Ch. 16

WEST CARSON
COMMUNITY PEDESTRIAN PLAN



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Funded by the California Active Transportation Program.

INTRODUCTION

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

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

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

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COMMUNITY PROFILE

The unincorporated community of West Carson spans approximately 2.2 square miles and is home to around 22,465 residents in the South Bay area of Los Angeles County.

West Carson is bordered by the cities of Gardena to the north, Carson to the east, Los Angeles to the south, and Torrance to the west. Primarily residential in character, West Carson features a variety of housing options, from single -family- homes to apartment complexes. The community also includes some heavy industrial zones, particularly along Normandie Avenue and south of Vermont Avenue, contributing to the local economy and providing local and regional job opportunities. Harbor-UCLA Medical Center is conveniently situated within the community, offering easy access to essential medical services.

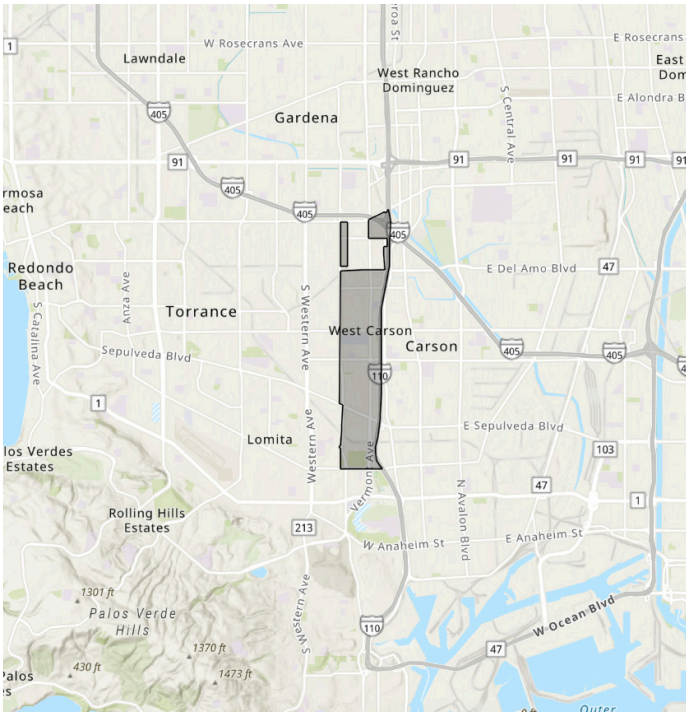


Figure 1. West Carson Subregional Context

Thank You

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

West Carson is situated between two key freeways: Interstate 110 (I-110) to the east and Interstate 405 (I-405) to the north. These highways facilitate vehicular access to vital urban centers, including Los Angeles International Airport (LAX), Downtown Los Angeles, and other parts of Los Angeles, making it an appealing location for commuters. The community also has several parks and recreational facilities, offering residents spaces for outdoor activities and community events. Local public schools, along with a few charter schools, serve the educational needs of the community's youth. Additionally, West Carson is characterized by a rich cultural diversity, reflected in its various community events, local businesses, and restaurants, which showcase flavors and traditions from Korea, Vietnam, and more.

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 poorer health outcomes experienced by under-resourced communities.

West Carson is a suburban community with a relatively high population density. Its population is over 9,000 per square mile, which is relatively high compared to the countywide average of about 2,400 per square mile. Table 16-1 displays the race/ethnicity demographics of West Carson in greater depth, referencing data from the Census Bureau American Community Survey (ACS) 5-Year Estimates (2022).

West Carson's population is primarily Hispanic or Latino (35.0 percent) and Asian (35.0 percent). The community has a higher proportion of residents aged 65 and older (24.0 percent) compared to 15 percent in LA County. In contrast, individuals under 24 years old make up less than a quarter of West Carson's population, which is lower than LA County's 27 percent. This is particularly relevant, as older residents are at higher risk of serious injury or death when involved in collisions.

When looking at individuals aged 25 and over, West Carson has a slightly higher rate of high school graduates at 87.5 percent compared to the LA County average of 80.7 percent. Both areas exhibit similar rates of individuals with an associates degree or higher, with West Carson at 44 percent and LA County at 42 percent. The percentage of West Carson residents who speak another language besides English is 54 percent, comparable to the county average of 55 percent. Linguistic isolation occurs when someone in a household over the age of 14 is not fluent in English. In West Carson, 14.8 percent of the community is linguistically isolated. This is particularly relevant when considering how to engage with West Carson residents in this participatory planning process; residents with limited English proficiency will require translation and interpretation services to participate.

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Table 16-1: West Carson Demographics

	LA County	West Carson
Total Population	9,768,886	22,465
Population Density (per square mile)	2,430	9,060
Race/Ethnicity		
White	24.2%	15.1%
Black or African American	7.4%	9.2%
Asian	15.1%	35.0%
American Indian	0.2%	0.3%
Pacific Islander	0.2%	1.1%
Two or More Races	3.2%	3.6%
Other Race	0.6%	0.5%
Hispanic or Latino	49.1%	35.2%
Age Group		
Under 24 Years	28.8%	21.3%
24-64 Years	55.6%	54.8%
65 and Over	15.6%	23.9%

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

Table 16-1 (continued): West Carson Demographics

	LA County	West Carson
Education Level		
Total	6,857,511	17,247
No High School Diploma	19.3%	12.5%
Obtained High School Diploma	38.2%	43.1%
Obtained Associates or higher	42.5%	44.4%
Language Spoken At Home		
Only English	44.9%	46.5%
Spanish	37.7%	24.5%
Other Indo-European languages	5.6%	2.7%
Asian And Pacific Island	10.7%	26.1%
Other languages	1.2%	0.2%
Linguistic Isolation		
Linguistic Isolation	12.7%	14.8%

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

Socioeconomics

West Carson has a relatively high median household income of $96,508, compared to the countrywide average of $86,587. Table 16- 2 displays economic statistics for West Carson from the 2022 ACS 5-Year Estimates. The poverty rate is also relatively low in West Carson compared to the greater county. Around 632 households or 7.8 percent live below the poverty line, which is lower than the countywide rate of 13.0 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.[1]

In West Carson, volunteers counted 43 informal dwellings the night of the count; these dwellings include cars (13), vans (1), RVs (27), and tents (2). Given this sizable population of PEH, pedestrian planning in the area will need to thoughtfully consider the people who live on and around the sidewalk. Not only do these residents use the pedestrian facilities, but they are also some of the most vulnerable to traffic violence in the County. A Public Health study from 2024 found that eight percent of deaths among unhoused residents were from transportation-related injuries,[2] most of which were pedestrians and cyclists who were in traffic collisions between the hours of 9 PM and 9 AM.[3]

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

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

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

Table 16-2: West Carson Socioeconomics

	LA County	West Carson
Median Household Income		
Total	$86,587	$96,508
Poverty Rate		
2022 Households Below Poverty Level	12.9%	7.8%
Temporary Shelters		
Total Dwellings	21,288	43
Cars	17.4%	30.2%
Vans	14.0%	2.3%
RVs	32.2%	62.8%
Makeshift Shelters	16.5%	0.0%
Tents	19.9%	4.7%

Sources: U.S. Census Bureau American Community Survey 5-Year Estimates (2022) ; 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. West Carson is in the County's Public Health Service Planning Area 8 (SPA 8). In 2020, coronary heart disease was the leading cause of death, and diabetes mellitus was the fifth leading cause of death in SPA 8. Health considerations in West Carson are detailed in Table 16-3, which illuminates that the health challenges West Carson residents face are generally consistent with those of the overall county population.

West Carson has slightly higher rates of cancer (6.5 percent), heart disease (6.1 percent), and diabetes (14.1 percent) compared to LA County averages, as shown in Table 16-3. Rates of obesity (22.0 percent) and physical inactivity (23.7 percent) are generally comparable to county averages and can contribute to higher rates of chronic conditions like heart disease. However, West Carson experiences a lower rate of asthma at 8.3 percent, compared to the county average of 9.1 percent.[1] Additionally, the average life expectancy of West Carson residents is lower (76.5 years) than that of countywide rate of 80.3 years.

Poor health outcomes are worsened by lack of access to healthcare and food. Around 9 percent of West Carson residents face transportation challenges that make it difficult to access healthcare and essential services that support healthy lifestyles. Over 13.0 percent of West Carson residents rely on the CalFresh Program (California's name for the federal Supplemental Nutrition Assistance Program, formerly known as Food Stamps) to feed themselves. There are two food pantries in the community and 21 retailers that accept Supplemental Nutrition Assistance Program (SNAP).[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 has a significantly shorter life expectancy and other increased health risks.[3] Social isolation affects 35 percent of adults living in West Carson, which is consistent with the county average,[4] highlighting a community need for greater social connectivity and more supportive services even beyond West Carson.

Disabilities impacting vision and mobility are also reported at rates similar to county averages, with 5.8 percent of adults reporting vision disabilities and 13.3 percent experiencing mobility limitations, compared to 6.2 percent and 12.6 percent in Los Angeles County, respectively.[5] Providing accessible infrastructure, including ramps, wider sidewalks, and improved signage can help support residents living with these disabilities.

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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)

5 CDC PLACES (2022)

Table 16-3: West Carson Health Considerations

	LA County	West Carson
Healthy Food Access (18+)		
Transportation Barriers	9.6%	9.0%
Food Insecurity	17.2%	16.7%
CalFresh Recipients	15.4%	13.8%
Social Isolation	34.8%	34.7%
Retailers Accepting CalFresh	6,336	21
Food Pantries	144	2
Adults with low-income food insecurity	10.5%	16.7%
Public Health (18+)		
Cancer (minus skin cancer)	6.0%	6.5%
Heart Disease	5.4%	6.1%
Diabetes	12.3%	14.1%
Life Expectancy	80.3%	77.5
Obesity	26.2%	22.0%
Physical Inactivity	23.1%	23.7%
Asthma	9.1%	8.3%
Vision Disability	6.2%	5.8%
Mobility Disability	12.6%	13.3%

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

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 polluting industries, 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 South Bay Area Plan (SBAP), adopted in January 2025 as an addendum to the General Plan, includes region-specific policies for local land use and development in the South Bay through 2045. These policies aim to encourage sustainable land use practices and create a more resilient future for West Carson and surrounding communities.

As shown in Figure 2, land use in designations within the community are mainly residential, characterized by a diverse mix of single-family homes, multi-family residences, and apartment complexes, creating a vibrant living environment. As a predominantly residential community, access to local stores, schools, and parks within walking distance becomes important. Ensuring safe and accessible active transportation options is crucial to supporting their daily needs and enhancing overall mobility. The commercial zones are located along major thoroughfares, including Carson Street, W 223rd Street, and Sepulveda Boulevard. These areas feature a variety of businesses and services that cater to the needs of the local population. Additionally, there are some mixed-use developments along Vermont Avenue, which offers greater connectivity and convenience to commercial destinations.

Light industrial zones are integrated within residential neighborhoods near key transportation routes such as the I-405 and I-710 freeways. The Harbor UCLA Medical Center campus is a significant presence in West Carson and is currently expanding, with the addition of a new nine-story facility.

Housing insecurity is an issue for many residents in the community; 73.4 percent of households are renter-occupied, a figure that is much higher than the county total of 53.8 percent.[1] Table 4 presents housing statistics for West Carson, which has a median gross rent of $1,833, very similar to the countywide figure of $1,896 per month. 44.3 percent of low-income households are considered rent-burdened, meaning they spend more than 30.0 percent of their income on housing costs, which is better than the countywide number of 55.0 percent.

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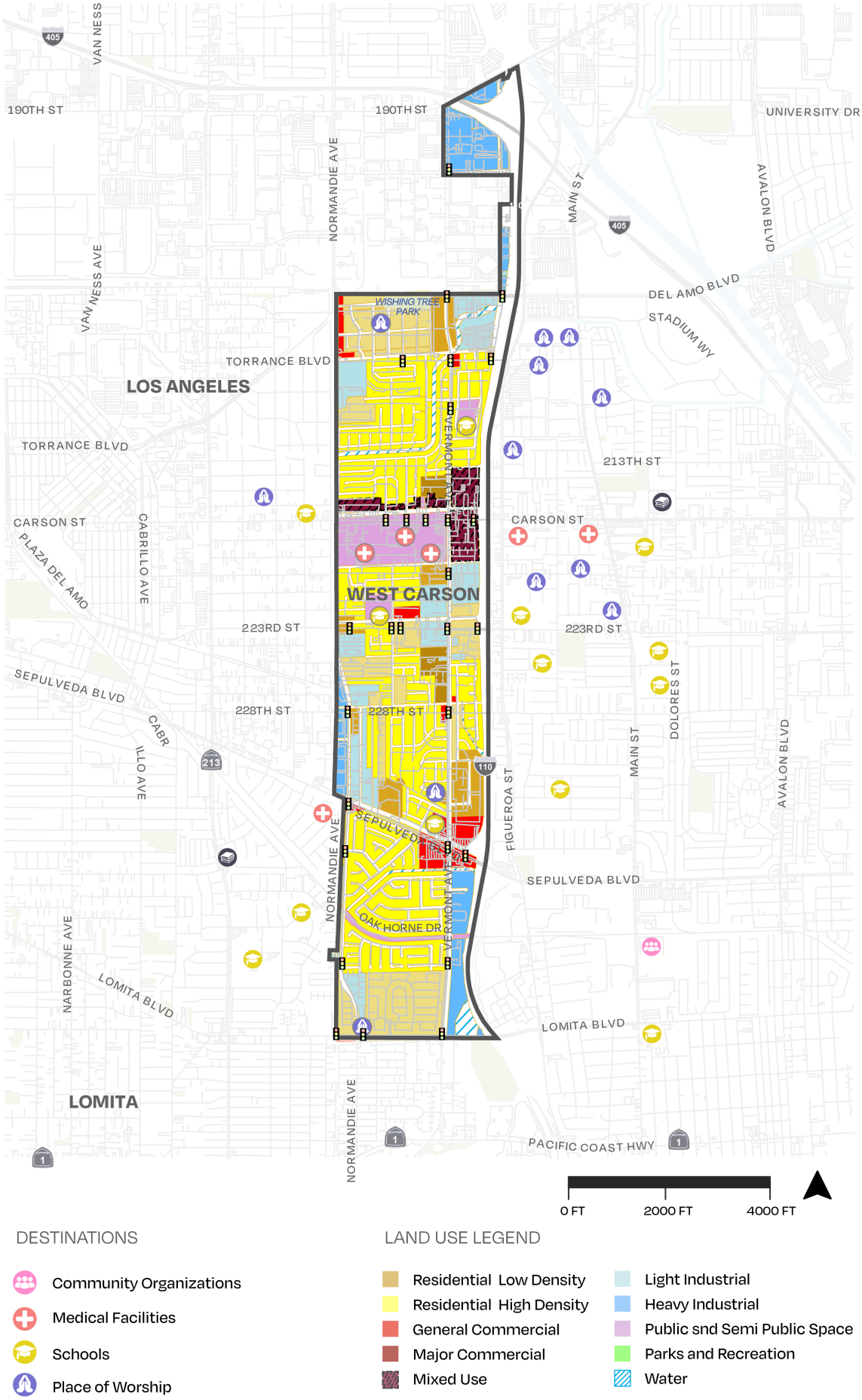
1 U.S. Census Bureau American Community Survey 1-Year Estimates (2024)

