetings, presentations, and tabling to recruit for CAC members and inform the community of the Pedestrian Plan.

The second phase of engagement started in the Spring of 2025 when the project team started circulating draft project lists with the community. During outreach events in phase two, the project team shared draft project lists in map format, and refined lists with the community asking questions like "what are we missing?", "Does this improvement adequately address your concerns for this site?" and "which of these recommendations do you like the most?".

A summary of these outreach activities key findings on barriers to walking in the community and desired enhancements, amenities, and programs is provided in this section.

Community members highlighted the need for improved walkability, safer routes to schools, and better access to markets and public transportation. They also emphasized the importance of traffic-calming measures to address excessive vehicle speeds in residential areas, particularly given the neighborhood's proximity to industrial and trucking facilities. Additionally, residents identified the presence of unhoused individuals and the lack of green space as barriers to walking and overall pedestrian comfort.

Community Collaboration

To maximize community involvement, LANI and Public Health identified recurring meetings to reach stakeholders where they already convened. This also helped the team identify specific target populations and host presentations and stakeholder interviews to better understand concerns and opportunities for walking in West Carson.

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

Participants frequently identified unsafe walking conditions due to speeding and risky driving behaviors, deficient pedestrian facilities, the need for tree canopy, and student and worker safety. LANI also asked participants to identify places that they would like to walk, and local places that bring joy to the community. Responses included The Dominguez Rancho Adobe Museum, Del Amo Swap Meet, and the California State University, Dominguez Hills.

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

- Cal Green Works
- California State University, Dominguez Hills
- Del Amo Plaza

- Dominguez Hills Estates Homeowners Association
- Larta Institute
- Mertz - Del Amo Estates Homeowners Association
- Dominguez Rancho Adobe Museum

Community Events

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

Respondents' top three areas of concern:

- Speeding and other risky driving behaviors/ traffic calming
- Student and workers safety
- Tree canopy and corridor beautification

Community events the project team attended for Phase 1 included:

- CSUDH Earth Day
- HOA Meetings for Dominguez Hills Estate and Mertz Estate

Community Data Collection

FOCUS GROUP

A focus group is a structured, small-group discussion used to gather in-depth feedback on participants' experiences, perceptions, and needs.

For this effort, LANI conducted a focus group on June 07, 2025 to collect meaningful feedback to the Pedestrian Plan from a senior demographic perspective. Older adults comprise a significant portion of the Rancho Dominguez' residential population and are frequent users of local streets, sidewalks, and transit services. The participants included residents from two mobile home parks in Rancho Dominguez, (Mertz Del

Amo Estates & Dominguez Hills Estates). The mobile home parks were selected due to the proximity to heavy traffic along S. Rancho Way, S. Laurel Park Road, and East/West Victoria Street.

In this heavily industrialized area, their feedback provided valuable insight into mobility, accessibility, and safety challenges.

At the conclusion of the focus group, participants expressed a desire for improved community amenities and connectivity, including shuttle access to the Dominguez Rancho Adobe Museum, a community gathering space such as a dog park, walking paths with interpretive signage highlighting the area's history, and increased access to healthy food options to address the local food desert.

COMMUNITY WORKSHOPS (PHASE 1)

On August 15, 2025, Public Health with City Fabrick and LANI hosted a community open house workshop in the Del Amo Swap Meet and Del Amo Metro Station. During the workshop, event attendees identified barriers to walking that includes the need for better traffic calming, safer sidewalks and pedestrian crossings, and more accessible bus stops.





Images are from community events in Rancho Dominguezconducted from 2024-2026.

Tables were set-up inside the swap meet, as well as the Metro Station to engage weekend shoppers and transit users. The project team recorded information using big and small maps where participants were able to attach their post-it notes of input and feedback. Another poster board that illustrated potential interventions and key infrastructure elements was provided inviting folks to "vote" on needed changes they'd most want to see implemented. Finally, participants were asked to fill out a paper survey that asked about their current walking habits,concerns, and desired projects in the community.

On August 20th, 2025, Public Health with City Fabrick, SBCC and LANI, hosted a virtual Pedestrian Plan Workshop, at which the project team provided attendees with an overview of the project, and solicited input from stakeholders from different project communities in separate virtual "rooms." This virtual workshop covered all project areas. Concerns and opportunities for Rancho Dominguez include:

- Speeding and other risky driving behaviors
- Deficient pedestrian facilities
- The need for tree canopy
- Need for enhanced student and worker safety
- Lack of green and community space in the area
- Better Public transit connectivity for commuting workers
- Traffic calming

WALK AUDITS (PHASE 1)

A modified walk audit was conducted to capture the experiences and perspectives of industrial workers and truck drivers within Rancho Dominguez. Rather than a traditional walk audit, the effort focused on targeted intercept surveys and interviews to better understand transportation patterns, safety concerns, and access needs among these groups.

On March 24, 2025, from 12:00 p.m. to 2:00 p.m., DPH and LANI, conducted a targeted walk audit to gather input from warehouse and industrial workers in Rancho Dominguez. Given the area's industrial setting, there are limited dining establishments. As a result, numerous food trucks and vendors regularly operate along S. Rancho Way and Laurel Park Road, attracting workers during their lunch breaks.

This location was selected as an outreach site due to the concentration of workers who buy meals and gather there during mid-day break. Conducting outreach during lunch allowed the project team to connect with individuals who may not be available before or after work shifts.

A total of five workers were interviewed across two food truck (lonchera) locations. Participants identified several key mobility and safety challenges in the area, including poor sidewalk conditions, limited connectivity to public transportation, speeding vehicles, and personal safety concerns, particularly among workers traveling to and from late shifts.

On May 20, 2025, from 10:00 a.m. to 12:00 p.m., DPH and LANI conducted another targeted walk audit with truck drivers in the project area. Because the community is heavily industrialized and residents had raised concerns about truck traffic and street safety, the project team wanted to better understand the drivers' perspectives and experiences on local roadways.

The project team interviewed two groups of drivers from a local union. Drivers shared their observations about roadway conditions, safety concerns, and the challenges they face while traveling through the area. Participants noted that damaged roads, inadequate signage, poor nighttime lighting, and narrow streets and sidewalks make navigating the area difficult and, at times, unsafe.

A recurring concern among interviewees was the lack of designated areas where truck drivers can safely park during required rest breaks. As a result, some drivers are forced to idle or temporarily park along roadways, which can create additional traffic and safety concerns for both truck drivers and other road users.

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

To understand current levels of walking in Rancho Dominguez, the County looked at statistics on commuting to work and car ownership collected from the Census (2022) and conducted pedestrian counts at select locations in the community.

Table 18-6 details the commute patterns and vehicle ownership data in Rancho Dominguez compared to the greater county from 2022 ACS 5-Year Estimates. A majority of Rancho Dominguez residents rely on private vehicles to commute to work. Approximately 80 percent of residents drive alone while 15 percent of residents share rides or carpool to get to work. Rancho Dominguez is served by multiple transit routes, including Metro rail and bus services, as well as other local South Bay Bus Lines (Figure 9). The most significant transit connection in the area is the Metro Blue Line, which runs along S Santa Fe Avenue. The line has one stop within the community, which is Del Amo Station.

Very few residents use alternative modes of transportation, such as transit, bicycle, or walking, to commute to work.[1] Nearly 94 percent of households in Rancho Dominguez have access to at least one vehicle, which is higher than the county rate of 81 percent.[2] Enhancing all modes of transportation, whether by improving public transit, walking paths, or biking routes, will be essential for increasing mobility options and reducing the risk of collisions. By creating a more balanced and accessible transportation network, we can make these areas safer and more connected for everyone.

---

1 USC Public Exchange, Transportation In Los Angeles County (July 2022)
2 USC Public Exchange, Transportation In Los Angeles County (July 2022)

Table 18-6: Rancho Dominguez Park Vehicle Access

	LA County	Rancho Dominguez
Mode of Transportation to Work (16+ years old)		
Total	4,749,934	1,743
Car, truck, or van - drove alone	66.4%	80.7%
Car, truck, or van - carpooled	9.9%	15.0%
Public Transportation (excluding taxicab)	4.1%	0.5%
Walk and Bicycle	3.1%	2.1%
Worked from Home	14.7%	1.7%
Vehicle Ownership		
No vehicle available	9.1%	5.9%

Source: USC Public Exchange, Transportation In Los Angeles County (July 2022)

Pedestrian counts provide information about pedestrian volumes at certain intersections and corridors. Counts were conducted at four Rancho Dominguez locations to measure facility use trends and contextualize other data. The four locations included the southern end of Rancho Way near Del Amo Boulevard; Alameda Street near the entrance to the Dominguez Rancho Adobe Museum; the intersection of Victoria Street and Laurel Park Road near the entrance to Del Amo Estates; and Del Amo Boulevard near the access point to the Del Amo Metro Station. Pedestrian counts can also help the community understand where there are relatively high pedestrian volumes and where pedestrian improvements may be most needed.

MOTOR VEHICLE VOLUMES

Comprehensive motor vehicle volume data is unavailable for Rancho Dominguez due to volumes that are under 5,000 average daily trips. As a result, data is unavailable and traffic activity cannot be presented.

