

Ch. 17

ALONDRA PARK/EL CAMINO VILLAGE COMMUNITY PEDESTRIAN PLAN

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INTRODUCTION

The Alondra Park/El Camino Village 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

With a population of over 8,000 residents, the unincorporated community of Alondra Park/El Camino Village spans approximately 1.1 square miles in the heart of Los Angeles County's South Bay region.

Throughout this report, the two communities in the planning area (Alondra Park and El Camino) will be referred to as a single place, e.g., "the plan area," or named individually where applicable. The plan area is geographically defined by the cities of Lawndale to the east, Hawthorne to the north, Gardena to the west, and Torrance to the south. Alondra Park/El Camino is home to two key regional destinations: El Camino College and Alondra Community Regional Park. This community is located near the Interstate (I-)405 freeway and includes the Dominguez Channel riverbed.

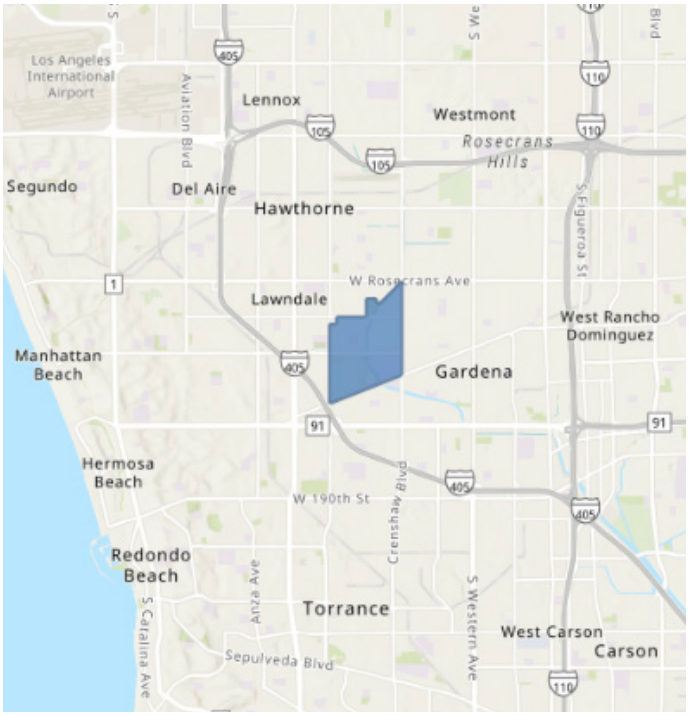


Figure 1. Alondra Park/El Camino Village Subregional Context

Thank You

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Special thanks to the residents of Alondra Park/El Camino Village 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 Alondra Park/El Camino Village.

The northern half of the neighborhood is primarily residential in character while the southern half is defined by the El Camino College campus and by Alondra Community Regional Park. The housing stock includes single-family homes, condos, townhomes, and duplexes. El Camino College serves the educational needs of local residents but also the greater South Bay region. Alondra Community Regional Park includes various recreational facilities, park amenities, and programs, which attract both local park goers and regional visitors. The Dominguez Channel, a County-maintained flood control channel, runs through this community. While its primary function is water management, the channel also supports wildlife habitat and walking trails.

Demographics

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

Alondra Park/El Camino Village is a suburban area with a relatively high population density. There are over 7,000 residents per square mile living in Alondra Park/El Camino Village, while the countywide average is closer to 2,400 residents per square mile. Table 17-1 displays the race/ethnicity demographics of Alondra Park/El Camino Village in greater depth, referencing data from the Census Bureau's American Community Survey (ACS) 5-Year Estimates (2022).

Hispanic or Latino residents make up 50.5 percent of the total population, closely aligning with the county average of 49.1 percent. Approximately 54 percent of residents are working-age adults between 24 and 64 years old, and approximately 31 percent of residents are under the age of 24.

When looking at individuals aged 25 and older, the plan area has a much lower percentage of high school graduates at 73.4 percent compared to the county average of 80.7 percent. In the plan area, 64 percent of residents speak a language other than English, which is higher than the county average of 55 percent. Linguistic isolation occurs when someone in a household over the age of 14 is not fluent in English. 14.4 percent of the community is linguistically isolated. This is particularly relevant when considering how to engage with residents in this participatory planning process; residents with limited English proficiency will require translation and interpretation services to participate.

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Table 17-1: Alondra Park/El Camino Village Demographics

	LA County	Alondra Park/ El Camino Village
Total Population	9,768,886	8,293
Population Density (per square mile)	2,430	7,255.5
Race/Ethnicity		
White	24.2%	16.9%
Black or African American	7.4%	10.4%
Asian	15.1%	16.9%
American Indian	0.2%	0.2%
Pacific Islander	0.2%	0.3%
Two or More Races	3.2%	3.9%
Other Race	0.6%	0.9%
Hispanic or Latino	49.1%	50.5%
Age Group		
Under 24 Years	28.8%	31.3%
24-64 Years	55.6%	54.1%
65 and Over	15.6%	14.6%

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

Table 17-1 (continued): Alondra Park/El Camino Village Demographics

	LA County	Alondra Park/ El Camino Village
Education Level (25 and over)		
Total	6,857,511	5,871
No High School Diploma	19.3%	26.6%
Obtained High School Diploma	38.2%	38.6%
Obtained Associates or higher	42.5%	34.8%
Language Spoken At Home		
Only English	44.9%	36.6%
Spanish	37.7%	45.5%
Other Indo-European languages	5.6%	0.6%
Asian And Pacific Island	10.7%	12.8%
Other languages	1.2%	4.5%
Linguistic Isolation		
Linguistic Isolation	12.7%	14.4%

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

Socioeconomics

The median household income of the plan area is $75,032, which is less than the countywide figure of $86,587. Table 17-2 displays the socioeconomic statistics in the plan area using data from the 2022 ACS 5-Year Estimates. The poverty rate for the plan area is relatively low; approximately 4.1 percent of households in the plan area live below the poverty line, which is significantly lower than the countywide rate of 13 percent.