Table 16-4: West Carson Housing

	LA County	West Carson
Renters vs Homeowners		
Total	3,436,464	7,930
Renters	53.8%	73.4%
Homeowners	46.2%	26.6%
Median Gross Rent		
Median Gross Rent	$1,896	$1,833
Housing Burden		
Rent Burden	54.8%	44.3%

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

Figure 2. West Carson Land Use Designations



Park Access

Measuring park access involves determining the distribution of park land per 1,000 residents living within West Carson 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]

West Carson has nine park acres available to serve the community. There are two parks within the community boundaries, Park Learning Grove County Park, which is grassy gathering space; and Wishing Tree Park which offers a pollinator garden, small community building, play area, two futsal soccer courts, baseball/softball fields, basketball court, walking trail, and exercise area. These total 0.4 park acres per 1,000 residents, which is significantly below the Los Angeles County average of 3.3 park acres per 1,000 residents and the General Plan's adopted goal of 4 acres per 1,000 residents.[2] As a result of this limited access to recreational areas, only 24% of residents live within a half-mile radius of a park, excluding Normandale Park, which is situated just outside West Carson and provides additional recreation space for residents.

Table 16-5 presents park access data from the County Parks Needs Assessment (PNA), which categorizes West Carson within a high-priority range 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 "high park need."[3]

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1 Los Angeles County Parks and Recreation, Parks Needs Assessment Study Area Profile (2016)

2 Los Angeles County Planning, Parks and Recreation Element (2024)

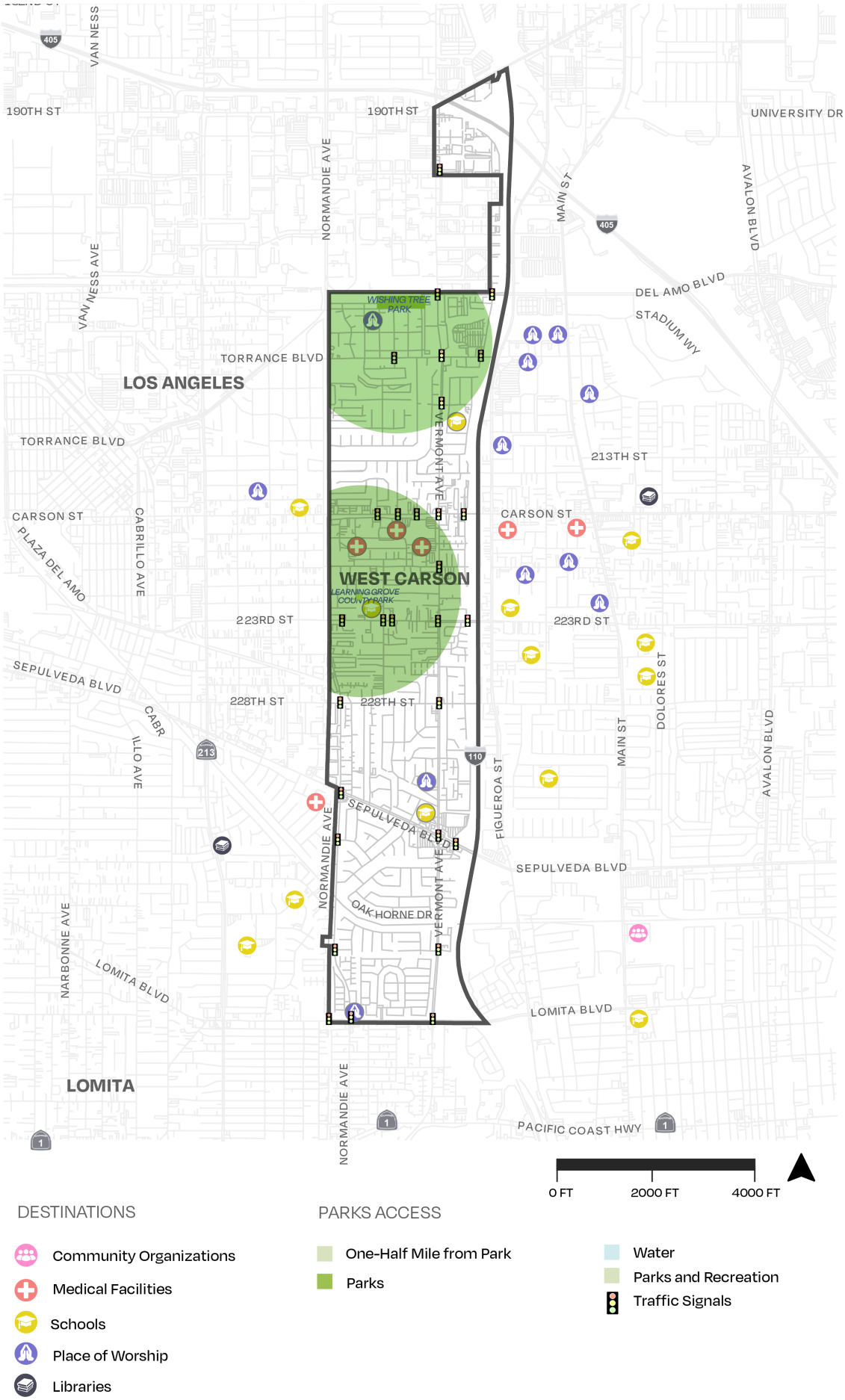
3 Los Angeles County Parks and Recreation, Parks Needs Assessment Study Area Profile (2016)

Table 16-5: West Carson Park Access

	LA County	West Carson
Park Information		
Total Park Acres	70,079 park acres	9 park acres
Park acres per 1,000 residents	3.3 park acres	0.4 park acres
Residents living within 1/2 mile of a park	49%	24%

Source: Los Angeles County Parks and Recreation, Parks Needs Assessment Study Area Profile (2016)

Figure 3. West Carson ½ Park Walk Shed



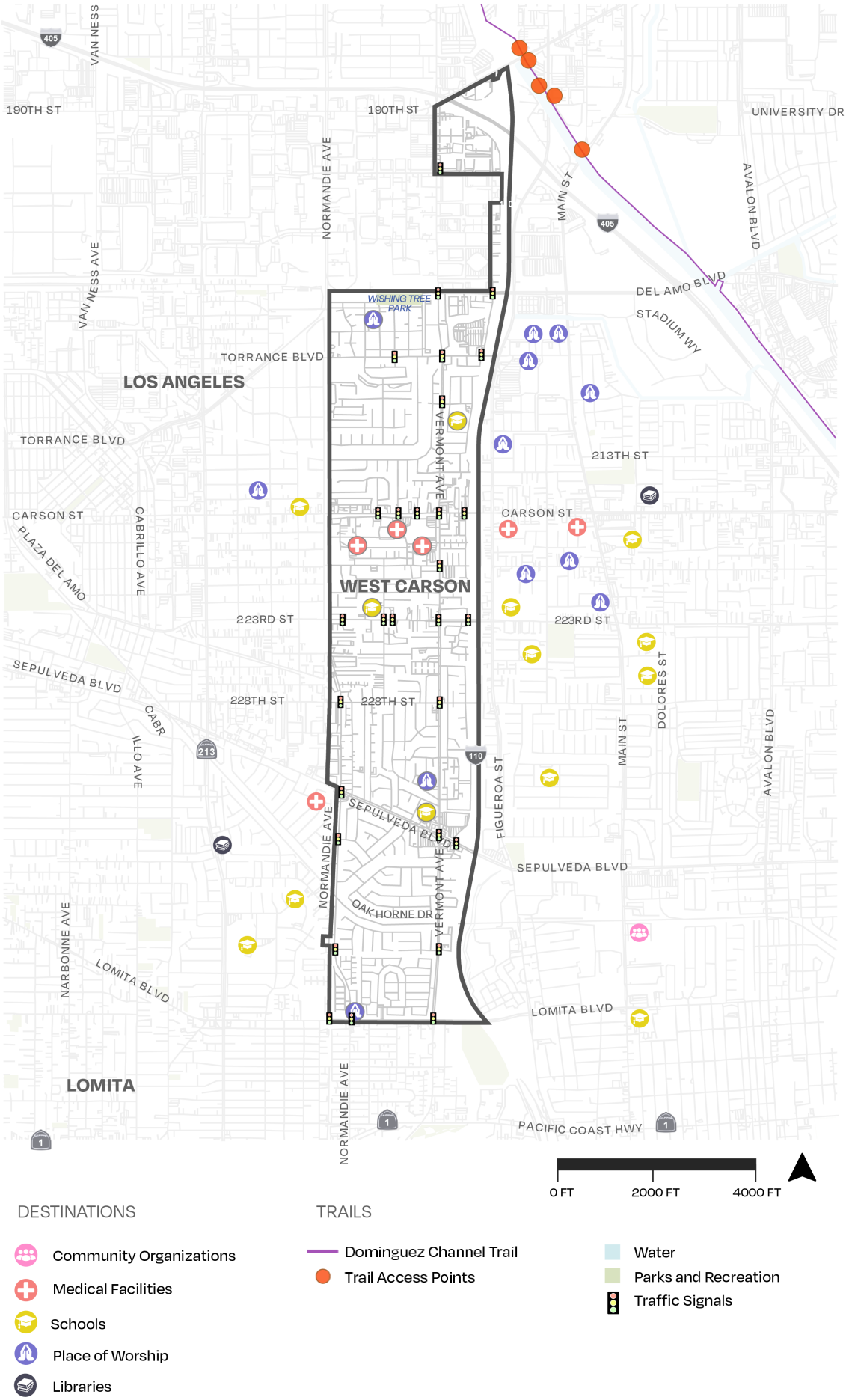
Trails

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.

Situated to the east of West Carson, the Dominguez Channel Trail (spanning 2.8 miles) offers a unique recreational opportunity for residents of West Carson, connecting them to a broader trail network for pedestrians and cyclists. Access points for the Dominguez Channel Trail are located at W 190th Street and South Figueroa Street, making it accessible for residents in the northern area of West Carson. The trail provides a safe and scenic path for walking, jogging, and cycling, encouraging physical activity and promoting pedestrian health.

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. West Carson Trails and Access Points



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 County Bicycle Master Plan

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, and identify first/last mile bikeway improvements to further connect to transit stations and bus stops.

The following on-street facilities are proposed in West Carson in the draft BMP:

- Normandie Avenue - Class 2
- 223rd Street - Class 2
- Del Amo Boulevard - Class 2
- Vermont Avenue - Class 2
- 223rd Street (Harbor Fwy) - Class 2

These recommendations could also lead to improved safety for people walking in West Carson. 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. The update to the Bicycle Master Plan will be finalized in early 2025.

Los Angeles County General Plan 2035 (2015)

Los Angeles County Department of Regional Planning

The General Plan's goals are to provide a comprehensive policy framework for unincorporated areas in Los Angeles County. Land Use and Development policies for West Carson are included in the South Bay Area Plan, the West Carson Transit Oriented Development Specific Plan, which both aim to encourage smart growth, sustainable land use practices, and resilient communities. The South Bay Area plan sites opportunities to promote gentle density and well-designed mixed use places along high-traffic corridors and near transit stations, promote safe active transportation networks, repurpose underutilized sites to community amenities,

introduce interventions to minimize pollution impacts of industrial uses in the area, clean up legacy pollution, and promote strategic economic development and employment opportunities in the area. West Carson was identified as an opportunity site within the County's General Plan, with planned future expansions of the medical facility and potential for redevelopment and infill opportunities.

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. According to the 2016 PNA, West Carson was identified as having high park needs in the 2016 PNA, as there is only 0.4 acres of park land per 1,000 residents across the unincorporated community. 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.

West Carson Transit Oriented District Specific Plan (2018)

Los Angeles County Department of Regional Planning

The West Carson Transit Oriented District Specific Plan (TOD Specific Plan) provides goals and direction to encourage transit-oriented development and promote active transportation within a half-mile radius of the Metro J (Silver) Line Carson station in West Carson. The TOD plan includes zoning changes that allow for infill development and density that will increase

housing and employment opportunities around the Harbor-UCLA facility. The plan also lays the foundation to create a more walkable, transit-oriented area that is accessible by all modes of transportation, including transit, walking, and bicycling. The mobility and public realm chapter of the plan lays out a vision for pedestrian and bicycle facilities on Torrance Boulevard, Vermont Avenue, Normandie Avenue, Carson Street and 223rd Street.

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. 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 five CCCs in West Carson, Torrance Blvd, 228th St, Vermont Ave, Sepulveda Blvd, and Normandie Ave. The County will look for opportunities to implement traffic safety infrastructure enhancements and programs along this and all CCCs in the pedestrian plans.

Route Refinement Study for South Bay Local Travel Network (2021)

South Bay Cities Council of Governments

The South Bay Cities Council of Governments (SBCCOG) conducted a two-year study to identify a network of slow-speed, low-stress streets that could be improved to accommodate the safe use for personal zero-emission micro-mobility modes. The Local Travel Network (LTN) proposed in this study prioritizes relatively low-cost street treatments to 243 miles of slow streets that will slow traffic to improve emissions and safety and connect neighborhoods to neighborhood destinations. West Carson is included in the LTN.