POSTED SPEED LIMITS

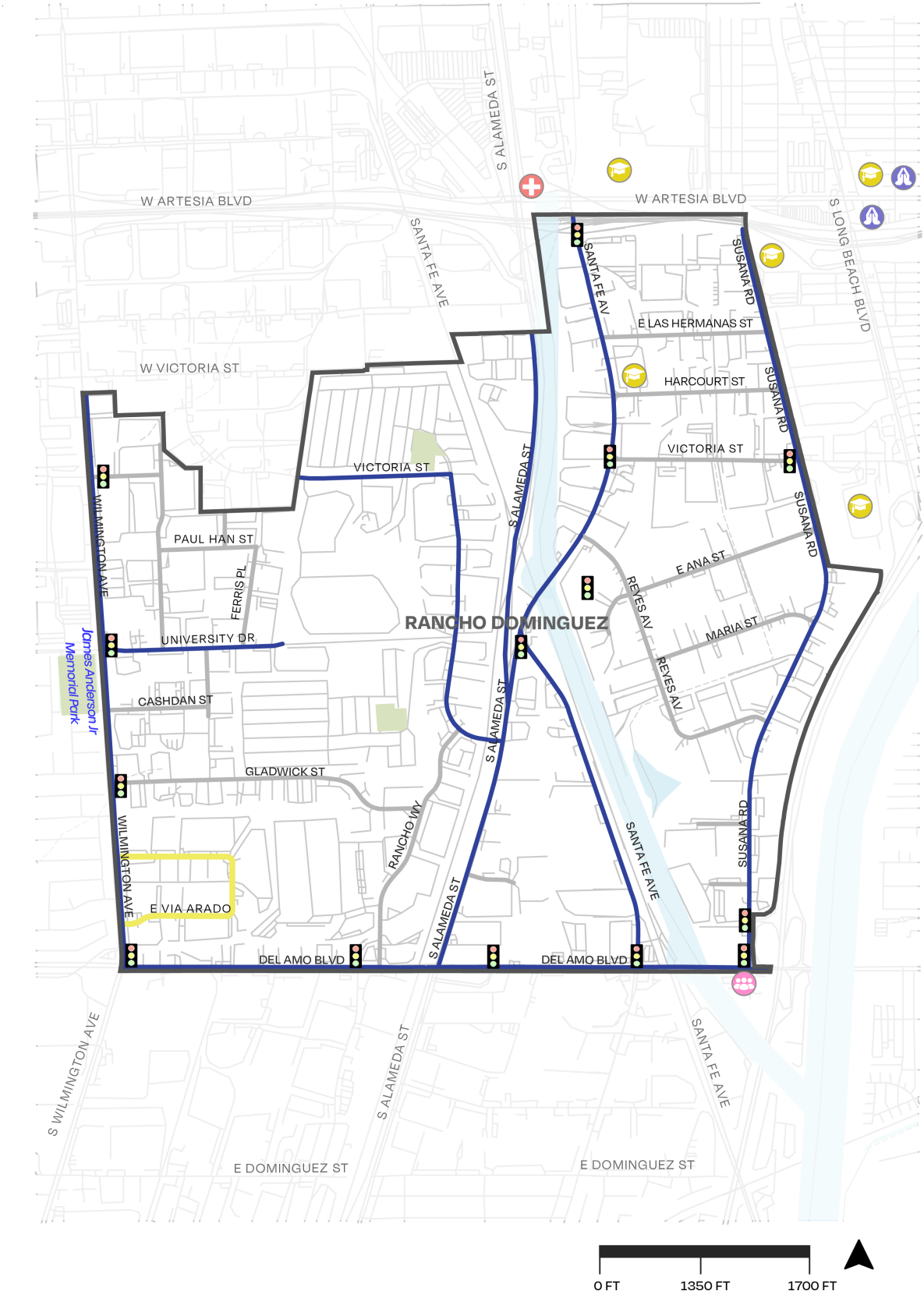
The posted speeds on major roads in Rancho Dominguez are 45 mph (e.g., E Del Amo Boulevard, S Wilmington Avenue, and Susana Road). Most by-streets in Rancho Dominguez have a posted speed limit of 25 mph.

Table 18-7: Rancho Dominguez Automated Pedestrian Counts Summary

Location	Number of Pedestrians (Daily Average)
Rancho Way	101
Alameda Street	12
Victoria Street & Laurel Park Road	66
Del Amo Boulevard	178

Source: Los Angeles County, April 2025

Figure 6. Rancho Dominguez Posted Speed Limits



DESTINATIONS

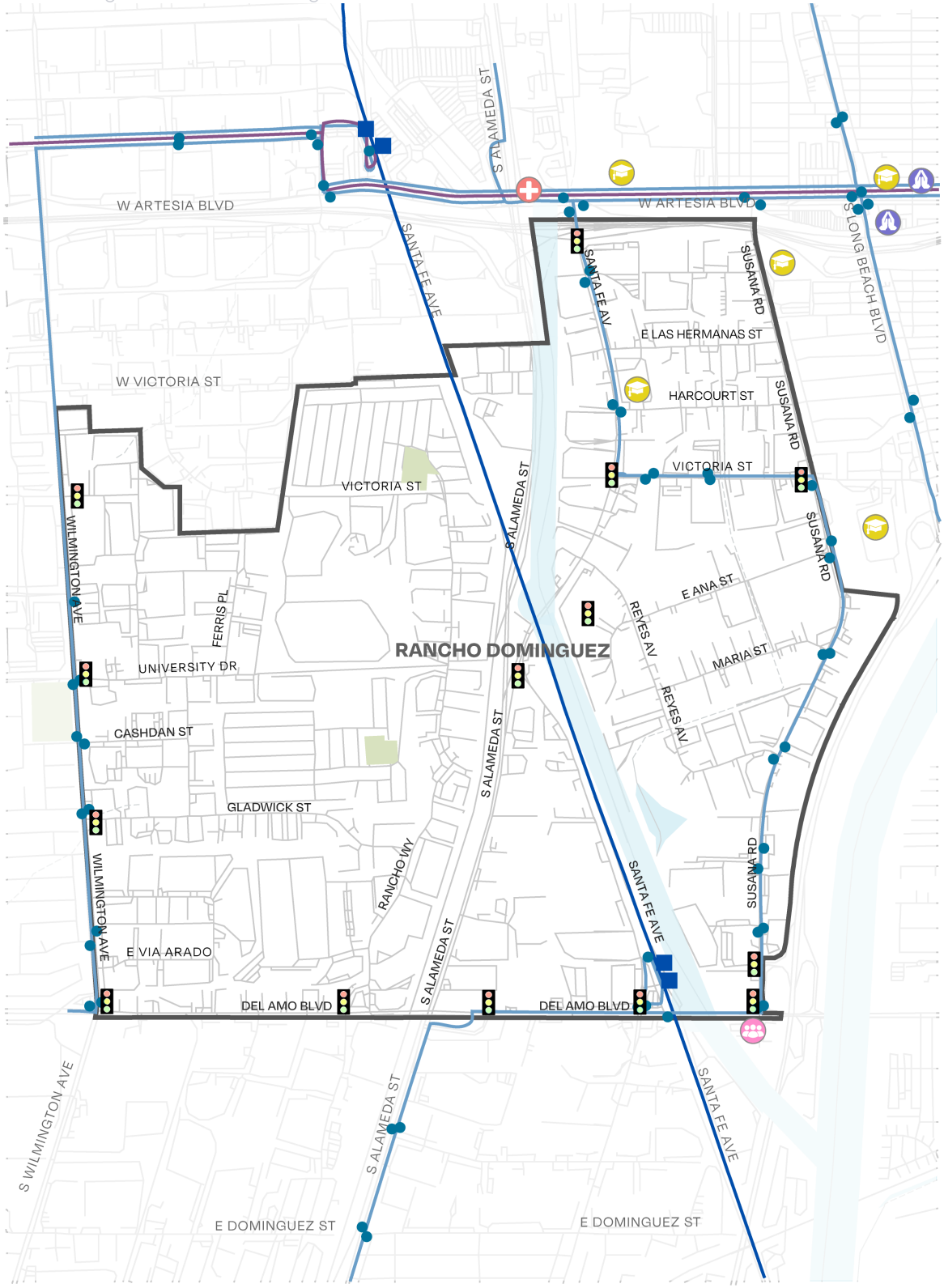
- Community Organizations
- Medical Facilities
- Schools
- Place of Worship

POSTED SPEED LIMITS

- 50 +
- 40/45
- 30/35
- 20/25
- 15 & Below

- Water
- Parks and Recreation
- Traffic Signals

Figure 7. Rancho Dominguez Transit Network



DESTINATIONS

- Community Organizations
- Medical Facilities
- Schools
- Place of Worship

EXISTING PUBLIC TRANSIT NETWORK

- Metro Rail Stop
- Metro A (Blue) Line
- Bus Stop
- LA Metro Bus Route
- South Bay Bus Line

This page is intentionally blank

CHALLENGES TO WALKING

This section examines past pedestrian collisions in Rancho Dominguez to better understand the factors that lead to collisions and other challenges to walking, including barriers such as nuisances and crime.

COLLISIONS

Between 2016 and June 2024, there were 35 collisions involving people walking and 24 collisions involving people biking within Rancho Dominguez. Of these incidents, four resulted in fatalities and 12 resulted in suspected serious injuries. Approximately 55 percent of these collisions took place on Del Amo Boulevard, and 21 percent occurred on Santa Fe Avenue, both of which are key corridor streets. The time of day with the most collisions was daylight hours (9 AM—5 PM). However, both nighttime hours and peak AM/PM commuting hours, which include dawn and dusk (6 AM—9 AM and 5 PM—8 PM), showed a collision rate over 20 percent. During the dark hours, the lighting condition with the most collisions was roads with functioning street lights.

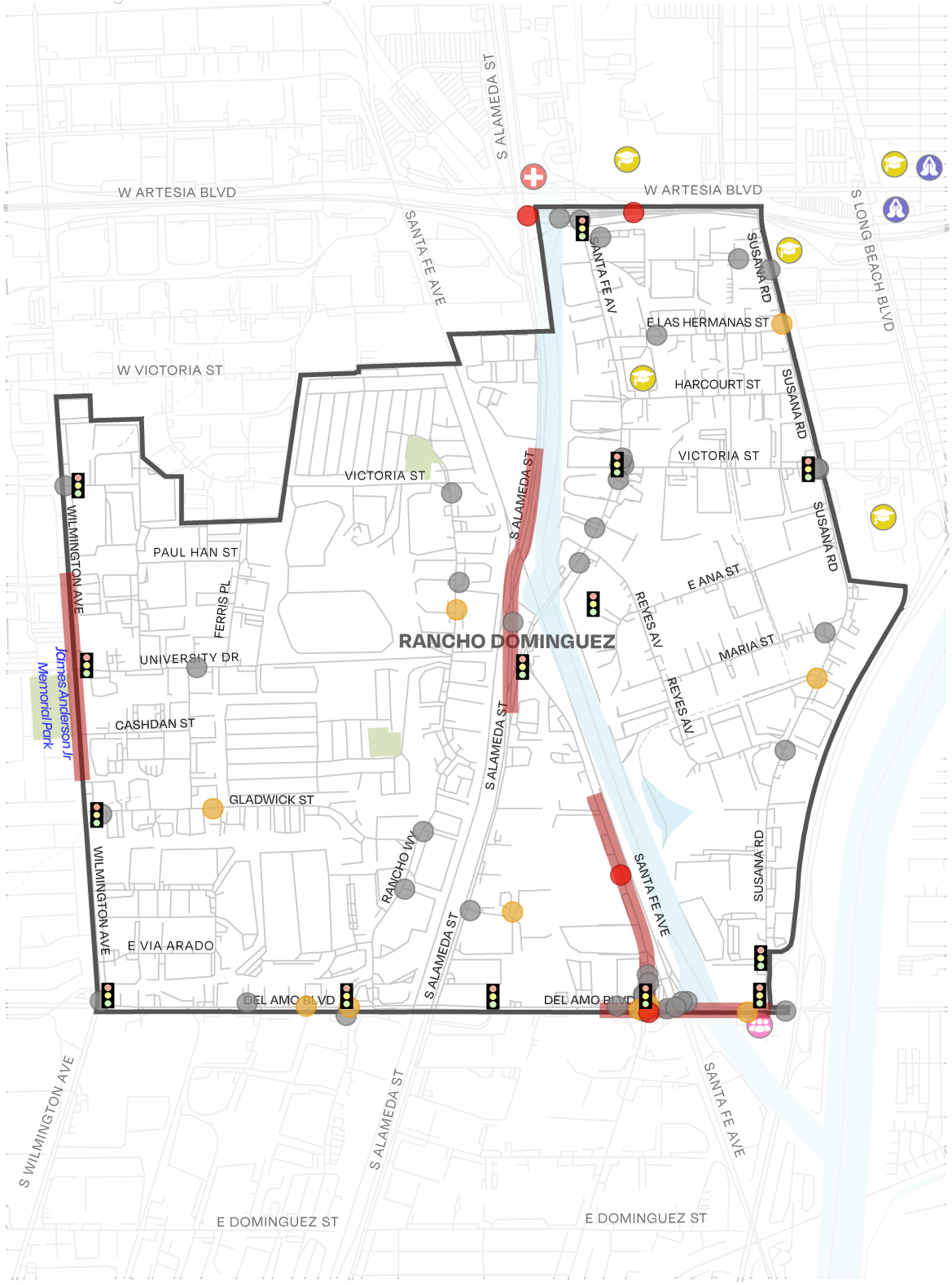
Of the recorded violations, around 27 percent involved pedestrian violations (i.e., pedestrian's fault), while 20 percent of collisions attributed to automobile right of way (i.e., driver's fault). Other significant contributing factors included unsafe speed (11 percent) and improper turning (6 percent). See Table 18-8 for more information.

Table 18-8: Rancho Dominguez Collision Indicators

	Number of Collisions	Percent of Collisions
Collisions by Time of Day		
Daylight (9AM- 5PM)	29	52.0%
Dawn and Dusk (6AM-9PM and 5PM-8PM)	15	27.0%
Nighttime (8PM-6AM)	12	21.0%
Collisions by Violation (Top 5)		
Pedestrian Violation	15	26.8%
Pedestrian Right of Way	11	19.6%
Improper Turning	6	10.7%
Traffic Signals and Signs	6	6%
Wrong Side of Road	5	7.1%
Collisions by Severity		
Fatal Injury	4	7%
Suspected Serious Injury	12	20.7%
Suspected Minor Injury	26	44.8%
Possible Injury	15	25.8%
Lighting Conditions		
Daylight	18	58.0%
Dusk - Dawn	0	0.0%
Dark - Street Lights	10	32.3%
Dark - No Street Lights	3	9.7%
Dark - Street Lights Not Functioning	0	0.0%

Source: University of Berkeley, Transportation Injury Mapping System (TIMS) (January 2016 - June 2024), Public Works Collision Data (January 2016 - June 2024)

Figure 8. Rancho Dominguez Bike and Pedestrian Collisions



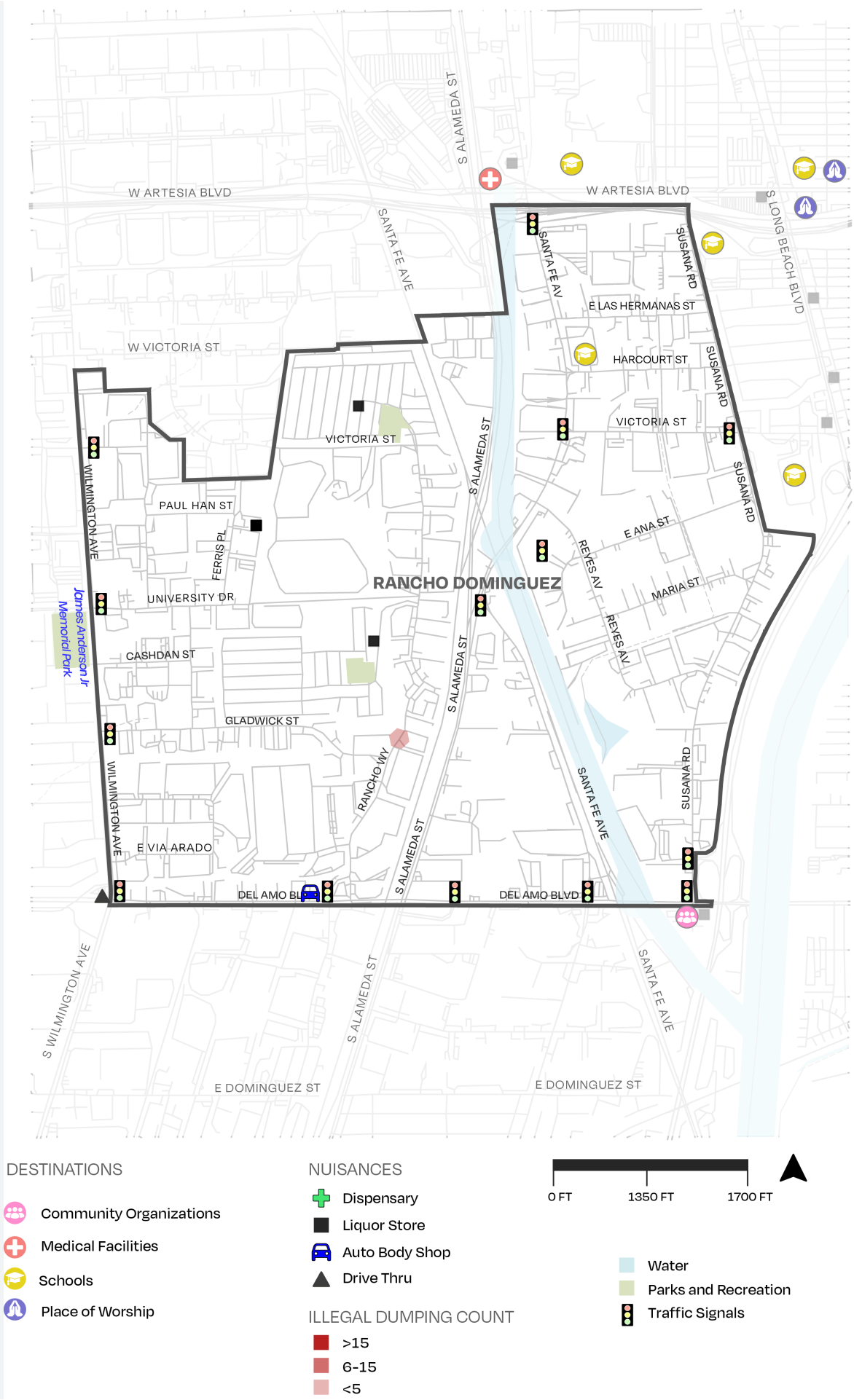
Source: University of Berkeley, Transportation Injury Mapping System (TIMS) (January 2016 - June 2024), Public Works Collision Data (January 2016 - June 2024)

Nuisance Activities

Nuisance activities refer to actions that some residents view as unwanted, disruptive, or illegal, which can affect the safety, comfort, and appeal of the surrounding area. The map below highlights locations of such activities in Rancho Dominguez:

- **Dispensaries**: Commercial cannabis activity is currently banned in unincorporated Los Angeles County, meaning that locations of unlicensed dispensaries may vary over time. There are no dispensaries within Rancho Dominguez.
- **Liquor Stores**: Liquor stores in a community are often linked to increased nuisance activities and can negatively impact the health of nearby residents. Within Rancho Dominguez, there are three liquor stores, with an additional six located just outside its boundaries.
- **Illegal Dumping Sites:** Only one case has been reported for Illegal dumping in Rancho Dominguez and it is located on South Rancho Way.
- **Auto Body:** Auto body shops establishments can contribute to environmental and noise concerns, if not properly managed. Issues such as chemical runoff, emissions from paint and solvents, and waste disposal can negatively impact surrounding areas if not managed properly. Rancho Dominguez only has one auto body shop located on Del Amo Boulevard.
- **Graffiti:** Graffiti can influence both pedestrian safety and the community's overall sense of well-being. Unregulated graffiti on public or private property can create an environment that feels neglected or unsafe. Graffiti in certain areas, especially near sidewalks, transit stops, or underpasses, can deter pedestrians by giving the impression of an area that lacks regular maintenance or attention, which can lead to a reduced sense of safety for individuals walking through.

Figure 9. Rancho Dominguez Nuisance Activity



- **Drive-thrus:** Drive-thrus Increase vehicle traffic around their locations, leading to congestion and creating more obstacles for pedestrians trying to navigate nearby sidewalks and crosswalks. The constant flow of cars entering and exiting drive-thru lanes adds potential risks for pedestrians, who may find it challenging to safely cross streets or walk near these areas. Rancho Dominguez has just one drive-thru, which is located on Del Amo Boulevard.