Green Zones Program (2022)

Los Angeles County Department of Regional Planning

The Green Zones Program was initiated by a Board motion in 2015. Through the program, the County is working to enhance public health and land use compatibility in communities that have disproportionate pollution burdens. The plan aims to address land use policies that allow polluting industries to operate near residential areas or schools, raise awareness of environmental justice in the community, identify sources of pollution, and work with polluting industries to improve environmental impacts. West Carson is a Green Zone community due to the presence of existing industrial uses in proximity to sensitive uses like schools, parks, dwelling units, hospitals, and more. The Green Zones Program provides for new planning policies and procedures to address environmental justice in such places.

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 Carson station of the Metro J (Silver) Line in West Carson is undergoing planning by Metro for potential first/last mile connections consistent with the ATSP; the West Carson Community Pedestrian Plan will likely overlap with those plans and consider how best to support or incorporate them where feasible and appropriate.

South Bay Area Plan
"Public Review Draft" (2024)

Los Angeles County Department of Regional Planning

The South Bay Area Plan (SBAP) is a General Plan-level policy document intended to direct future development and achieve a shared vision in the unincorporated communities of the South Bay through 2045. The purpose of the SBAP is to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and pleasant environment, balance growth and preservation, and promote diverse housing options to enhance the quality of life and support vibrant, thriving, safe, healthy communities in the South Bay. The SBAP includes areawide goals, policies, and implementation programs within six different elements covering Land Use; Mobility; Conservation, Open Space, and the Environment; Public Services and Facilities; Economic Development; and Historic Preservation.

The mobility element of the SBAP sets the overall vision and goal for long term transportation updates in the region. It maps out specific improvements in each unincorporated community in the plan; including widened sidewalks, Americans with Disabilities Act (ADA) upgrades, high-visibility crosswalks at key intersections, increased lighting, shade trees, and other streetscape improvements. The following are goals and policies specific for West Carson:

West Carson

- Policy 2.2: West Carson First/Last Mile. Coordinate with LA Metro to prepare a West Carson station First/Last Mile Plan and collaborate with LA Metro on implementation of infrastructure and amenities that support access and transit ridership at the station.
- Policy 2.4: Streetscape Enhancements. Explore the preparation of a vision or streetscape plan for West Carson Boulevard and Vermont Avenue to determine the appropriate treatments to enhance the public realm and provide greater connectivity to the West Carson station.
- Policy 2.9 Complete Streets Design. Implement complete streets design in collaboration with relevant agencies to support multi-modal transportation network.

- Policy 3.1: Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Torrance Boulevard, West Carson Street, Normandie Avenue, Vernon Avenue, Vermont Avenue, Sepulveda Boulevard, and 22nd Street through the installation of Leading Pedestrian Interval (LPI) and Leading Bike Interval (LBI) phasing within traffic signals that intersect Class I, II, and IV facilities.
- Policy 3.3: Pedestrian-Scaled Lighting. Explore grant funding opportunities for pedestrian-scaled lighting on Vermont Drive between Lomita Boulevard and 245th Street.

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 communities' 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. Low canopy need score is with any combination of sensitivity and high canopy level or low sensitivity and medium canopy level. West Carson is identified in the plan as having a high canopy need, as the community has high social sensitivity and under 10% tree canopy cover.

ONGOING PROJECTS

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

The Creek at Dominguez Hills - Victoria Golf Course

City of Carson

The Victoria Golf Course is undergoing a planning process to become a community hub for community recreation. One key feature is the proposed jogging path which is publicly accessible to the community. The proposed project also 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, and a putting green.

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.

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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 area like West Carson 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 monotonous design 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.

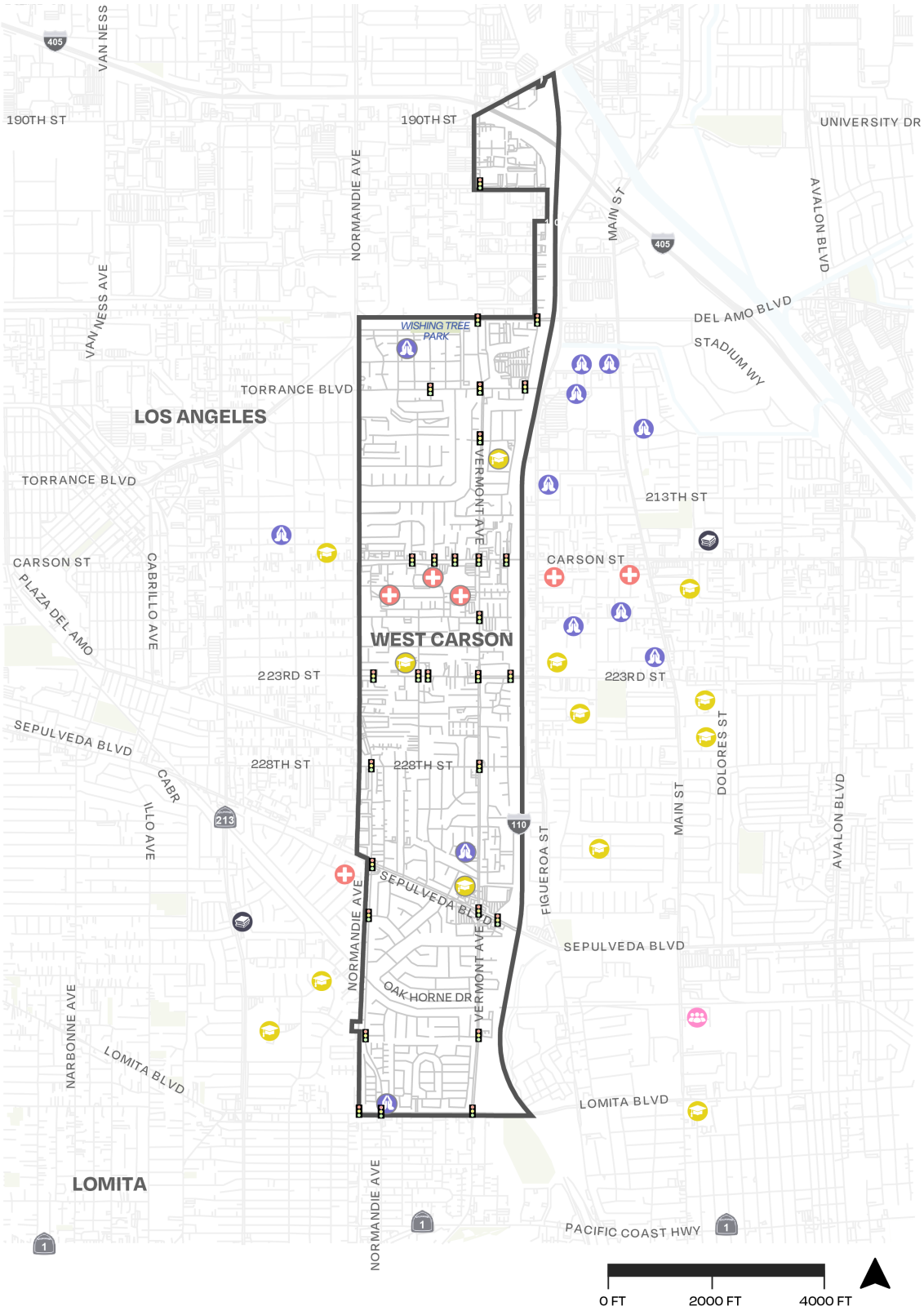
Additional placekeeping strategies and opportunities for West Carson are included further in this plan. See the Programs and Policies section for more information on programs that can support community identity, public art, and long-term stewardship of public spaces.

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Destinations

Identifying local destinations in West Carson 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 West Carson community. Key community destinations will be further explored and analyzed in the later chapters of the plan.

Figure 5. West Carson Destinations



DESTINATIONS

- Community Organizations
- Medical Facilities
- Schools
- Place of Worship
- Libraries
- 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 the development of the draft West Carson 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.

The first phase of engagement helped the project team understand barriers and opportunities for walking in West Carson. These outreach efforts took place between October 2024 and April 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 21 events, including one in-person workshop, one virtual workshop, four educational presentations, two large park events at Wishing Tree Park, one community walk, and ten smaller community outreach events that included meetings, presentations, and tabling to recruit for Community Advisory Committee (CAC) members and to inform community of the Pedestrian Plan. A summary of these outreach activities and key findings on barriers to walking in the community and desired enhancements, amenities, and programs are provided in this section.

Community members highlighted the need for enhanced walkability and safer routes to schools and to Wishing Tree Park. They also emphasized the importance of calming traffic to reduce excessive vehicle speeds in residential areas and along busy corridors. Additionally, the community identified environmental justice barriers that limit safe and healthy walking, including air and soil pollution; limited access to green space; and the need to improve connectivity within the community to Wishing Tree Park and the Dominguez Lateral.

Community Advisory Committee

The team assembled a Community Advisory Committee (CAC) to provide guidance on community engagement efforts and proposed projects, informing this planning process. The West Carson CAC is primarily composed of Del Amo Action Committee (DAAC) members, a community-rooted, environmental justice organization of parents, seniors, homeowners, and community representatives. Two CAC meetings were held between February and March 2025 at the DAAC headquarters. In these CAC meetings, members learned about community data collection methods, County processes for long-range planning and immediate maintenance, and the connections between walkability, public health, public safety, and advocacy. CAC meetings in West Carson have maintained a consistent attendance of approximately twelve participants per meeting.

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 asked participants to identify challenges to walking and key community destinations by drawing on a large-scale community map, and sharing comments and feedback about the pedestrian experience on an online mapping tool. Community members were also asked to complete a survey, online or in-person, that asked about their experiences walking in West Carson.

Participants frequently identified unsafe walking conditions due to speeding and risky driving behaviors, deficient pedestrian facilities, need for remediation for soil and air pollution-impacted areas, and safer routes to schools, the park, and to Harbor-UCLA Medical Center. LANI also asked participants to identify places that they would like to walk, and local places that bring joy to the community. Responses to those questions included Wishing Tree Park, with the hopes that it will be connected to the Dominguez Lateral in the next few year.

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 West Carson, 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 100 surveys completed in English and Spanish.

Respondents' top three areas of concern:

- Environmental burdens that restrict safe and healthy walking
- Safe Routes to Schools and Parks
- Excessive Vehicle Speeds

Community events the project team attended included:

- Del Amo Action Committee Monthly Meet-up
- Del Amo Action Committee Quarterly Stakeholder Meetings
- Del Amo Action Committee Environmental Justice "Community Bus Tour"
- Erasto R. Batongmalaque Foundation Monthly Meet-up
- CAL Greenworks Monthly Meet-up
- Wishing Tree Holiday Fest 2024
- Meyler Elementary School PTA
- Van Deene Elementary School PTA

Community Data Collection

WALK AUDITS

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

On May 3, 2025 the project team, together with Public Works and 20 members of the Del Amo Action Committee, conducted a walk audit in West Carson. Participants received training from planning consultants at City Fabrick, before forming two teams to walk assigned sections of West Carson and document walking conditions and opportunities for improvement. The walk audit in West Carson focused on sections along Torrance Blvd., which is an LA County Vision Zero Collision Concentration Corridor, and the neighborhood around Wishing Tree Park. Participants regrouped at Wishing Tree Park following the audit to debrief findings.





Images are from community events in West Carson conducted from 2024-2026.

COMMUNITY WORKSHOPS

On July 17th, 2025, Public Health with City Fabrick and LANI hosted a community open house workshop in conjunction with the Food Pharmacy event at Harbor-UCLA Medical Center. During the workshop, event attendees identified barriers to walking, including a need for better traffic calming, safer sidewalks and pedestrian crossings; and more accessible bus stops.

Almost 150 seniors and people with disabilities participated, providing deeper insight into each population's mobility needs and priorities. The project team recorded information using big and small maps where participants were encouraged to attach post-it notes with their input and feedback. Another posterboard that illustrated potential interventions and key infrastructure elements allowed "voting" on changes they'd most like to see implemented. Finally, participants were asked to fill out a paper survey that asked about their current walking habits,concerns, and desired community enhancements.

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."

Concerns and opportunities for West Carson include:

- Environmental Justice issues
- Connectivity of green spaces in the area
- Speeding and other risky driving behaviors
- Safe Routes to School and Park
- Traffic calming

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PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

To understand current levels of walking in West Carson, the County looked at statistics on commuting to work and car ownership collected from the US Census Bureau and conducted pedestrian counts at select locations in the community.

Table 16-6 details the commute patterns and vehicle ownership data in West Carson compared to the greater county from 2022 ACS 5-Year Estimates. A majority of residents in West Carson rely on private vehicles to commute to work. Approximately 66 percent of West Carson commuters drive alone while commuting to work, and 10 percent of commuters share rides or carpool.

Approximately 1.9 percent of West Carson residents use public transportation to get to work, which is lower than the county rate of 4.1 percent. West Carson is served by multiple transit routes, including Metro rail and bus services, as well as other local South Bay Bus Lines, such as GTRANS along Normandie and Torrance Transit along West Carson Street (Figure 7).

Rates of walking and biking to work are also low, and below the already low county average; 1 percent of West Carson commuters walk to work and just 0.1% ride bikes to work. This reliance on personal vehicles underscores a lack of accessible public transit options within the area, and the lack of pedestrian and bicycle facilities that would make it safe to walk or ride to work. 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.

Table 16-6: West Carson Vehicle Access

	LA County	West Carson
Mode of Transportation to Work (16+ years old)		
Total	4,749,934	10,948
Car, truck, or van - drove alone	66.4%	77.8%
Car, truck, or van - carpooled	9.9%	6.1%
Public Transportation (excluding taxicab)	4.1%	1.9%
Walk	2.5%	1.2%
Other means	1.9%	3.0%
Bicycle	0.6%	0.1%
Worked from Home	14.7%	9.9%
Vehicle Ownership		
No vehicle available	9.1%	1.2%
1 vehicle available	35%	14.8%
2 vehicles available	34.1%	37.3%
3 or more vehicles available	21.9%	46.7%

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

Pedestrian counts provide information about pedestrian volumes at certain intersections and corridors. Counts were conducted at four West Carson locations to measure facility use trends and contextualize other data. The four locations include Carson Street and Berendo Avenue; Del Amo Boulevard and New Hampshire Avenue; Javelin Boulevard near the Wishing Tree Park trail entrance; and Sepulveda Boulevard near its intersection with Broadwell Avenue. 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

The I-110 freeway is the eastern boundary of West Carson. Figure 10 displays the annual average daily traffic (AADT) count throughout West Carson, highlighting the well over 20,000 vehicles that use the I-110 freeway every day.[1] In addition to the freeway, the east/west roads that connect West Carson and the surrounding area to the I-110 see high traffic volume, the average daily traffic on these roads (Lomita Boulevard, Sepulveda Boulevard, 223rd Street, Carson Street, and Torrance Boulevard) are all over 20,000 vehicles a day. Smaller north/south arterials including Vermont Avenue and Normandie Avenue both also see high traffic counts between 5,000 and 15,000 daily, which is significant.

POSTED MOTOR VEHICLE SPEED LIMITS

The posted speeds on major roads in West Carson vary between 30 mph (e.g., W 228th Street), 35 mph (e.g., West Carson Avenue and Torrance Boulevard), and 40 mph (e.g., Vermont Avenue and Sepulveda Avenue). Most residential streets in West Carson have a posted speed limit of 25 mph.

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1 StreetLight Data. (2024). Annual Average Daily Traffic (AADT) Data

Table 16-7: West Carson Manual Pedestrian Counts Summary

Location	Number of Pedestrians (Daily Average)
West Carson Street & Berendo Ave	552
Del Amo Boulevard & New Hampshire Ave	3,921
Javelin Boulevard	303
Sepulveda Boulevard	143

Source: Los Angeles County, April 2025

Figure 6. West Carson Posted Speed Limits

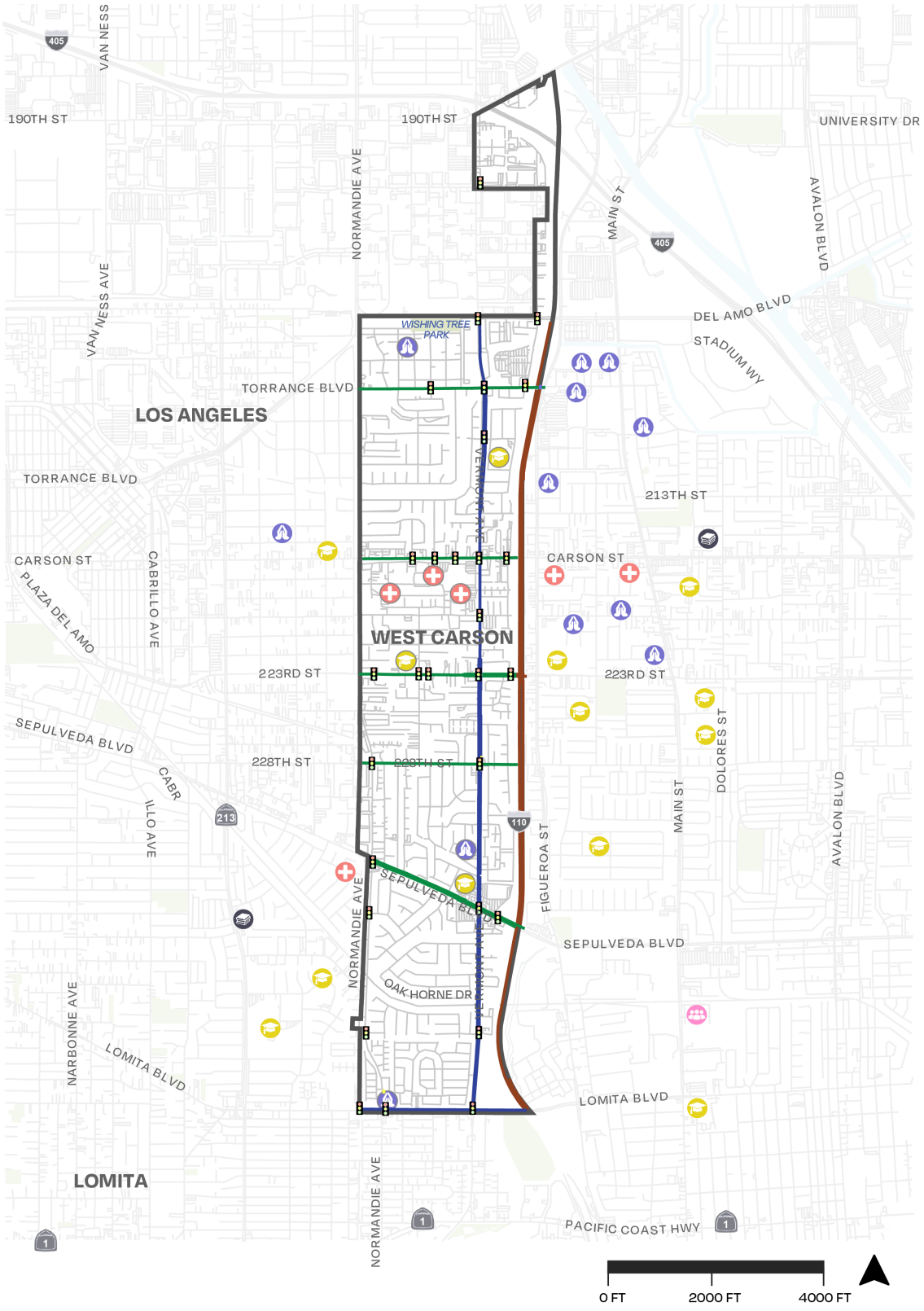


Figure 7. West Carson Transit Network

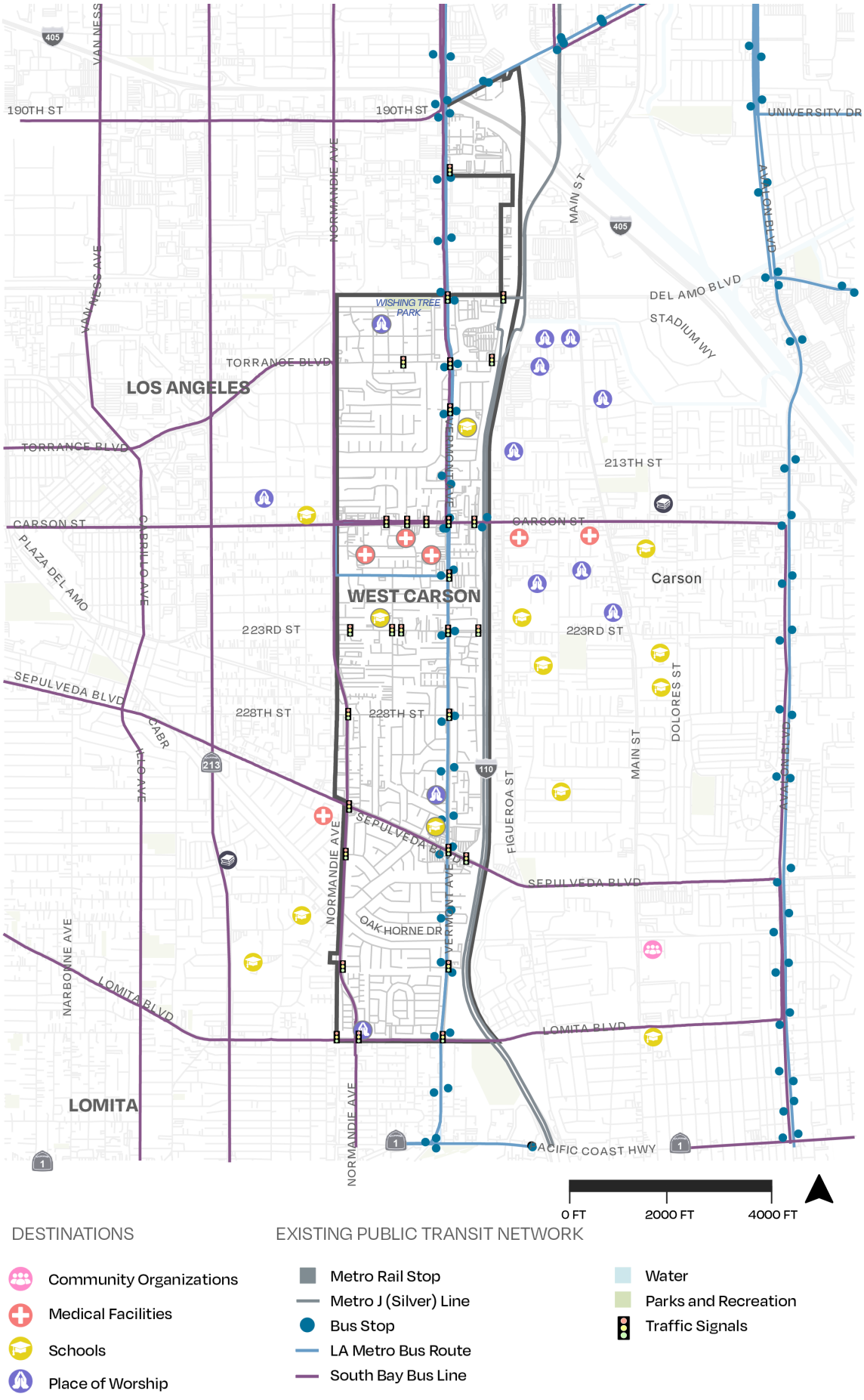
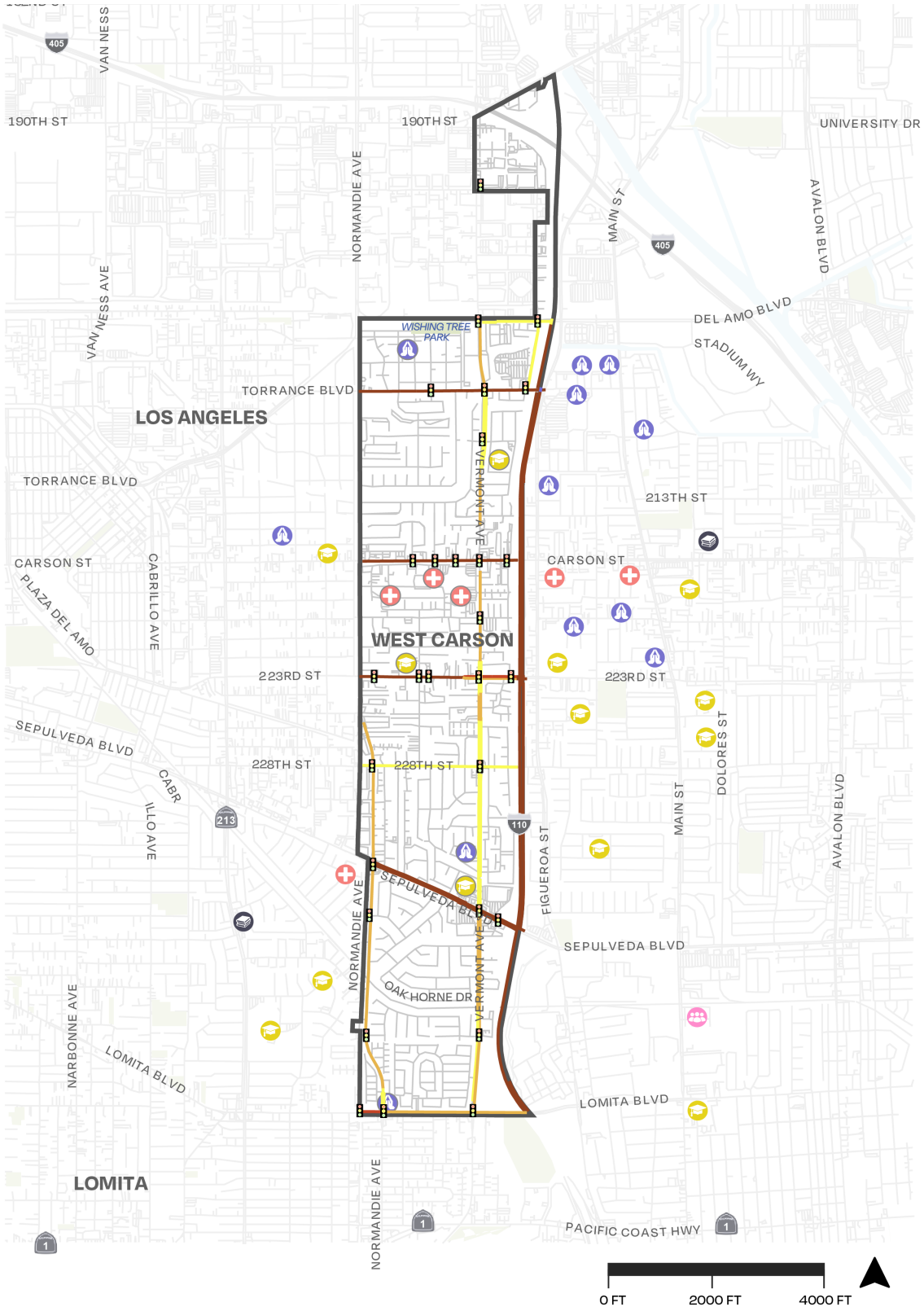


Figure 8. West Carson Annual Average Daily Travel



DESTINATIONS

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

ANNUAL AVERAGE DAILY TRAFFIC (AADT)

- Above 20,000
- 15,001 - 20,000
- 10,001 - 15,000
- 5,001 - 10,000
- Below 5,000

- Water
- Parks and Recreation
- Traffic Signals

Source: StreetLight Data. (2024). Annual Average Daily Traffic (AADT) Data

CHALLENGES TO WALKING

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

INJURY COLLISIONS

Between 2016 and June 2024, there were 94 injury collisions involving people walking and 43 injury ollisions involving people biking, and within West Carson. Of these incidents, 14 resulted in fatalities and 22 resulted in suspected serious injuries. Approximately 90 percent of these injury collisions took place on major roadways like Torrance Boulevard, West Carson Avenue, Sepulveda Boulevard, and South Vermont Avenue. The time of day with the most collisions was daylight hours (9 AM—5 PM). However, dawn and dusk (6 AM—9 AM and 5 PM—8 PM), also showed a high collision rate of 34 percent. During the dark hours, the lighting condition with the most collisions was roads with functioning street lights.