Crime

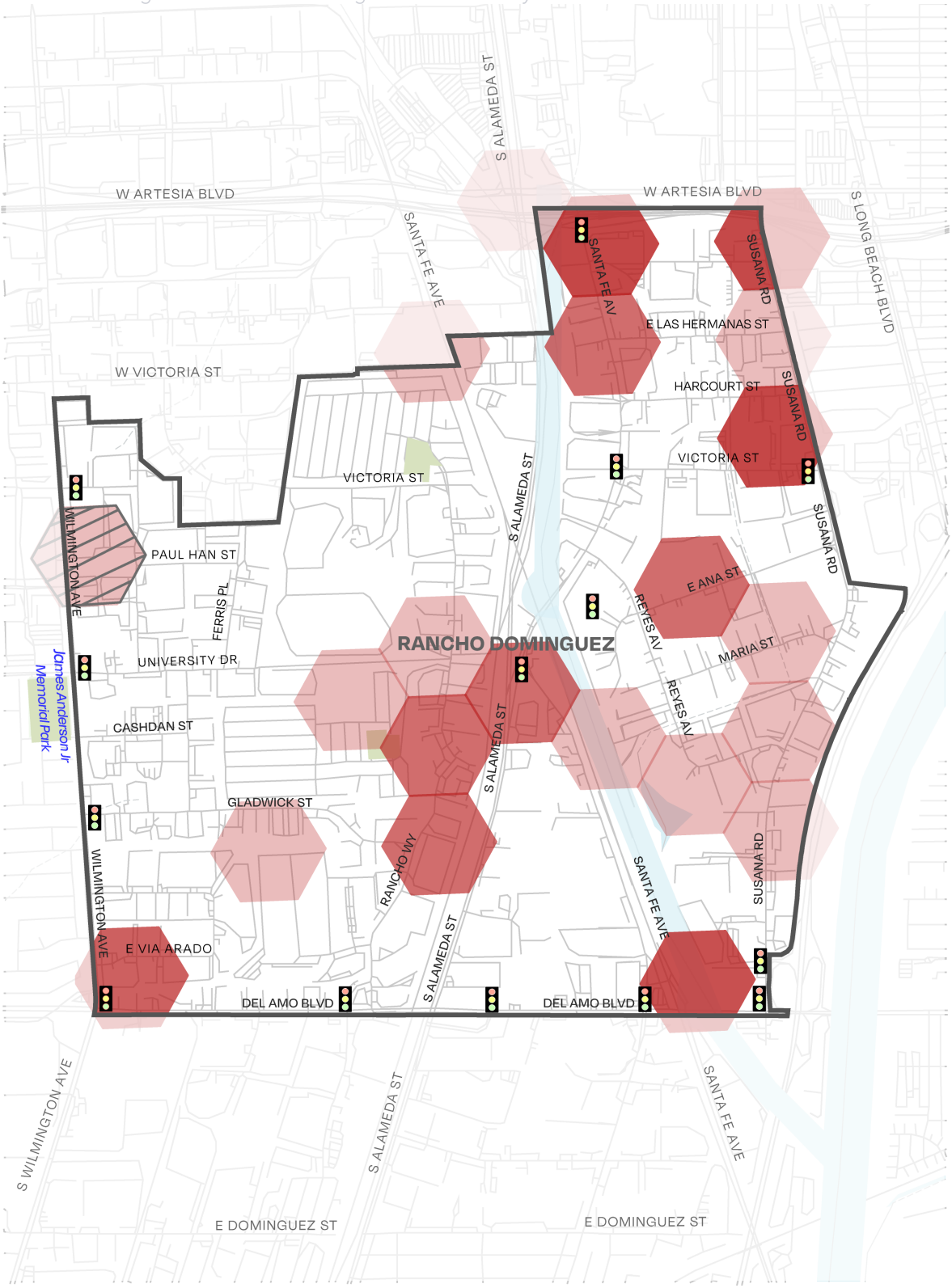
Fear due to real or perceived crime can limit access to public spaces and can discourage participation in healthy activities, such as walking and visiting public parks.

In 2023 and 2024, instances of crime were reported throughout Rancho Dominguez. Violent crime, which includes homicide, rape, aggravated assault, and robbery, accounted for many reported crimes. Between January 2023 and September 2024, there was one homicide in Rancho Dominguez.[1]

---

1 *County Sheriff's Department Part I and Part II Crimes*

Figure 10. Rancho Dominguez Crime Activity



Source: County Sheriff's Department Part I and Part II Crimes (January 2023 - September 2024)

Environmental Justice

Understanding environmental injustices and their tangible impacts on low-income communities of color is necessary to address and enhance the walking experience in these places equitably. Rancho Dominguez is one of the most pollution-burdened communities in LA County due to the area's concentration of warehouses, manufacturing plants, and major transportation routes. These facilities contribute to higher levels of air and noise pollution and disproportionately impact residents' health and quality of life as well as often discouraging outdoor recreation, including walking and other physical activity. These environmental inequities have been linked to lower rates of walking and physical activity, and to higher rates of respiratory and cardiovascular conditions.

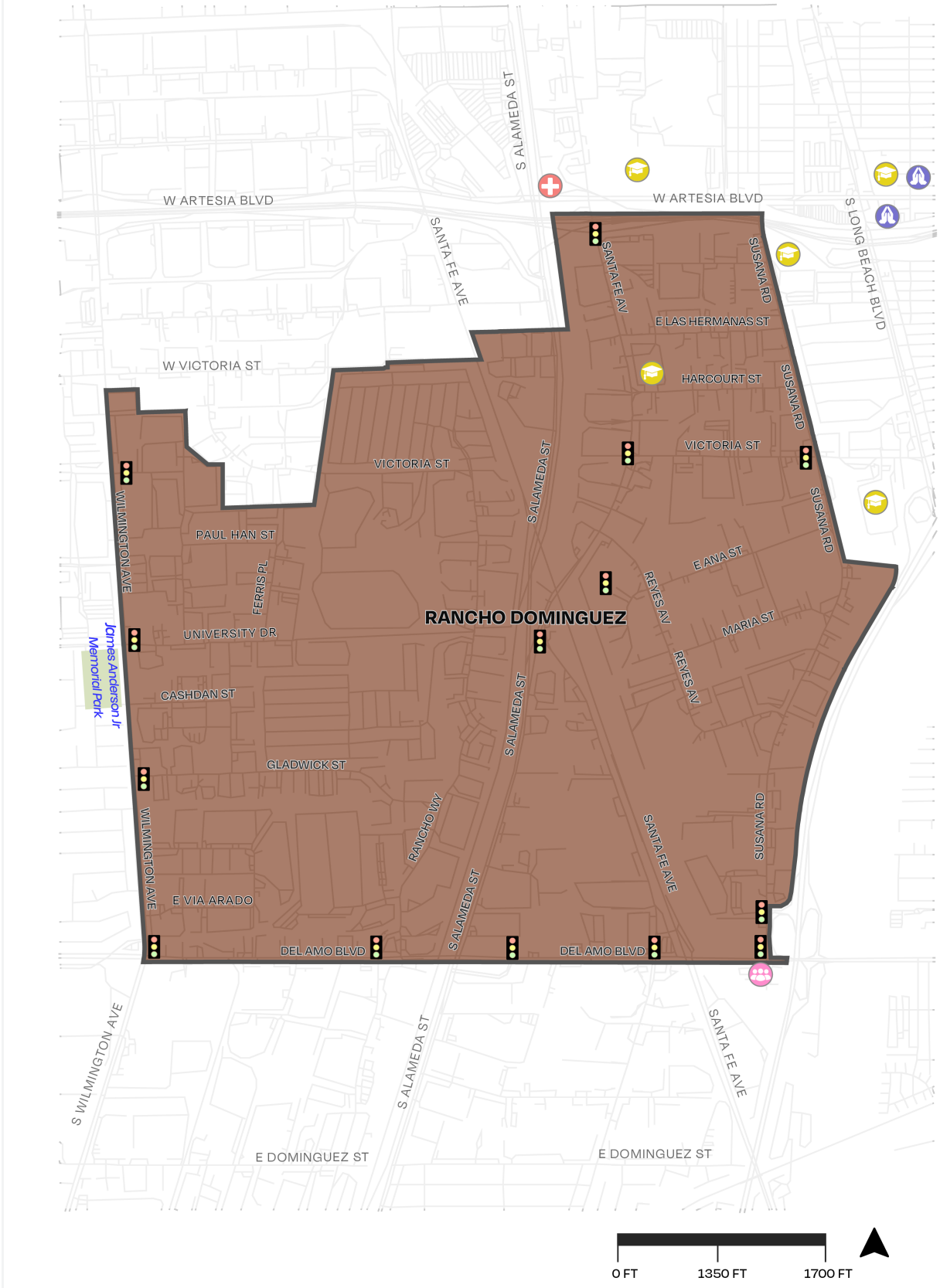
Rancho Dominguez is one of the most pollution-burdened communities in the state. Most of the community is zoned for heavy industrial uses which allows for warehousing, distribution centers, and various manufacturing to operate in the area. Local manufacturing produces plastics, electronic parts, auto parts, concrete and others that contribute dangerous emissions to the air. Warehousing and goods movement requires high truck traffic that also increases particulate and gaseous pollutants associated with diesel exhaust emissions.[1] Rancho Dominguez sees extremely high truck traffic on the 405 and 710 freeways as well as on the surface streets that connect the community to the highway (Del Amo Blvd, S Wilmington Ave in particular). There are also at least three oil drilling and production sites in Rancho Dominguez which also contribute to gaseous pollutants and air toxics in the region. These compounding burdens to the local water and air quality put Rancho Dominguez in the 89th percentile for pollution burden according to the California Office of Environmental Health Hazard Assessment (OEHHA)'s CalEnviroscreen tool, meaning it is more polluted than most communities in California.

The community ranks in the 74th percentile for environmental and health vulnerabilities, indicating Rancho Dominguez is more vulnerable to environmental hazards than 74 percent of other California communities. Rancho Dominguez falls in the 89th percentile for pollution burden, with traffic impacts ranked in the 84th percentile, reflecting the area's exposure to industries and major roadways like the 405 and 710 freeways. Pollution-related health risks and chronic disease are also prominent, with asthma rates in the 83rd percentile and cardiovascular disease rates in the 59th percentile.[2]

1 *Wilmington, Carson, West Long Beach Community Air Monitoring (2024)*

2 *California Office of Environmental Health Hazard Assessment (OEHHA) (2024)*

Figure 11. Rancho Dominguez Pollution Burden



Source: California Office of Environmental Health Hazard Assessment (OEHHA) (2024)

Climate

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

The CVA's Social Sensitivity Index combines 29 indicators, such as age, health, income, and transportation access, to identify places with the most significant proportion of climate-sensitive residents. All census tracts in Rancho Dominguez are in the highest tier for social sensitivity in LA County, as shown in Figure 12.