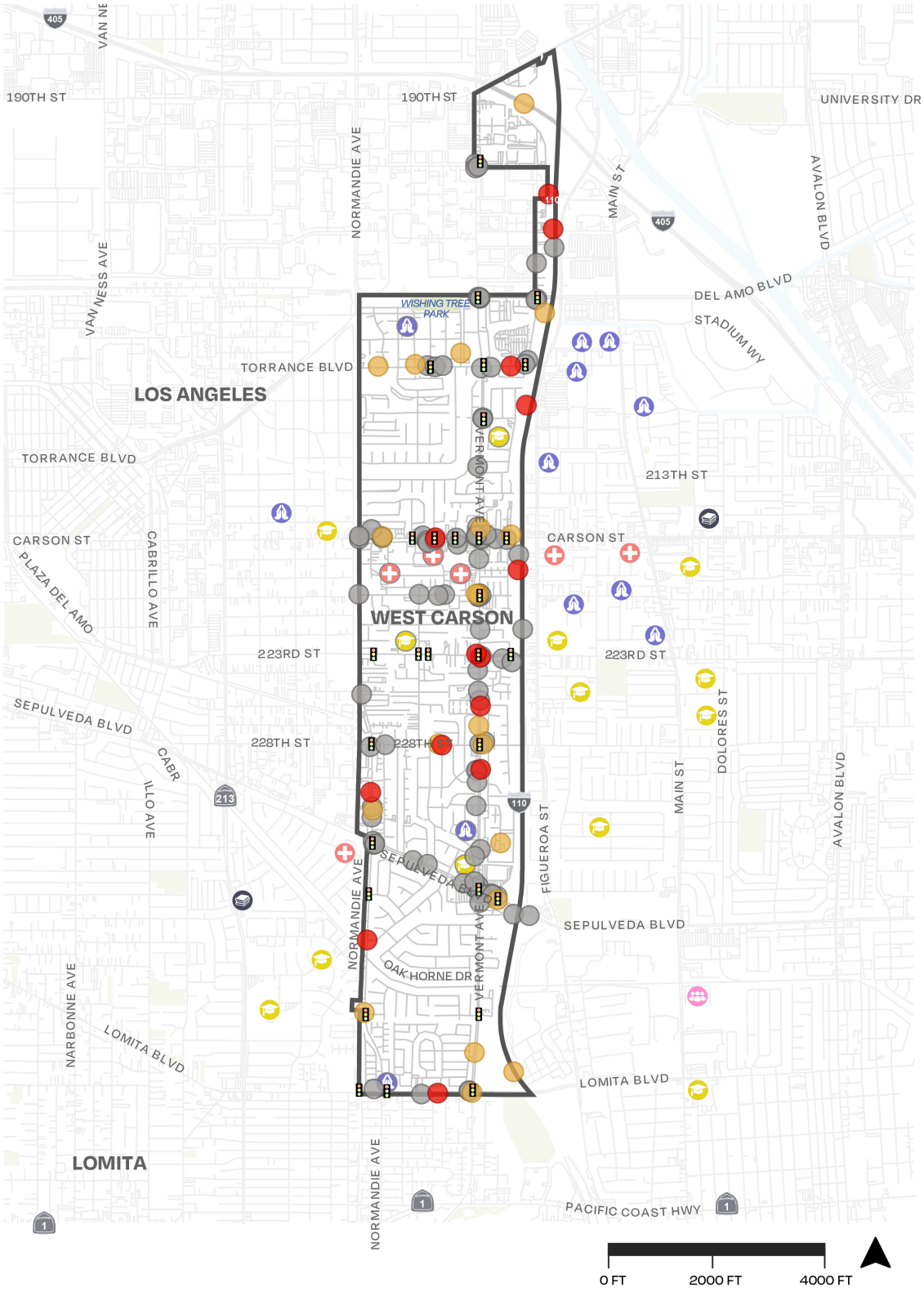
Of the recorded violations, around 31 percent of collisions were attributed to pedestrian right-of-way (i.e., driver's fault), while 16 percent involved pedestrian violations (i.e., pedestrian's fault). Other significant contributing factors included automobile right-of-way (i.e., driver's fault) (11 percent) and improper turning (7 percent). See Table 16-8 for more information.

Table 16-8: West Carson Injury Collision Indicators

	Number of Injury Collisions	Percent of Injury Collisions
Injury Collisions by Time of Day		
Daylight (9AM- 5PM)	59	43.0%
Dawn and Dusk (6AM-9PM and 5PM-8PM)	47	34.0%
Nighttime (8PM-6AM)	31	23.0%
Injury Collisions by Violation (Top 5)		
Pedestrian Violation	43	31.3%
Pedestrian Right of Way	22	16.0%
Improper Turning	15	10.9%
Traffic Signals and Signs	10	7.3%
Wrong Side of Road	10	7.3%
Injury Collisions by Severity		
Fatal Injury	14	9.5%
Suspected Serious Injury	22	15.0%
Suspected Minor Injury	58	39.7%
Possible Injury	52	35.6%
Lighting Conditions		
Daylight	45	48.3%
Dusk - Dawn	33	35.4%
Dark - Street Lights	8	8.6%
Dark - No Street Lights	7	7.5%
Dark - Street Lights Not Functioning	0	0%

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

Figure 9. West Carson Bike and Pedestrian Collisions



DESTINATIONS

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

BIKE AND PEDESTRIAN COLLISIONS

- Fatal Injury
- Suspected Serious Injury
- Possible Injury; Suspected Minor Injury
- Collision Concentration Corridor (CCC)

- Water
- Parks and Recreation
- Traffic Signals

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 West Carson:

Dispensaries: Commercial cannabis activity is currently banned in unincorporated Los Angeles County, meaning that locations of unlicensed dispensaries may vary over time. There are five unlicensed dispensaries within West Carson.

Liquor Stores: Liquor stores in a community are often linked to increased nuisance activities and can negatively impact the health of nearby residents. Within West Carson, there are 18 establishments selling liquor.

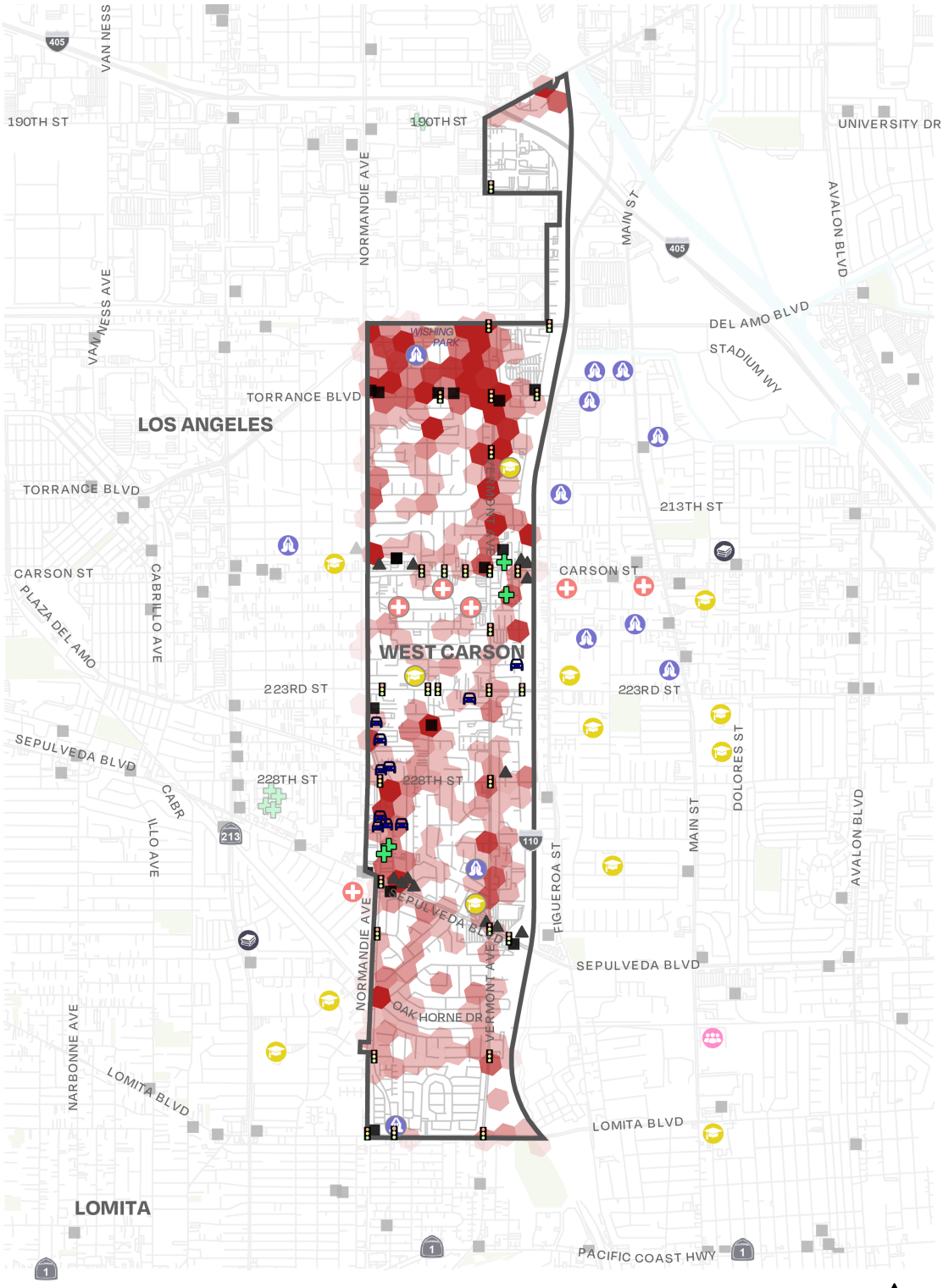
Illegal Dumping Sites: Illegal dumping in West Carson is prevalent within the entire community, especially in popular corridors like South Vermont Street, Torrance Boulevard, and Mariposa Avenue.

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. West Carson has ten auto body shops, eight which are located on Normandie Avenue.

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.

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. Drive-thrus in West Carson are mainly located on Carson Street.

Figure 10. West Carson Nuisance Activity



DESTINATIONS

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

NUISANCES

- Dispensary
- Liquor Store
- Auto Body Shop
- Drive Thru

ILLEGAL DUMPING COUNT

- >15
- 6-15
- <5

- Water
- Parks and Recreation
- Traffic Signals

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 West Carson. Violent crime, which includes homicide, rape, aggravated assault, and robbery, accounted for many reported crimes. Between January 2023 and September 2024, there were three homicides in West Carson.

GANG ACTIVITY

Gang-related crime mostly occurs near Sepulveda Boulevard (see Figure 11). Fear of gangs and gang violence can discourage people from walking or even leaving their homes.

Figure 11. West Carson 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. These include air pollution from nearby highways, industrial facilities, and a limited urban tree canopy, which collectively affect public health and quality of life. These environmental inequities have been linked to lower rates of walking and physical activity and higher rates of respiratory and cardiovascular conditions.

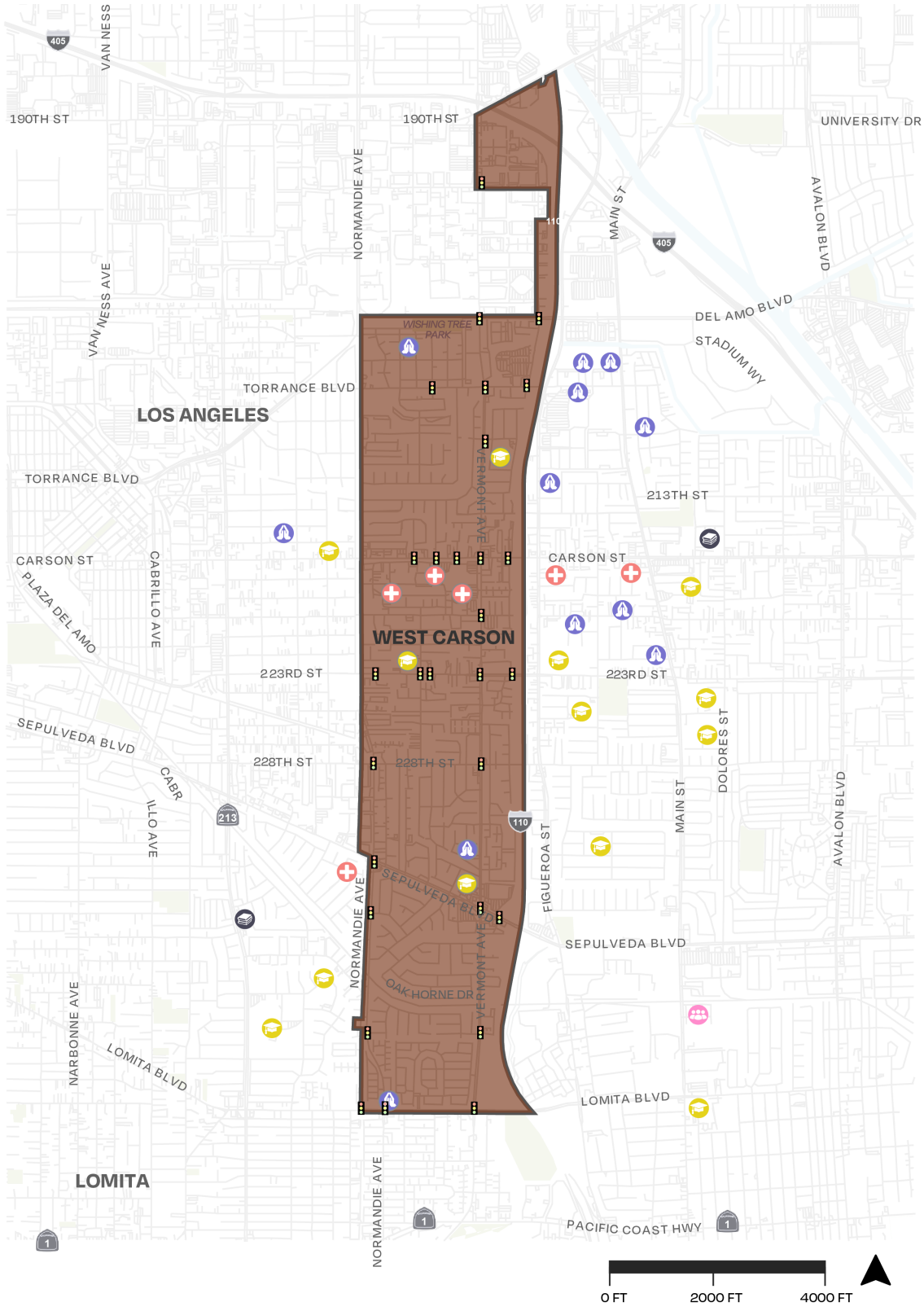
Addressing these inequities requires focused efforts to improve air quality, expand the tree canopy, and enhance community green spaces, directly benefiting the health and well-being of residents. Neighborhoods with high pollution levels are more likely to experience health issues that impact residents' daily lives. The California Office of Environmental Health Hazard Assessment (OEHHA) provides data on pollution burden and health outcomes across the state, in the CalEnviroScreen data dashboard.

West Carson has an industrial legacy, past industrial uses have left contaminated soil, air and water which impact community and environmental health in the area. There are several superfund sites in the community; Montrose and Del Amo Hazardous Waste Site are under comprehensive environmental response. While the community has largely transitioned away from warehousing and distribution center industries, there are still warehouse/truck facilities present and active in the community which also continue to affect traffic and pollution in the region. The community is also near the LAX flight path, which negatively affects air quality. These factors are measured in the CalEnviroScreen analysis which ranks West Carson in the 74th percentile for environmental and health vulnerabilities indicating the community is more vulnerable to environmental hazards than 74 percent of the state. West Carson falls in the 89th percentile for pollution burden, with traffic impacts ranked in the 90th percentile, which suggests significant exposure to vehicle emissions and other pollutants that can be due to the proximity of major freeways. Health-related risks are also a concern, with asthma rates in the 68th percentile and cardiovascular disease rates in the 54th percentile.[1]

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1 California Office of Environmental Health Hazard Assessment (OEHHA) (2024)

Figure 12. West Carson Pollution



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 West Carson are in the high tier for social sensitivity in LA County, as shown in Figure 13.

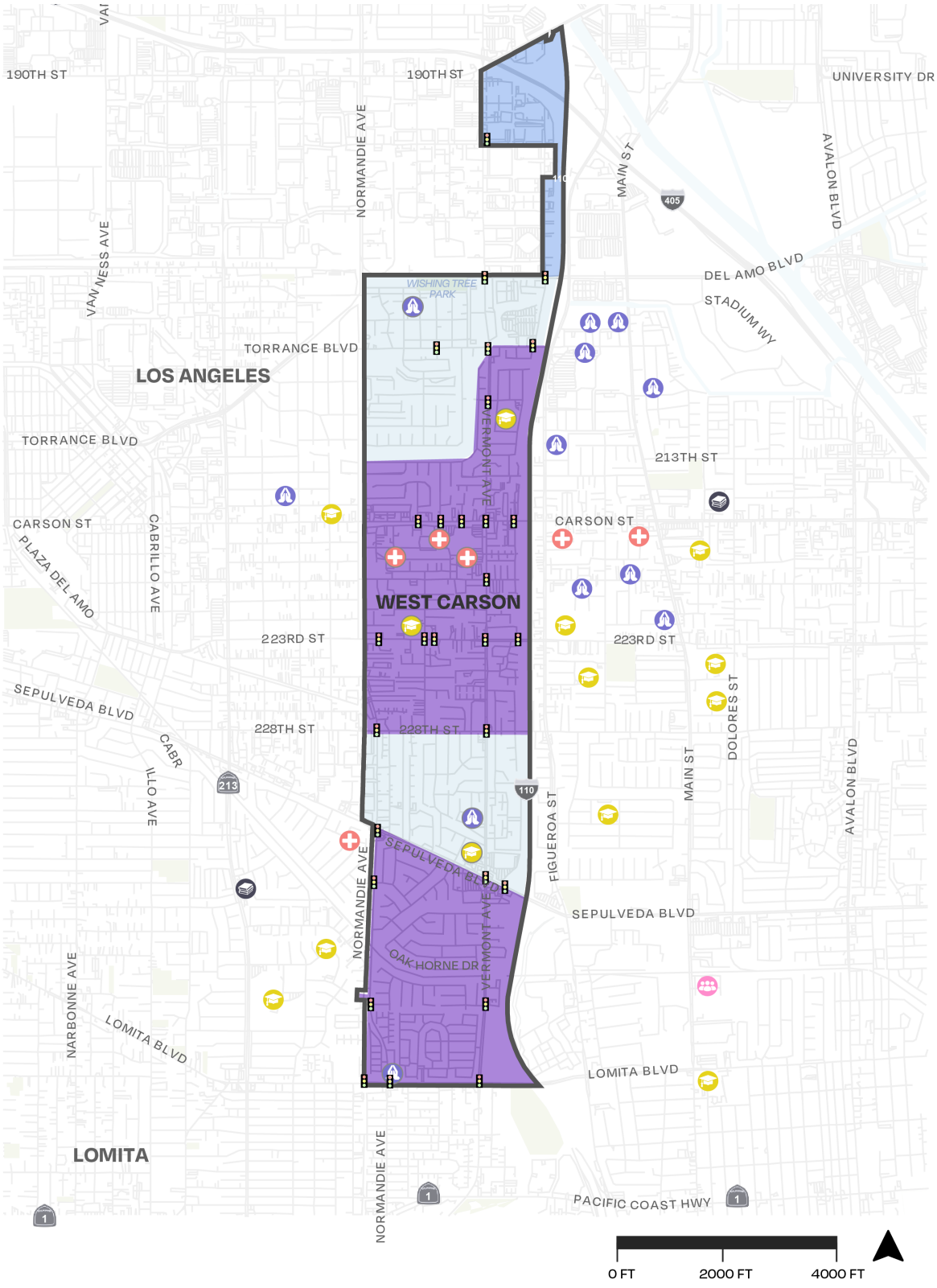
Humans start to experience a higher risk of heat illness at 95°F. According to the CVA, the countywide 95th percentile daily maximum temperature will increase by an average of 5.4°F, from a historical baseline of 93.2°F to a mid-century average of 98.6°F. This means the hottest days will generally be 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. This climatic change could be even more prominent in West Carson, which already has a high sensitivity rate in certain areas, as shown in Figure 13.

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, while this community has just 9 percent canopy cover. Additionally, the CFMP finds that West Carson has high social sensitivity, classifying it as a community with "high" canopy need. More details on Tree Canopy can be found in the Pedestrian Environment section.[1] Additional information about the Tree Canopy can be found in the Pedestrian Environment section below.

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1 Los Angeles County Community Forest Management Plan (2024)

Figure 13. West Carson Social Sensitivity



DESTINATIONS

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

SOCIAL SENSITIVITY TO CLIMATE CHANGE

- Low Sensitivity
- Medium Sensitivity
- High Sensitivity

- Water
- Parks and Recreation
- Traffic Signals

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

Table 16-9: West Carson Environmental Health

	West Carson
CalEnviroScreen Percentiles	**Percentile**
CalEnviroScreen 4.0	74
Pollution Burden	89
Traffic	90
Asthma	68
Cardiovascular Disease	54
Tree Equity Score	
Tree Canopy Cover	9.2%

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

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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 West Carson. Opportunities for enhancement are recorded in Figure 16. The existing conditions shown in these figures are based on observations recorded during walk audits along specific corridors throughout the community.

Sidewalks

Pedestrian infrastructure in West Carson is limited. Many areas have sidewalks, but may be in need of maintenance, making walking difficult. In addition, there are few marked crosswalks, creating further challenges for residents trying to safely cross streets, especially in high-traffic areas or near schools. This pedestrian infrastructure limits the ability of residents, particularly those without cars or with mobility challenges, to move freely and access key destinations like stores, public facilities, and parks. For example, Normandie Avenue is a major street that has areas exceeding 600 feet with no breaks in the sidewalk or crosswalks, making it difficult for pedestrians to navigate. The lack of breaks or marked crosswalks forces people to walk along busy streets with few places to cross, creating challenges, especially for those with disabilities, children, or the elderly.

Crosswalks

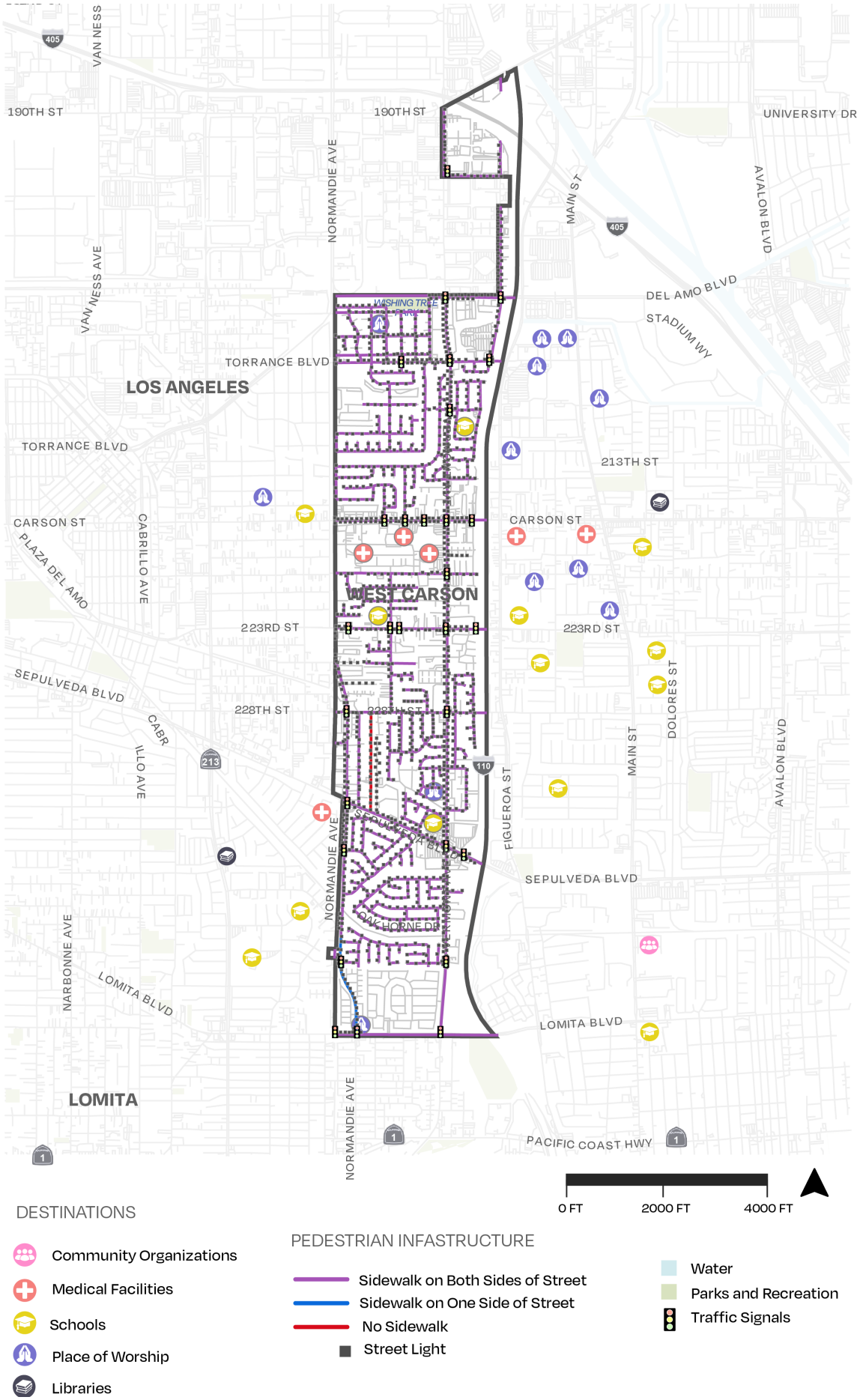
Crosswalks guide pedestrians crossing the street by making their path of travel more straightforward. Crossings at intersections are not legally required to be marked; however, marked crosswalks are installed to guide pedestrians and help enhance driver awareness of potential pedestrian activity, increasing the chances that a driver will stop for a pedestrian. There are many different styles of crosswalk markings. Standard crosswalk markings 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, communities

can feel less pedestrian-friendly. These long blocks 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.

Clearly marked crosswalks help pedestrians cross the street safely and increase driver awareness of foot traffic. Crosswalks in West Carson are limited and often unmarked or faded, which can make crossing streets challenging for pedestrians.

Figure 14. West Carson Sidewalks and Street Lights



Curb Ramps and Radii

Curb ramps can assist all users in moving from the street to the sidewalk. For example, a sidewalk without a curb ramp can be a barrier to someoneusing 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 ramps are provided at many corners in West Carson. For example, Vermont Street and Carson Avenue near the UCLA Medical Center has curb ramps at all four corners and includes truncated domes for support.

Traffic Signals

Traffic signals are present at many intersections along major roads in West Carson, such as along West Carson Ave. Most of these signals include push-button-activated countdown signals to indicate when pedestrians can enter the crosswalk.

Lighting

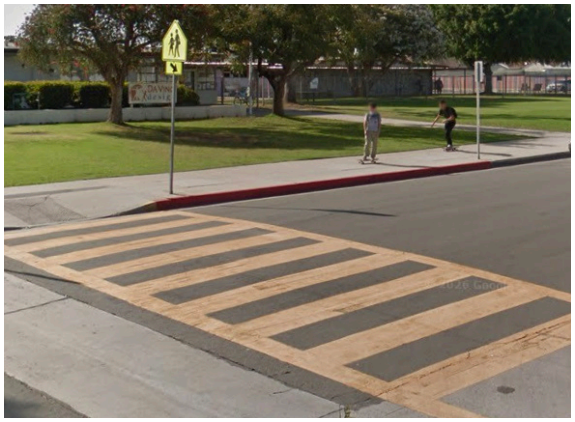
Lighting is important for ensuring pedestrians feel safe while walking through their neighborhoods at night. All major streets in West Carson have street lights that illuminate the roadway, but these lights do not provide sufficient lighting for the sidewalks. Pedestrian lighting in West Carson is minimal, particularly along 223rd Street, where low lighting can make it difficult for pedestrians to navigate at night and be seen by drivers.



Standard crosswalk on Ocean Gate Avenue.



An example of a continental crosswalk with pedestrian signage.



An example of a ladder crosswalk with pedestrian signage.

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.