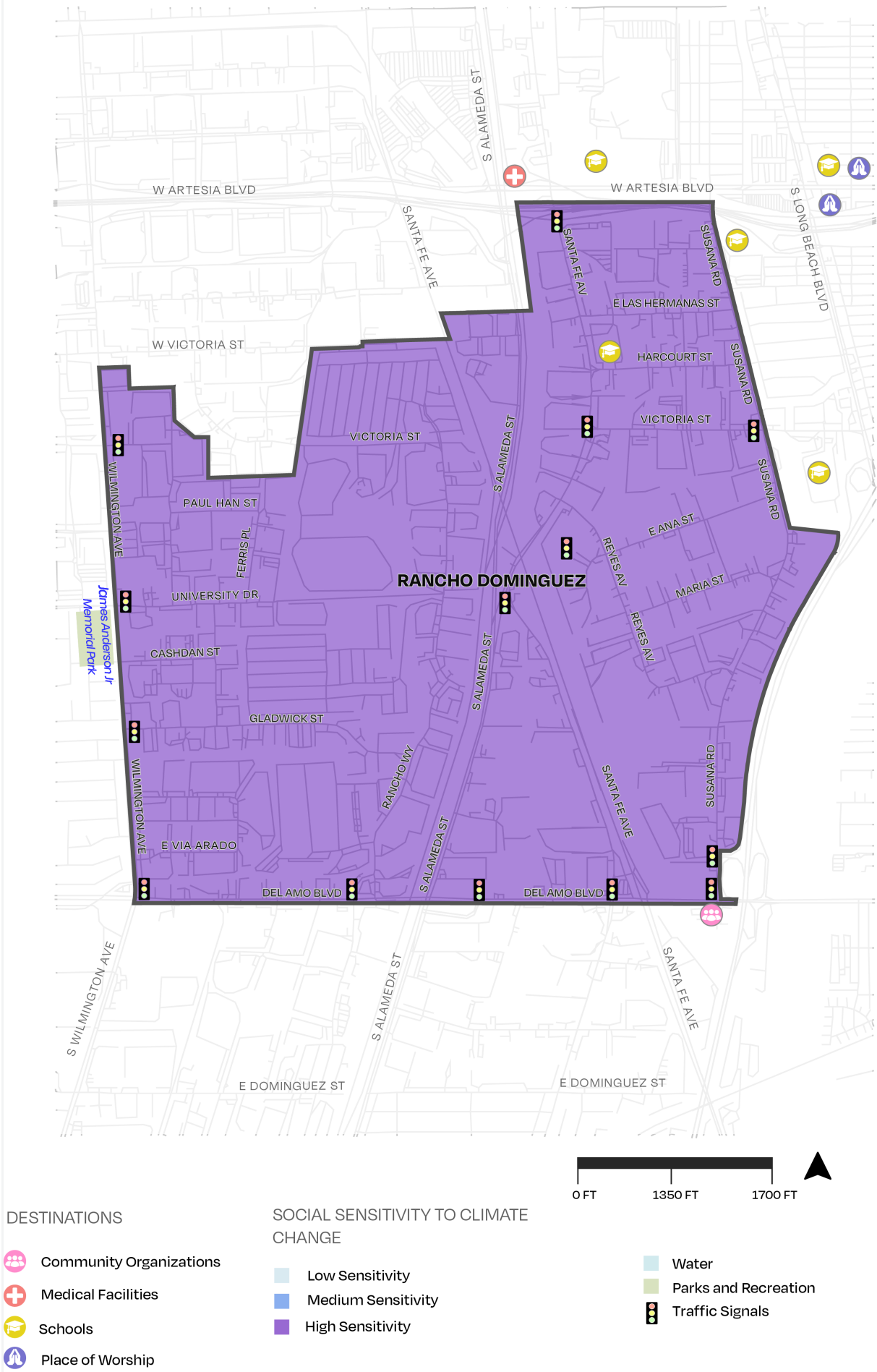
Humans start to experience a higher risk of heat illness at 95°F. According to the CVA, the county-wide 95th percentile daily maximum temperature will increase by an average of 5.4°F, from a historical baseline of 93.2°F to a mid-century average of 98.6°F. This means the hottest days will generally be much hotter than they are today and far more unpleasant to walk or roll without refuge from the heat, such as shade trees, green spaces, and bus shelters.

Urban greening infrastructure helps keep heat and other climate risks at bay. Tree canopy, the amount of surface area shaded from direct sun with trees, provides well understood physical and mental health benefits. According to the Los Angeles County Community Forest Management Plan (CFMP) , LA County has a canopy cover of approximately 15.9 percent. Rancho Dominguez has high social sensitivity and low existing tree canopy (6.9 percent) which makes it a high canopy need area in the CFMP.[1] Additional information about the Tree Canopy can be found in the Pedestrian Environment section below.

---

1 Los Angeles County Community Forest Management Plan (2024)

Figure 12. Rancho Dominguez Social Sensitivity



Source: California Office of Environmental Health Hazard Assessment (OEHHA) (2024)

Table 18-9: Rancho Dominguez Environmental Health

	Alondra Park/El Camino Village
CalEnviroScreen Percentiles	**Percentile**
CalEnviroScreen 4.0	74.3
Pollution Burden	89.9
Traffic	84
Asthma	83
Cardiovascular Disease	59.17
Tree Equity Score	
Tree Canopy Cover	6.9%

Source: California Office of Environmental Health Hazard Assessment (OEHHA) (2024), Los Angeles County Community Forest Management Plan (2024)

This page is intentionally blank

EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities, including sidewalks, crosswalks, traffic signals, curb ramps, tree canopy, and lighting conditions all contribute to access and aesthetics that make places more accessible and more pleasant to walk. This section looks at existing pedestrian facilities and opportunities for enhancement in Rancho Dominguez. Opportunities for enhancement are recorded in Figure 13. The existing conditions shown in these figures are based on observations recorded during walk audits along specific corridors throughout the community.

Sidewalks

The sidewalk system makes up the foundation of the pedestrian transportation network. Many streets in Rancho Dominguez lack sidewalks on both sides. For example, there is no sidewalk or lighting on South Rancho Way, a key street leading to Dominguez Hills Estates, one of the area's few residential neighborhoods. On many streets, including along Del Amo Boulevard, the availability of sidewalks is limited. Given the heavy reliance on streets to navigate areas with limited or no sidewalks, it is important to assess the condition of the street. PCI is a numerical rating system, which ranges from 0 to 100, that is used to determine the condition of streets and roads. The PCI rating helps to determine what streets and roads require maintenance and repair priorities. Streets with a PCI of 85-100 are considered excellent, with little to no visible damage, while those rated 70-84 are in good condition but may show minor signs of wear. A PCI of 55-69 indicates fair conditions with noticeable surface wear, while roads rated 40-54 are classified as poor, showing significant cracks, potholes, or rough patches that may require resurfacing. Streets with a PCI below 40 are in very poor or failed condition, often requiring major reconstruction. The streets in Rancho Dominguez are rated as "fair" according to the Public Works Pavement Condition Index (PCI), with some streets falling into the good or poor categories.[1]

1 *Public Works Pavement Condition Index (2024)*

Crosswalks

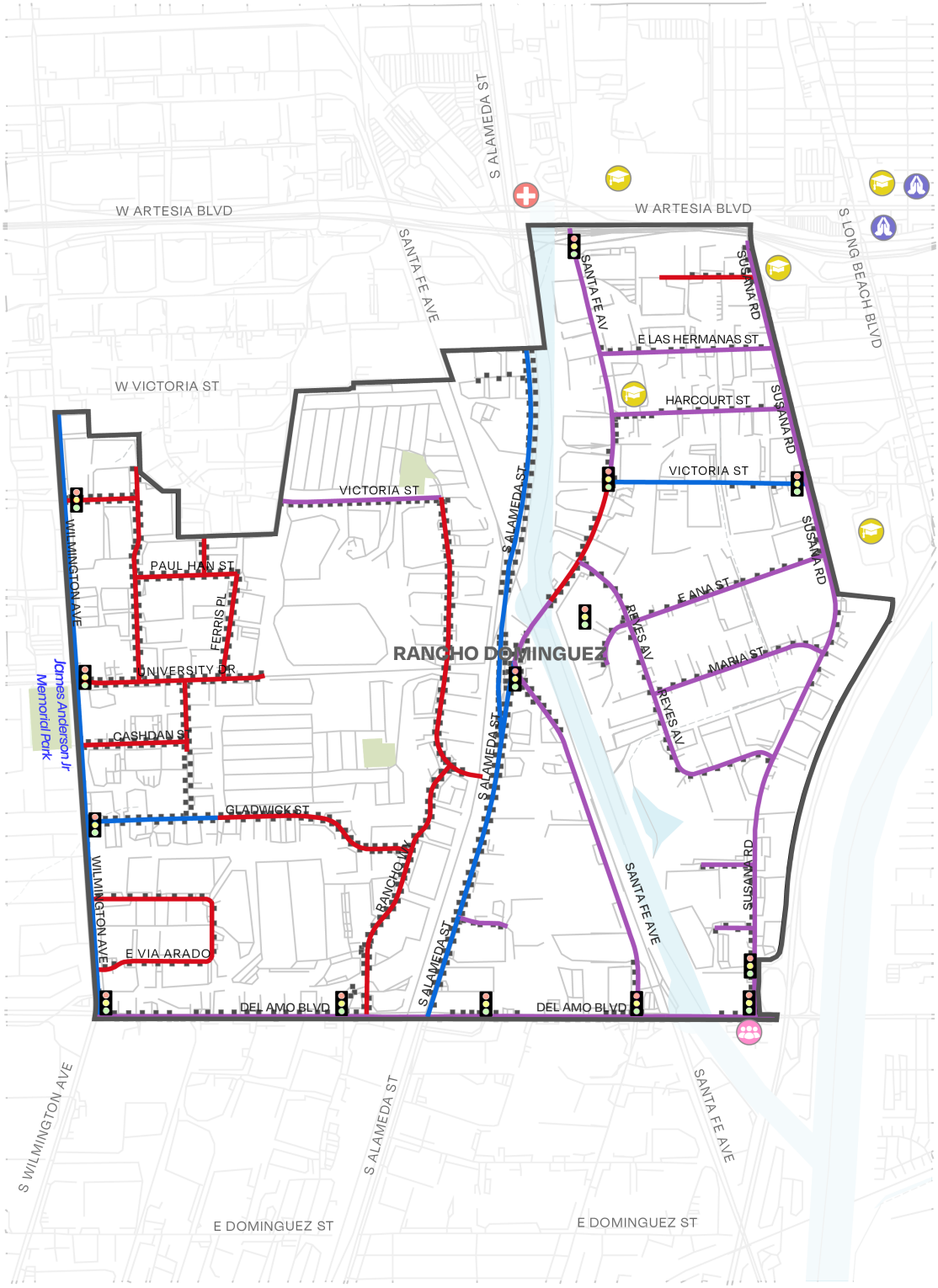
Marked crosswalks guide pedestrians crossing the street by making a path of travel. Crossings at intersections are not legally required to be marked; however, marked crosswalks, help guide pedestrians and increase driver awareness of pedestrian activity. There are many different styles of crosswalk markings. Standard crosswalk markings have two parallel lines, while continental and ladder crosswalks are considered “high-visibility” patterns. These styles can enhance the visibility of crossings from greater distances than with standard markings.