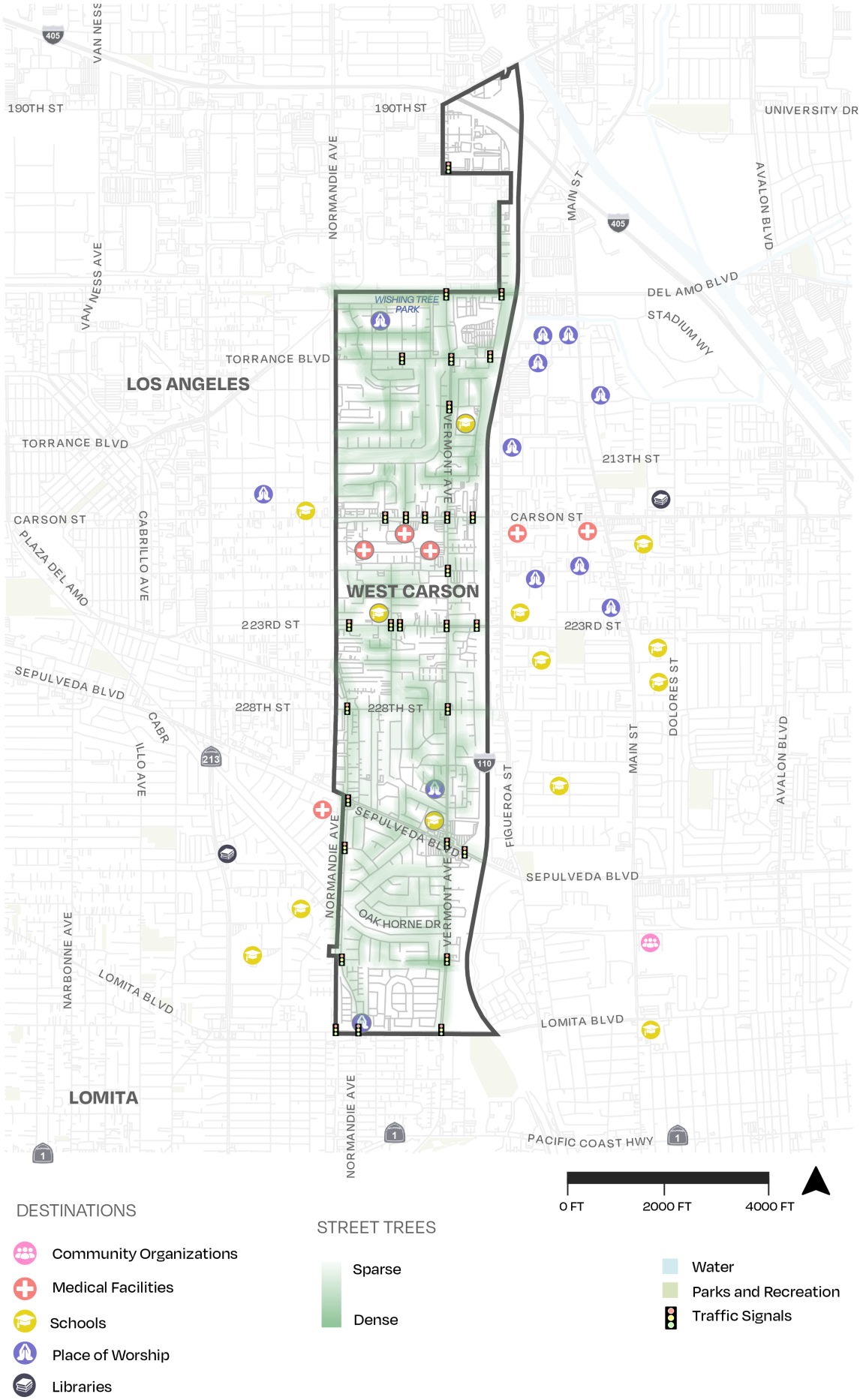
West Carson has a relatively low tree canopy coverage, which affects the area's overall environmental quality and residents' well-being. According to the CFMP, commercial areas in West Carson have limited tree canopy coverage at only 9 percent, leaving the street exposed to direct sunlight and lacking the cooling benefits trees provide.[1] Residential areas have a tree canopy coverage ranging from 10 percent to 14 percent.[2]

According to the Healthy Places Index, around seventy percent of California cities have greater tree canopy coverage than West Carson.[3]

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1 Los Angeles County Community Forest Management Plan (2024)
2 Los Angeles County Community Forest Management Plan (2024)
3 California Healthy Places Index 3.0 (2024)

Figure 15. West Carson Tree Canopy



PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for West Carson 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 West Carson. 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 Vermont Avenue, Normandie Avenue, Carson Street, 220th Street, and Sepulveda Boulevard. 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 Normandie Avenue between 225th Street and Lomita Boulevard to reduce the number of traffic lanes and install a planted median, helping to slow vehicle speeds and create a safer, more comfortable corridor for all road users.
- Reconfiguring the corridor of Vermont Avenue between Del Amo Boulevard and Lomita 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 Carson Street and Vermont 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.
- Crossing improvements along Vermont Avenue, particularly at Del Amo Boulevard, will be important for creating safer and more accessible connections to transit stops, schools, and Wishing Tree Park.
- Rectangular Rapid Flashing Beacons at proposed midblock crossings like Torrance Boulevard and Raymond Avenue will alert drivers of a pedestrian's presence and can make crossing midblock feel less dangerous for a pedestrian.
- Curb extensions, like the one recommended at Normandie Avenue and 245th Street, will benefit pedestrians by shortening crossing distances, increasing visibility between pedestrians and drivers, and encouraging slower vehicle speeds at intersections, creating a safer and more comfortable crossing experience.

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:

- Expanding sidewalks on the north and south side of Carson Street from Normandie Avenue to Vermont Avenue, would provide easier pedestrian access to transit stops, schools, 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:

- Torrance Boulevard has a reported history of speeding. Installing speed feedback signs along the corridor could help encourage drivers to slow down and discourage speeding in the future.
- Near parks, such as on 204th Street near Wishing Tree Park.

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

- Areas where there has been a history of crime, like along Torrance Boulevard and Vermont 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:

- The alley between Bandera Street and Elm Street from Firestone Boulevard and 92nd Street. A green alleyway would provide comfortable, car-free access to the planned linear park for the utility corridor north of 92nd Street.

These proposed projects are detailed in Table 16-10, and are mapped in Figure 16. 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 West Carson 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 16-10: West Carson 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
Normandie Ave						
County	Normandie Avenue (225th Street and Lomita Boulevard)	East and west legs	Study for roadway reconfiguration (planted median)	$250,000	$350,000	
			Plant street trees	Varies	Varies	
			Install speed feedback signs			
County	Normandie Avenue (204th Street and Lomita Boulevard)	East legs	Study for roadway reconfiguation to accomodate sidewalks expansion	$250,000	$350,000	
			Sidewalk maintence	Varies	Varies	
County/City	Normandie Avenue and Carson Street	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		North and south legs	Protected Left Turn Signal	$400,000	$550,000	
		Northeast and northwest corners	Install bus shelter	$28,000	$30,000	
		Northeast corner	Install trash cans	$1,000	$2,000	
			Install benches	$1,000	$2,000	
		All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Study for curb extensions	$65,000	$100,000	
			Study for right-turn on red prohibition	$2,000	$4,000	

Table 16-10: West Carson 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	Normandie Avenue and 220th Street	North and south legs	Study for curb extensions	$65,000	$100,000	
		Northeast and northwest corners	Install bus shelter	Varies	Varies	
			Install benches	$1,000	$2,000	
			Install trash cans	$1,000	$2,000	
County	Normandie Avenue (204th Street and Lomita Boulevard)	East legs	Study for roadway reconfiguation to accomodate sidewalks expansion	$250,000	$350,000	
			Sidewalk maintence	Varies	Varies	
County	Normandie Avenue and 225th Street	All corners	Install traffic signal	$5,000	$10,000	
			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	
		Southwest corner	Install bus shelter	$28,000	$30,000	
			Install trash cans	$1,000	$2,000	
		Northeast corner	Install benches	$1,000	$2,000	
		North leg	Restripe as conti-nental crosswalk with advance stop line	$5,000	$10,000	

Table 16-10: West Carson 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	Normandie Avenue and 228th Street	All legs	Study for right-turn on red prohibition	$2,000	$4,000	
			Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		North-east and southeast corners	Install curb ramps	$10,000	$15,000	
			Install bus shelter	$28,000	$30,000	
		Southeast Corner	Install trash cans	$1,000	$2,000	
			Install benches	$1,000	$2,000	
County	Storm Park-way and Normandie Avenue	North and south leg	Study for pedestrian warning device, pedestrian control signal, or traffic signal	$10,000	$15,000	
			Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
		West legs	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
		North-west and southwest corners	Install curb ramps			

Table 16-10: West Carson 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	Sepulveda Boulevard and Normandie Avenue	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	
		All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Study for curb extensions	$65,000	$100,000	
		Northeast and southeast corners	Install bus shelter	$28,000	$30,000	
			Install trash cans	$1,000	$2,000	
		Northwest corner	Install trash cans	$1,000	$2,000	
		Southeast corners	Install benches	$1,000	$2,000	
	Normandie Avenue and Pasatiempo Lane	North and south legs	Install speed feedback signs	Varies	Varies	
			Study for pedestrian warning device, pedestrian control signal, or traffic signal	$10,000	$15,000	
			Study for road reconfiguration (planted median)	$250,000	$350,000	
		South leg	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	

Table 16-10: West Carson 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	Normandie Avenue and 245th Street	All corners	Study for curb extensions	$65,000	$100,000	
		Northeast corners	Install benches	$1,000	$2,000	
			Install bus shelter	$28,000	$30,000	
			Install trash cans	$1,000	$2,000	
		North and east leg	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		East and west legs	Install speed feedback signs	Varies	Varies	
County	Normandie Avenue and Torrance Boulevard	South and west leg	Install left turn signal	$400,000	$500,000	
New Hampshire Avenue						
County	New Hampshire Avenue (Del Amo Boulevard and Clarion Drive)	East and west sides	Add pedestrian-scale lighting	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
County	New Hampshire Avenue and Del Amo	North and east legs	Reduce curb radious	$15,000	$50,000	

Table 16-10: West Carson 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	New Hampshire Avenue and Del Amo	North and East legs	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
			Add stop sign	$20,000	$40,000	
Meyler Street						
County	Meyler Street and 220th Street	East side	Add pedestrian-scale lighting	Varies	Varies	
		East corners	Study for curb extensions	$65,000	$100,000	
Sesame Street						
County	Sesame Street (Redonda Lane on Sesame Street)	Northbound	Study for speed humps or cushions	$25,000	$50,000	
Vermont Avenue						
County	Vermont Avenue (Del Amo Boulevard to Lomita Avenue)	East and West sides	Plant street trees	Varies	Varies	
			Add pedestrian-scale lighting	Varies	Varies	
		Northbound	Study for roadway reconfiguration (bike lanes)	$250,000	$500,000	
County	Vermont Avenue and Del Amo Blvd	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		South and East legs	Study for right-turn on red prohibition	$2,000	$4,000	
		East leg	Install centerline hardening	$3,000	$10,000	

Table 16-10: West Carson 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	Vermont Avenue and Del Amo Blvd	Northeast corners	Install trash cans	$1,000	$2,000	
			Install benches	$1,000	$2,000	
		Northeast and north-west corners	Install bus shelter	$28,000	$30,000	
		Northeast, Northwest, Southeast corners	Study for curb extensions	$65,000	$100,000	
County	Vermont Avenue and Torrance Boulevard	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		North leg	Install centerline hardening	$3,000	$10,000	
		All corners	Study for right-turn on red prohibition	$2,000	$4,000	
			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	
		Northeast and North-west corners	Install bus shelter	$28,000	$30,000	
			Install benches	$1,000	$2,000	
		Northeast, Northwest, Southeast corners	Install trash cans	$1,000	$2,000	
County	Vermont Avenue and Javelin Street	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	

Table 16-10: West Carson 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	Vermont Avenue and Javelin Street	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		All Corners	Study for curb extensions	$65,000	$100,000	
		Southeast and Northwest corners	Install trash cans	$1,000	$2,000	
			Install benches	$1,000	$2,000	
		Southeast and Northeast corners	Install bus shelter	$28,000	$30,000	
County	Vermont Avenue and 220th Street	All corners	Study for right-turn on red prohibition	$2,000	$4,000	
			Study for curb extensions	$65,000	$100,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and countdown timers	$4,000	$30,000	
		North and South legs	Install centerline hardening	$3,000	$10,000	
		Northeast and Northwest corners	Install bus shelter	$28,000	$30,000	
			Install trash cans	$1,000	$2,000	
County	223rd Street and Vermont Avenue	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		All corners	Study for right-turn on red prohibition	$2,000	$4,000	

Table 16-10: West Carson 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	223rd Street and Vermont Avenue	All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Study for curb extensions	$65,000	$100,000	
		Northwest and Southeast corners	Install bus shelter	$28,000	$30,000	
		Northeast corner	Study for curb extensions	$65,000	$100,000	
		Southwest corner	Install benches	$1,000	$2,000	
County	Vermont Avenue and Gian Drive	North OR South leg	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
		Northeast, Northwest, and East corners	Study for pedestrian warning device, pedestrian control signal, or traffic signal	$10,000	$15,000	
			Study for curb extensions	$65,000	$100,000	
		North and South corners	Install speed feedback signs	Varies	Varies	
			Study need for left turn hardening or road design interventions that reduce crossing distances	$3,000	$10,000	

Table 16-10: West Carson 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	Vermont Avenue and Belson Street	West and South legs	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
		South legs	Study for pedestrian warning device, pedestrian control signal, or traffic signal	$10,000	$15,000	
		South sides	Study for road reconfiguration to remove southbound left turn lane	$250,000	$350,000	
		Southeast and Southwest corners	Install bus shelter	$28,000	$30,000	
County	Vermont Avenue and 220th Street	All corners	Study for right-turn on red prohibition	$2,000	$4,000	
			Study for curb extensions	$65,000	$100,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and countdown timers	$4,000	$30,000	
		North and South legs	Install centerline hardening	$3,000	$10,000	
		Northeast and Northwest corners	Install bus shelter	$28,000	$30,000	
			Install trash cans	$1,000	$2,000	
County	Vermont Avenue and Sepulveda Boulevard	All legs	Study for right-turn on red prohibition	$2,000	$4,000	
		All legs	Restripe as continental crosswalk with advance stop line	$5,000	$4,000	