Street blocks that exceed 300 feet, especially those nearing or exceeding 600 feet without the inclusion of a mid-block crossing can discourage walking by increasing travel distances, reducing connectivity, and making neighborhoods feel less accessible. Mid-block crossings are usually located near public transit stops, shopping districts, schools or parks, and major destinations. These crossings are typically equipped with safety features like high-visibility crosswalks, flashing beacons, or pedestrian-activated signals to ensure safe passage across busy streets.

These styles can enhance the visibility of crossings from greater distances than with standard markings.

The crosswalks at the intersection of Del Amo Blvd and Santa Fe Ave, located near the Metro station and across from the Del Amo Swapmeet have non-visible markings in several areas. This pattern can be seen in all the major crosswalks in Rancho Dominguez.

Figure 13. Rancho Dominguez Sidewalks and Street Lights



DESTINATIONS

- Community Organizations
- Medical Facilities
- Schools
- Place of Worship

PEDESTRIAN INFASTRUCTURE

- Sidewalk on Both Sides of Street
- Sidewalk on One Side of Street
- No Sidewalk
- Street Light

- Water
- Parks and Recreation
- Traffic Signals

Curb Ramps

Curb ramps can assist all users in moving from the street to the sidewalk. For example, a sidewalk without a curb ramp can be a barrier to someone using a wheelchair, leading them to travel in the street instead of on the sidewalk and to use driveways for access to and from the sidewalk.

Curb extensions can enhance the pedestrian environment by encouraging vehicles to slow down before turning and shortening the crossing distance between two curbs.

Traffic Signals

The few traffic signals in Rancho Dominguez are primarily concentrated along major corridors such as Del Amo Boulevard, South Santa Fe Avenue, and South Wilmington Avenue. These main streets support high volumes of vehicle traffic, but smaller streets and intersections lack adequate traffic control measures. The limited amount of traffic signals in the community increases the potential for speeding and reduces pedestrian crossing opportunities.

Lighting

Lighting is important for ensuring pedestrians feel safe while walking through their neighborhoods at night. Most major roads in Rancho Dominguez have street lights, which illuminate the roadway but do not always adequately light the sidewalk; and which could discourage community members from walking at night. Additionally, some residential streets only have



Standard crosswalk at Wilmington Avenue.



An example of a continental crosswalk at an intersection.



An example of a ladder crosswalk with pedestrian signage.

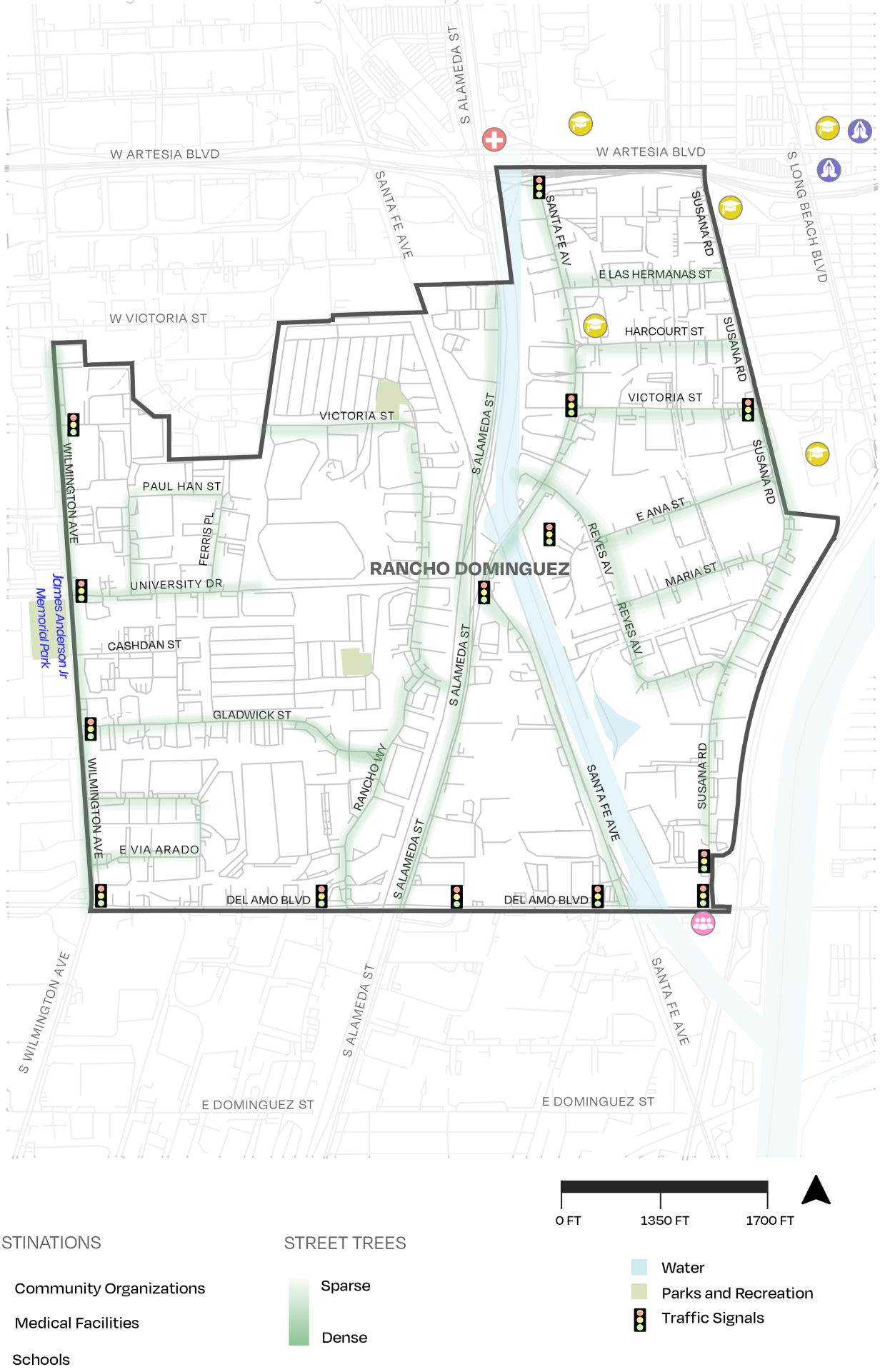
street lights on one side (Figure 13), reducing visibility and limiting safe walking conditions in the dark. Poor lighting can make it difficult for pedestrians to navigate safely at night and be seen by drivers.

Tree Canopy

Tree canopy coverage is an essential strategy for cooling neighborhoods and helping communities adapt to a changing climate. Trees can make walking feel safer and more pleasant, beautify the community, provide crucial mental health benefits, and improve overall quality of life. Even so, while a robust tree canopy has many benefits, nearly all trees can conflict with surrounding infrastructure. Having enough space around and above trees is an essential consideration in which species are planted, where, and for what purpose.

Rancho Dominguez currently has a very limited tree canopy coverage. An example of this is seen along E Victoria Street and other major roadways. This results in pedestrians having little to no shade or protection from the sun and heat. The lack of trees and greenery not only makes walking uncomfortable during hot weather but also contributes to the urban heat island effect, where paved surfaces absorb and radiate heat, further increasing temperatures in the area. According to the Healthy Places Index, around ninety-five percent of California cities have greater tree canopy coverage than Rancho Dominguez.

Figure 14. Rancho Dominguez Tree Canopy



PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for Rancho Dominguez pedestrian network. Proposals were developed through conversations with County departments, public safety agencies, and community residents; as well as careful observations of the existing transportation network, to identify actions that can support efforts for people to walk, wheel, live and thrive in Rancho Dominguez. The proposals are intended to inform County departments' pedestrian safety efforts; and provide a record of community needs and desires for residents, advocates, and policymakers. Most proposed projects are concentrated on the community's major roadways such as Del Amo Boulevard, Sante Fe Avenue, Alameda Street, Wilmington Avenue. A portion of these streets are Vision Zero Collision Concentration Corridors, and have high motor vehicle volumes and speeds, and were identified as priorities during community outreach. The proposed projects are categorized and defined in the following sections.

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

For example:

- Reconfiguring the corridor of Del Amo Boulevard between Susana Road to Wilmington Avenue to reduce traffic lanes and add a bicycle lane that can help reduce vehicle speeds and create a safer, more comfortable environment for people biking.

Crossing Projects - Facilities that enhance crossing the street at intersections and mid- block, including high-visibility crosswalks, advance yield markings, pedestrian-activated warning systems, new traffic signals with pedestrian signal heads, and ADA compliant curb ramps. Any recommendations to stripe a cross- walk (at controlled or uncontrolled locations) shall be consistent with local and state guidelines. For example:

- Crossing enhancements at Del Amo Boulevard and Santa Fe Avenue will help make walking feel safer and more comfortable for pedestrians. High-visibility crosswalks and leading pedestrian intervals will help to place the pedestrian in clearer view of drivers, and curb extensions will shorten the distances that the pedestrian has to cross in the street.
- Improving pedestrian crossing infrastructure in the Rancho Way corridor will make it easier and more convenient for pedestrians to access. Crossing improvements and traffic calming elements are also recommended for the streets bisecting the location, including Gladwick Street, Laurel Park Road, and Victoria Street.
- Crossing improvements along University Drive will help create safer and more accessible connections to James Anderson Park, making it easier and more comfortable for families and residents to walk to and from the park.
- Rectangular Rapid Flashing Beacons at proposed midblock crossings like Wilmington Avenue and Cashdan Street will alert drivers of a pedestrian's presence and can make crossing midblock feel less dangerous for a pedestrian.

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

- Installing sidewalks on the east and west side of Rancho Way from Del Amo Boulevard to Laurel Park Road, would provide easier pedestrian access to transit stops, residential areas, and businesses.

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

- Victoria Street and Laurel Park Road, which has a reported history of drivers performing donuts. Installing mini roundabouts at these locations could help discourage this behavior while also reducing vehicle speeds and improving overall traffic safety.

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

- Areas where additional lighting has been identified as a need to help pedestrians feel safer, particularly along Del Amo Boulevard, Santa Fe Avenue, and Santa Fe Avenue.

Green Alleys - Green alleyways use sustainable materials and drainage features to create public spaces for people to walk, play, and interact that also help manage stormwater, such as:

- A greenway along the east and west side of Santa Fe Avenue, between Del Amo Boulevard and Artesia Boulevard, would provide a comfortable, car-free connection through the area while creating additional recreational space for residents to walk and enjoy.