Table 16-10: West Carson 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	Vermont Avenue and Sepulveda Boulevard	East and South leg	Install bus shelter	$28,000	$30,000	
		All corner	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers		$30,000	
			Study for curb extensions	$65,000	$100,000	
County	Lomita Boulevard and Vermont Avenue	All corners	Install bus shelter	$28,000	$30,000	
			Study for right-turn on red prohibition	$2,000	$4,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and countdown timers	$4,000	$30,000	
		Northwest and Southeast corners	Install trash cans	$1,000	$2,000	
		Northwest corner	Install bus shelter	$28,000	$30,000	
			Install benches	$1,000	$2,000	
			Install Gateway Monument	Varies	Varies	
County	Vermont Avenue at the UCLA Hospital Parking C Exit (Carson Street and 220th Street)	West leg	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
			Study for curb extensions	$65,000	$100,000	

Table 16-10: West Carson 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	Vermont Avenue at the UCLA Hospital Parking C Exit (Carson Street and 220th Street)	South leg	Study for right-turn on red prohibition	$2,000	$4,000	
		East leg	Study for protected left turn phasing	$400,000	$550,000	
Del Amo Boulevard						
County	Del Amo Boulevard and Hamilton Avenue	North, East and West legs	Study for curb extensions	$65,000	$100,000	
		East and West legs	Study for need of centerline hardening	$3,000	$10,000	
		All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		All corners	Study for right-turn on red prohibition	$2,000	$4,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
County	Del Amo Boulevard (New Hampshire and Vermont Avenue)	North leg	Study for walking path that is an extenson from wishing tree park alley	Varies	Varies	
Berendo Ave						
County	Berendo Avenue (204th st and Torrance Boulevard)		Install street lights	Varies	Varies	

Table 16-10: West Carson 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
Torrance Avenue						
County	Torrance Boulevard (Normandie Avenue and Vermont Avenue)	North side in front of Discount Market	Study for driveway consolidation	$20,000	$40,000	
		North and south legs	Install speed feedback signs	$15,000	$20,000	
		North and south sides	Plant street trees	Varies	Varies	
			Install pedestri-an-scale lighting	Varies	Varies	
County	Torrance Boulevard and New Hampshire Avenue	East leg	Install Continental Crosswalk with ad-vanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
			Study for pedestri-an warning device, pedestrian control signal, or traffic signal	$10,000	$15,000	
		East and west legs	Study for need of centerline hardening	$3,000	$10,000	
		Northeast corner	Install curb ramps	$10,000	$15,000	
County	Torrance Boulevard and Catalina Street	All legs	Restripe as continen-tal crosswalk with advance stop line	$5,000	$10,000	
		All corners	Study for curb extensions	$65,000	$100,000	
County	Torrance Boulevard and Budlong Avenue	All corners	Study for curb extensions	$65,000	$100,000	
		SE corner	Install curb ramps	$10,000	$15,000	

Table 16-10: West Carson 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	Torrance Boulevard and Raymond	East leg	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
			Study for pedestrian warning device, pedestrian control signal, or traffic signal	$10,000	$15,000	
		Northeast and Northwest legs	Study for roadway reconfiguration that slows turning speeds	$250,000	$350,000	
County	Torrance Boulevard and Conradi Avenue	West leg	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
			Study for pedestrian warning device, pedestrian control signal, or traffic signal	$10,000	$15,000	
		West corners	Study for curb extensions	$65,000	$100,000	
			Install curb ramps	$10,000	$15,000	
		All corners	Expand Sidewalk	Varies	Varies	
County	Torrance Boulevard and Hamilton Avenue	North and East legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		All corners	Study for right-turn on red prohibition	$2,000	$4,000	
		North corner	Study for curb extensions	$65,000	$100,000	

Table 16-10: West Carson 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
Carson Steet						
County	Carson Street (Normandie Avenue and Vermont Avenue)	North and south sides	Study for roadway reconfiguation to accomodate larger sidewalks that can accomodate larger tree wells and tree planting	$250,000	$350,000	
			Install pedestrian-scale lighting	Varies	Varies	
			Add greenways	Varies	Varies	
			Plant street trees			
County	Carson Street and Budlong Avenue	East leg	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
			Study for right-turn on red prohibition	$2,000	$4,000	
		All corners	Study for curb extensions	$65,000	$100,000	
		Northeast corner	Install bus shelter	$28,000	$30,000	
			Install trash cans	$1,000	$2,000	
		Northeast corner and Southeast corner	Study for right-turn on red prohibition	$2,000	$4,000	
County	Berendo Avenue and Carson Street	All corners	Study for right-turn on red prohibition	$2,000	$4,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	

Table 16-10: West Carson 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	Berendo Avenue and Carson Street	Northeast and Northwest corners	Install bus shelter	$28,000	$30,000	
		Northeast corner	Install trash cans	$1,000	$2,000	
			Install benches	$1,000	$2,000	
		North, East and West legs	Study for curb extensions	$65,000	$100,000	
		East and West legs	Study for need of centerline hardening	$3,000	$10,000	
			Install speed feedback signs	$15,000	$20,000	
			Study for protected left turn phasing	$400,000	$550,000	
		West leg	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
County	Carson Street and Vermont Avenue	All Corners	Study for curb extensions	$65,000	$100,000	
			Install trash cans	$1,000	$2,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Study for right-turn on red prohibition			

Table 16-10: West Carson 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	Carson Street and Vermont Avenue	Northeast, Northwest, Southwest corners	Install bus shelter	$28,000	$30,000	
		All legs	Study for need of centerline hardening	$3,000	$10,000	
			Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		Northeast corner and Southeast corner	Install bus shelter	$28,000	$30,000	
204th Street						
County	204th Street (Normandie Avenue and Vermont Avenue)	All corners	Study for speed humps or cushions	$25,000	$50,000	
213th Street						
County	213th Street (Normandie Avenue and Vermont Avenue)	East or West sides	Install pedestrian-scale lighting	Varies	Varies	
220th Street						
County	220th Street (Normandie Avenue and Vermont Avenue)	East or West sides	Study for speed humps or cushions	$25,000	$50,000	
			Install bus shelters	$28,000	$30,000	
223rd Street						
County	223rd Street and I-110 Entrance	East or West legs	Install curb ramps	$10,000	$15,000	
			Install bus shelters	$28,000	$30,000	

Table 16-10: West Carson 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	223rd Street and I-110 Entrance	East or West sides	Instal pedestrian-scale lighting	Varies	Varies	
		Southwest and Northwest corners	Study for curb extensions	$65,000	$100,000	
228th Street						
County	228th Street and Petroleum Avenue	South leg	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
		West leg	Add stop signs			
		All corners	Install curb ramps	$10,000	$15,000	
County	228th Street and Mariposa Avenue	Southeast and southwest corners	Study for curb extensions	$65,000	$100,000	
		North leg	Construct sidewalk	Varies	Varies	
		East and West legs	Study for need of multi-way stop	$20,000	$40,000	
County	228th Street and Vermont Avenue	North and South legs	Study for right-turn on red prohibition	$2,000	$4,000	
			Study for curb extensions	$65,000	$100,000	
		All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	

Table 16-10: West Carson 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
Sepulveda Boulevard						
County	Sepulveda Boulevard (Marigold Avenue and Broadwell Avenue)	East and West sides	Install speed feedback signs	$15,000	$20,000	
			Plant street trees	Varies	Varies	
			Add pedestrian-scale lighting	Varies	Varies	
	Sepulveda Boulevard and Del Amo Woods Drive	South leg	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		East OR West leg	Install continental crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
		East OR West corners	Study for need of traffic signal	$400,000	$500,000	
Fernest Drive						
County	Fernrest Drive (Spicewood Lane and Sandhurst Lane)	All corners	Study for need of multi-way stop	$20,000	$40,000	
			Study for speed humps or cushions	$25,000	$50,000	
Lomita Boulevard						
	Lomita Boulevard (Petroleum Avenue and Broadwell Avenue)	East and West sides	Add pedestrian-scale lighting	Varies	Varies	

Table 16-10: West Carson Proposed Pedestrian Projects, continued

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

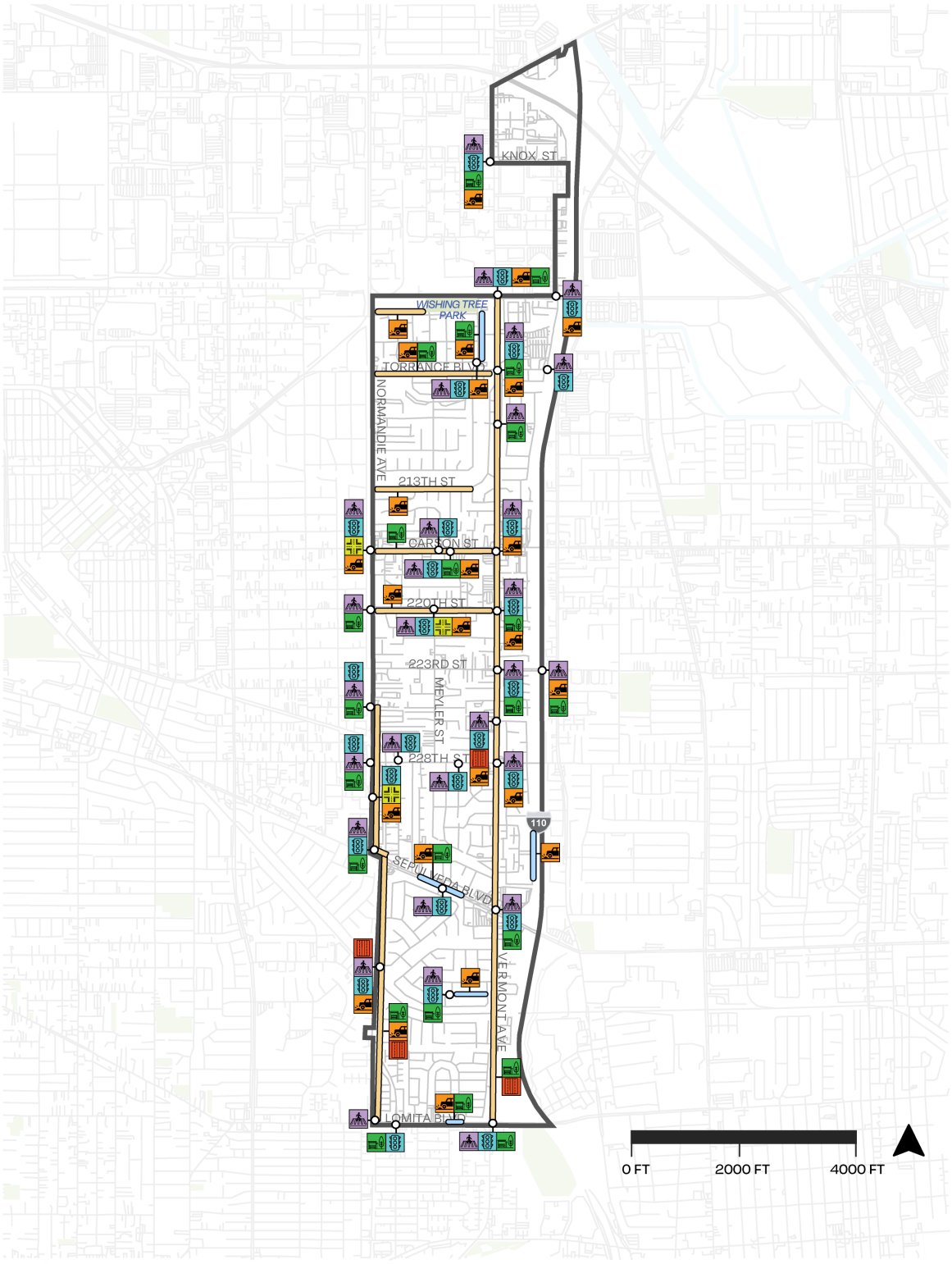
Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Lomita Boulevard (Petroleum Avenue and Broadwell Avenue)	East or West sides	Instal pedestrian-scale lighting	Varies	Varies	
County	Petroleum Avenue and Lomita Boulevard	West leg	Install Continental Crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
			Study for pedestrian warning device, pedestrian control signal, or traffic signal	$10,000	$15,000	
		South leg	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
County	Normandie Avenue and Lomita Boulevard	All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Study for curb extensions	$65,000	$100,000	
			Study for right-turn on red prohibition	$2,000	$4,000	
		Northeast and Southeast corners	Install bus shelter	$28,000	$30,000	
	Lomita Avenue and Frampton Avenue	All corners	Study for curb extensions	$65,000	$100,000	
		East and West corners	Install advance yield markings	$1,000	$2,000	

Table 16-10: West Carson 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
Budlong Avenue						
County	Milton Street and Budlong Avenue	East and West sides	Add stop signs	$20,000	$40,000	
		North and south legs	Install centerling hardening	$3,000	$10,000	
		All legs	Install continental crosswalk with advanced stopline and or advanced yield markings as appropriate	$10,000	$15,000	
	Budlong Avenue (204th Street and Torrance Boulevard)	Northbound	Study for speed humps or cushions	$25,000	$50,000	

Figure 16. West Carson Proposed Projects



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.

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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 16-11 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in West Carson. Relevant actions from LA County's Vision Zero Action Plan are listed in Table 16-12.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs are described in Chapter 6 of Step by Step; those suggested for West Carson are listed in Table 16-13.

Table 16-11: Countywide Actions Suggested for West Carson

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 16-12: Vision Zero Actions Suggested for West Carson

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 16-13: Countywide Programs Suggested for West Carson

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.
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2)encouraging active modes of getting to school through new infrastructure and programming; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing cut-through traffic on residential streets near schools due to school drop-off and pickup.
Walking Clubs	Public Health leads walking clubs at a number of County parks that participate in the Parks After Dark (PAD) Program. The program gets residents engaged in physical activity while their children or grandchildren take advantage of park activities. Public Health also developed a Community Walking Club Toolkit, which is available for community members and organizations interested in organizing their own walking clubs. It provides nutrition and physical activity information to inform walking club participants. Walking clubs also build social cohesion as participants get to know their neighbors
The Works	Public Works has an online and mobile application called The Works that serves as a one-stop solution for County residents to report and track services. 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
Green Streets	The County is dedicated to making its unincorporated streets greener and more sustainable. One way to achieve this is through a Green Streets Program that expands the urban forest, a system of trees, other vegetation, and water within an urban area. Street trees make communities more livable in many ways, including removing air pollutants often associated with respiratory illnesses, reducing storm-water run-off, helping cool the region's hot summer temperatures, beautifying neighborhoods, and even helping calm traffic.

CONCLUSION

The West Carson 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 West Carson 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 West Carson 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 West Carson residents overall.