These proposed projects are detailed in Table 18-10, and are mapped in Figures 15. Chapter 6 of Step by Step provides an overview of how the County will implement these projects, and Appendix D of Step by Step contains detailed information on potential funding sources.

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

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects

Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
Wilmington Avenue						
County	Wilmington Avenue and Del Amo Boulevard	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
			Study for roadway reconfiguration to include bike facility	$250,000	$350,000	
		All corners	Study for curb extensions	$65,000	$100,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		NE corner at bus stop	Install bus shelter with lighting	$28,000	$30,000	
			Install benches	$1,000	$2,000	
County/ City of Carson	Wilmington Avenue and Cashdan Street	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		North and South legs	Study implementation of pedestrian warning device or pedestrian control signal	$200,000	$400,000	
		All corners	Study for curb extensions	$65,000	$100,000	
County /City of Carson	Wilmington Avenue and University Drive	West leg	Install high visibility vcosswalk (continental striping with advance stop line)	$5,000	$10,000	
		North, East, and South legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County /City of Carson	Wilmington Avenue and University Drive	All signals	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		NE and SE corners	Study for curb extensions	$65,000	$100,000	
County	Gladwick Street and Wilmington Avenue	North and east legs	Restripe as continental crosswalk with advance stop line	$65,000	$100,000	
		All signals	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		NE corner	Install bus shelter	$28,000	$30,000	
County	Charles Willard Street and Wilmington Avenue	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		All signals	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		SE corner	Install bus shelter	$28,000	$30,000	
South Dominguez Hills Drive						
County	From East University to East Gladwick	All way	Study for speed humps or cushions	$25,000	$50,000	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	East University and South Dominguez Hills Drive	All way	Study anti-sideshow infrastructure in the intersection such as bollards, small curbs, or other vertical elements	Varies	Varies	
South Rancho Way						
County	Between Del Amo Boulevard and South Laurel Park Road	East and West sides	Install sidewalk	$45/square foot	$65/ square foot	
		East and West legs	Study for road reconfiguration	$250,000	$350,000	
			Add pedestrian-scale lighting	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
		North and South legs	Plant street trees	$70,000	$80,000	
County	South Rancho Way and East Rancho Del Amo Place	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
			Study for right-turn on red prohibition	$2,000	$4,000	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued

Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	South Rancho Way and East Rancho Del Amo Place	All legs	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		All corners	Study for curb extensions	$65,000	$100,000	
		East and west legs	Study for road design intervensions that reduce crossing times	Varies	Varies	
		SW Corner	Study potential shared use of the parking lot to create a plaza or night market when not in use, with coordination with the adjacent property owner if privately owned	Varies	Varies	
County	Gladwick and Rancho Way	West Leg	Install high visibility crosswalk (continental striping with advance stop line)	$5,000	$10,000	
		Center	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	$150,000	$700,000	
		North and East legs	Study for curb extensions	$65,000	$100,000	
		NE and SE corners	Add curb ramps	$10,000	$15,000	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

vv

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Rancho Way and Laurel Park Road	East/West and South legs	Install high visibility crosswalk (continental striping with advance stop line)	$5,000	$10,000	
		Center	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively installan all-way stop	$150,000	$700,000	
		All Corners	Install pedestrian scale lighting	Varies	Varies	
		North and East legs	Study for curb extensions	$65,000	$100,000	
		NE, SE, SW corners	Add curb ramps	$10,000	$15,000	
South Laurel Park Road						
County	Between South Rancho Way and Victoria Street	East and West legs	Install pedestrian scale lighting	Varies	Varies	
		East leg	Install sidewalk	$45/square foot	$65/ square foot	
	Victoria Street and Laurel Park Road	West and South legs	Install high visibility crosswalk (continental striping with advance stop line)	$5,000	$10,000	
		Center	Install a roundabout, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	$150,000	$700,000	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Victoria Street and Laurel Park Road	Center	Study for intersection tightening	Varies	Varies	
			Study feasiblity of traffic signal	$10,000	$15,000	
		SE and SW corners	Add curb ramps	$400,000	$500,000	
Santa Fe Avenue						
County	Between Del Amo Boulevard and Artesia Boulevard	East and west legs	Road configuration to accommodate for addition of sidewalk	$45/square foot	$65/ square foot	
			Install sidewalk	Varies	Varies	
			Add pedestrian-scale lighting	Varies	Varies	
			Add greenway	Varies	Varies	
			Study for lowering the speed limit	Varies	Varies	
			Install speed feedback signs	$15,000	$20,000	
County	Victoria Street and Santa Fe Avenue	North and East legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		NW and SW corners	Study for curb extensions	$65,000	$100,000	
		NW corner	Study for removal of right-turn slip lane	$200,000	$400,000	
			Study for pocket park	Varies	Varies	
		SW corner	Construct sidewalk from sidewalk end on Reyes around the corner towards the bus stop	$45/square foot	$65/ square foot	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Victoria Street and Santa Fe Avenue	All signals	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
County/City of Compton	Artesia Avenue and Santa Fe Avenue	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
			Expand median and add pedestrian refuge island, or introduce centerline hardening if appropriate to reduce turn speeds	$3,000	$10,000	
			Prohibit right turn on red	$2,000	$4,000	
		All corners	Study for curb extensions	$65,000	$100,000	
		All signals	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
County	Santa Fe Avenue Triangle and South Alameda	All legs	Study for road reconfiguation - potentially closing slip lane from Santa Fe Ave	$200,000	$400,000	
		North/South and East legs	Study feasiblity of traffic signal	$400,000	$500,000	
			Study feasiblity of bike lane	$250,000	$350,000	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued

Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
South Alameda Street						
County	Caltrans jurisdiction	East and West sides	Plant street trees	$70,000	$80,000	
			Expand sidewalk - to accommodate for tree wells and walkability	$45/square foot	$65/ square foot	
			Study for road reconfiguration - to study the addition of a bike lane	$250,000	$350,000	
			Add greenway	Varies	Varies	
			Add pedestrian-scale lighting	Varies	Varies	
	Intersection with Santa Fe	All corners	Study feasiblity of crosswalk and pedestrian crossing signal	$200,000	$400,000	
	Museum entrance south of Homestead Place	West side	Improved signage to mark museum entrance	$1,000	$1,000	
Reyes Ave						
County	Maria Street and Reyes Avenue	East leg	Install continental crosswalk with advance stop line	$5,000	$10,000	
		South corners	Add curb ramps	$10,000	$15,000	
		NE and SE corners	Study for curb extensions	$65,000	$100,000	
Susanna Road						
County	Between Maria Street and Reyes Avenue	South legs	Install sidewalk	$45/square foot	$65/ square foot	
		North and South legs	Add pedestrian-scale lighting	Varies	Varies	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Between Maria Street and Reyes Avenue	North and South legs	Plant street trees (including in median)	$70,000	$80,000	
County/ City of Long Beach	Victoria Street and Susanna Road	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		Center of intersection	Study anti-sideshow infrastructure in the intersection such as bollards, small curbs, or other vertical elements	Varies	Varies	
		All corners	Study for curb extensions	$65,000	$100,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Study for right-turn on red prohibition	$2,000	$4,000	
		NW, SE and SW corners at bus stops	Install bus shelter with lighting	$28,000	$30,000	
			Add trash cans	$1,000	$2,000	
			Add benches	$1,000	$2,000	
		South leg	School zone designation	$850	$850	
		All legs	Study for lowering the speed limit			
		SW corner	Construct Sidewalk from sidewalk end on Reyes around the corner towards the bus stop			

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County/ City of Long Beach	Bort Street and Susanna Road	All corners	Study for feasibilty of traffic signals, pedestrian control device, or pedestrian warning device	$400,000	$500,000	
			Study for right-turn on red prohibition	$5,000	$10,000	
		East leg	Install a continental crosswalk with advance stop line	$10,000	$15,000	
			Study for need of centerline hardening	$4,000	$30,000	
		North leg	Add curb ramps	$2,000	$4,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$65,000	$100,000	
		North and East legs	Study for curb extensions	$15,000	$20,000	
		North and South legs	Speed feedback Signs	Varies	Varies	
		NE corner	Study for pocket park or plaza	$3,000	$10,000	
County	Las Hermanas Street and Santa Fe Road	South Leg	Study implementation of traffic signal, pedestrian warning device or pedestrian control signal	$200,000	$400,000	
		North and South Legs	Study for need of centerline hardening	$3,000	$10,000	
		East leg	Install high visibility crosswalk (continental striping with advance stop line)	$5,000	$10,000	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Las Hermanas Street and Santa Fe Road	North or South legs	Install curb ramps	$10,000	$15,000	
		West and North or South legs	Study elimination of slip lanes	$200,000	$400,000	
			Study for curb extensions	$65,000	$100,000	
		All signals	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
County	Reyes Avenue and Susanna Road	North and South legs	Install as continental crosswalk with advance stop line	$5,000	$10,000	
		South leg	Study implementation of pedestrian warning device, or pedestrian control signal	$200,000	$400,000	
		SW corner	Study for curb extensions	$65,000	$100,000	
			Construct Sidewalk from sidewalk end on Reyes around the corner towards the bus stop	$45/square foot	$65/ square foot	
			Study for removal of right-turn slip lane	$200,000	$400,000	
		All corners	Install cobra lighting	Varies	Varies	
		SW corner at bus stop	Install bus shelter with lighting	$28,000	$30,000	
			Add trash cans	$1,000	$2,000	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued

Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Reyes Avenue and Susanna Road	SW corner at bus stop	Add benches	$1,000	$2,000	
		Center of intersection	Study anti-sideshow infrastructure in the intersection such as bollards, small curbs, or other vertical elements	Varies	Varies	
		South corners	Install curb ramps	$10,000	$15,000	
County/ City of Long Beach	Via Mondo and Susanna Road	North and West leg	Install high visibility crosswalk (continental striping with advance stop line)	$5,000	$10,000	
		North and South	Study implementation of traffic signals, pedestrian warning device or pedestrian control signal	$200,000	$400,000	
		NE and SE Corners	Study for curb extensions.	$65,000	$100,000	
		All signals	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers (concur only with implementation of traffic signal).	$4,000	$30,000	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
University Drive						
County/City of Carson	Between Wilmington Ave and South Ferris Place	North or South leg	Install sidewalk	$45/square foot	$65/ square foot	
			Study for roadway reconfiguration	$250,000	$350,000	
		North and South legs	Add pedestrian-scale lighting	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
			Plant street trees	$70,000	$80,000	
			Study for feasibility of a roundabout	$150,000	$700,000	
East Victoria Street						
County	Between Laurel Park Road and border with City of Compton	North or South leg	Add greenway or shared-use path / neighborhood path	Varies	Varies	
		North and South legs	Add pedestrian-scale lighting	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
			Plant street trees	$70,000	$80,000	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued

Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
East Gladwick Street						
County	Between Wilmington Drive and South Rancho Street	South legs	Install sidewalk	$45/square foot	$65/ square foot	
			Add greenway or shared-use path / neighborhood path	Varies	Varies	
		North and South legs	Add pedestrian-scale lighting	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
			Plant street trees	$70,000	$80,000	
Del Amo Boulevard						
County	Between Susana Road to Wilmington Ave	North and South legs	Study for roadway reconfiguration to include bike facility	$45/square foot	$65/ square foot	
			Install sidewalk	$250,000	$350,000	
			Add pedestrian-scale lighting	Varies	Varies	
			Plant street trees	$70,000	$80,000	
			Install speed feedback signs	$15,000	$20,000	
			Add bus shelters	$28,000	$30,000	
			Study for opportunities for built shade	Varies	Varies	

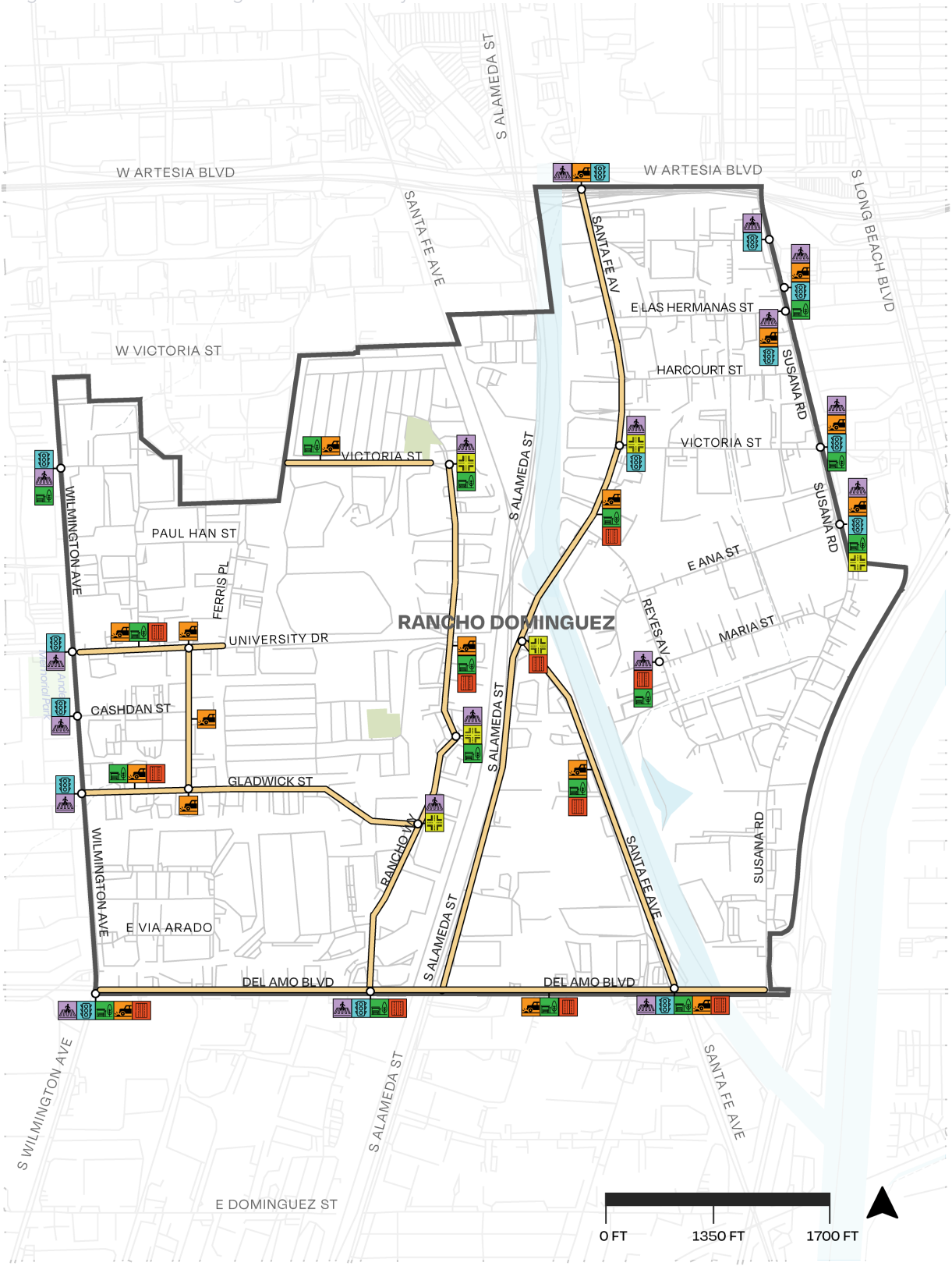
Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Rancho Way and Del Amo Boulevard	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		All corners	Study for curb extensions	$65,000	$100,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		NW, SW corners at bus stops	Install bus shelter with lighting	$28,000	$30,000	
		SW corner by bus stop	Add trash cans	$1,000	$2,000	
		East and West legs	Study for need of left turn hardening	$3,000	$10,000	
		North and South legs	Study for roadway reconfiguration to include bike facility	$250,000	$350,000	
County/City of Carson	Del Amo Boulevard and South Santa Fe Avenue	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
			Study for roadway reconfiguration to include bike facility	$250,000	$350,000	
		All corners	Study for curb extensions	$65,000	$100,000	
			Study for right-turn on red prohibition	$2,000	$4,000	

Table 18-10: Rancho Dominguez Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County/City of Carson	Del Amo Boulevard and South Santa Fe Avenue	All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Expand sidewalk	$45/square foot	$65/ square foot	
		SW corner by bus stop	Install sidewalk	$45	$65	
		SE corner by bus stop	Install bus shelter with lighting	$28,000	$30,000	
		SE corner by bus stop	Add trash cans	$1,000	$2,000	
		East and West legs	Install left turn calming infrastructure (extention of centerline hardening)	$3,000	$10,000	
Other						
County	Paulhan Street	All legs	Study for speed humps or cushions	$25,000	$50,000	
	Compton Creek Path between Del Amo and Artesia	All legs	Study for walking path improvements (additional pedestrian access points, pedestrian-scale lighting, shopping complex connectivity)	Varies	Varies	

Figure 18. Rancho Dominguez Proposed Project List



Project Boundary

PROJECT LOCATIONS

- Intersections
- Street Midblocks*
- Street Segments*

TYPES OF SAFETY INTERVENTIONS

- Pedestrian Crossings
- Sidewalks
- Signalization
- Intersection Treatments
- Speed Management
- Road Redesign

***Street Midblocks:** A street block between two consecutive streets. | **Street Segments:** A stretch of a street that extends more than one block.

PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 6 of Step by Step, while Table 18-11 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Rancho Dominguez. Relevant actions from LA County's Vision Zero Action Plan are listed in Table 18-12.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs are described in Chapter 5 of Step by Step; those suggested for Rancho Dominguez are listed in Table 18-13.

Table 18-11: Countywide Actions Suggested for Rancho Dominguez

Action	Lead Departments	Timeframe
EH-2.1: Develop guidelines that establish a maximum distance between controlled intersections and marked crosswalks.	Public Works	Short-term
Action EH-2.6b: Consolidate signage for multiple providers onto one pole as much as possible to reduce visual clutter and enhance accessibility.	Public Works	On-going
Action EH-2.8: Develop and publicize a process through which communities can engage Public Works in developing ideas on litter prevention, including identifying locations for and implementing public waste containers for collecting trash and recyclables, making use of contract waste haulers where applicable for ongoing maintenance and community outreach.	Public Works	Medium-Term
Action C-2.2: Increase outreach to and education for local businesses to prevent obstruction of pedestrian walkways by items such as advertisement signs and merchandise.	Member Departments of the Healthy Design Work-group	On-going
Action C-2.6: Enforce compliance with existing ordinances related to sidewalk obstructions including, but not limited to, vegetation incursion and parking on or across sidewalks.	Public Works, Sheriff, California Highway Patrol	On-going

Table 18-12: Vision Zero Actions Suggested for Rancho Dominguez

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

Table 18-13: Countywide Programs Suggested for Rancho Dominguez

Action	Lead Departments
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors.
Parklet / Community Plaza Program	Expand opportunities to create parklets and small public plazas in unincorporated communities, particularly in areas with limited access to parks, open space, and pedestrian amenities. These spaces could include seating, shade, landscaping, bicycle parking, and other amenities that encourage walking, social interaction, and community gathering. The program would support partnerships with local businesses and community organizations to develop and maintain these spaces.
Walking Clubs	Public Health leads walking clubs at a number of County parks that participate in the Parks After Dark (PAD) Program. The program gets residents engaged in physical activity while their children or grandchildren take advantage of park activities. Public Health also developed a Community Walking Club Toolkit, which is available for community members and organizations interested in organizing their own walking clubs. It provides nutrition and physical activity information to inform walking club participants. Walking clubs also build social cohesion as participants get to know their neighbors.
The Works	Public Works has an online and mobile application called The Works that serves as a one-stop solution for County residents to report and track services. If the service is not handled by Los Angeles County, The Works will provide residents with the appropriate contact information.
Traffic Signal Cabinet Art Program	Establish a sustainable Traffic Signal Cabinet Art Program for unincorporated communities through coordination between the Department of Arts & Culture, Regional Planning, and Public Works. The program could engage local artists and community members to transform traffic signal cabinets into public art that reflects neighborhood identity and culture, particularly along key pedestrian corridors and near community destinations.
Pedestrian Wayfinding Program	Install walking-oriented signs showing walking times and directions to schools, parks, transit, libraries, commercial areas, trails, and other destinations.

CONCLUSION

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

To guide implementation of this Plan, the County developed a prioritization framework to evaluate and score each proposed projects based on a set of objective, data-driven criteria. This process creates a blueprint for enhancing the walking in Rancho Dominguez over the next many years, and enables the County to focus on projects that will have the greatest impact on enhancing safety, comfort, and mobility for all, as funding becomes available.

Further, the Plan will help the County when applying for competitive regional, state, and federal grant opportunities to fund implementation of the projects and programs in the Plan.

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