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

In 2024, volunteers with the Los Angeles Homeless Services Association counted 75,312 sheltered and unsheltered homeless people in Los Angeles County during the latest annual point-in-time count.[1] In the plan area, volunteers counted 15 informal dwellings; these dwellings included cars (1), vans (6), RVs (2), and tents (6). Pedestrian planning in the area will need to thoughtfully consider 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 killed in traffic collisions between the hours of 9 PM and 9 AM. Given that at least 3,282 homeless individuals died between 2021 and 2022 (the most recent year of data available), an unhoused individual is killed in a traffic-related incident in LA County approximately every other day.[3]

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 17-2: Alondra Park/El Camino Village Socioeconomics

	LA County	Alondra Park/ El Camino Village
Median Household Income		
Total	$86,587	$75,032
Poverty Rate		
2022 Households Below Poverty Level	12.9%	4.1%
Temporary Shelters		
Total Dwellings	21,288	15
Cars	17.4%	6.7%
Vans	14.0%	40.0%
RVs	32.2%	13.3%
Makeshift Shelters	16.5%	0.0%
Tents	19.9%	40.0%

Source: U.S. Census Bureau American Community Survey 5-Year Estimates (2022), 2024 Greater Los Angeles Homeless Count Data (October 2024)

Health Considerations

Health outcomes are driven in part by the built environment and in part by how well one's neighborhood encourages and supports health-affirming activities. The plan area 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 Alondra Park/El Camino Village are detailed in Table 17-3, which shows that the health challenges that residents face are generally consistent with those of the overall county population.

The plan area has higher rates of cancer (6.8 percent), heart disease (6.1 percent), and diabetes (13.2 percent) compared to LA County averages, as shown in Table 3. Rates of obesity (23.8 percent) and physical inactivity (23.7 percent) are similar to the county average and can contribute to higher rates of chronic conditions like heart disease. Alondra Park/El Camino Village also experiences relatively high rates of asthma (9.2 percent), similar to the county average.[4] Additionally, the average life expectancy of Alondra Park/El Camino Village residents (79 years) is slightly lower than the countywide average of 80 years old.

Poor health outcomes are worsened by the lack of access to healthcare and food. Around 9 percent of residents in the plan area face transportation challenges that make it difficult to access healthcare and essential services that support healthy lifestyles. Over 12 percent of 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 no food pantries in the plan area, though there are seven retailers that accept CalFresh.[5]

Social Isolation refers to a person's lack of social connections, interactions, or support networks around them. 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.[6] Social isolation affects 35 percent of adults living in the plan area, which is consistent with the county average[7], highlighting a community need for greater social connectivity and more supportive services.

Disabilities impacting vision and mobility are also present in the plan area, with 5.9 percent of adults reporting vision disabilities and 13.7 percent experiencing mobility limitations, compared to 6.2 percent and 12.6 percent in Los Angeles County, respectively.[8] Providing better access such as ramps, wider sidewalks, and improved signage can help support residents living with these disabilities.

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4 CDC PLACES (2022)

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

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

7 CDC PLACES (2022)

8 Ibid.

Table 17-3: Alondra Park/El Camino Village Health Considerations

	LA County	Alondra Park/ El Camino Village
Healthy Food Access (18+)		
Transportation Barriers	9.6%	8.7%
Food Insecurity	17.2%	15.2%
CalFresh Recipients	15.4%	12.7%
Social Isolation	34.8%	35%
Retailers Accepting CalFresh	6,336	7
Food Pantries	144	0
Adults with low-income food insecurity	10.5%	24.4%
Public Health (18+)		
Cancer (minus skin cancer)	6.0%	6.8%
Heart Disease	5.4%	6.1%
Diabetes	12.3%	13.2%
Life Expectancy	80.3%	79.0
Obesity	26.2%	23.8%
Physical Inactivity	23.1%	23.7%
Asthma	9.1%	9.2%
Vision Disability	6.2%	5.9%
Mobility Disability	12.6%	13.7%

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 and create a more resilient future for Alondra Park/El Camino Village and surrounding communities.

As shown in Figure 2, land use designations within the plan area are mainly residential, with a mix of open space and educational institutions. The housing is 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 is important. Ensuring safe and accessible active transportation options is crucial to supporting residents' daily needs and enhancing overall mobility. Alondra Community Regional Park, between Redondo Boulevard, Prairie Avenue, Manhattan Beach Boulevard, and El Camino College, allows convenient access for residents, as well as for students from El Camino College. The commercial zone is located along Crenshaw Avenue, allowing residents and students from El Camino College to have nearby access to goods and services.

Just over half of all housing in the plan area is renter-occupied. This rate of renter-occupied to owner-occupied housing is on par with rates across the County, where the total renter occupancy rate is 53.8 percent.[9] Table 17-4 presents housing statistics for Alondra Park/El Camino Village, showing a median gross rent of $1,740, which is slightly lower than the county average. Even so, nearly 60 percent of this community is considered rent-burdened, which is defined as the portion of residents who spend more than 30 percent of their income on housing costs.

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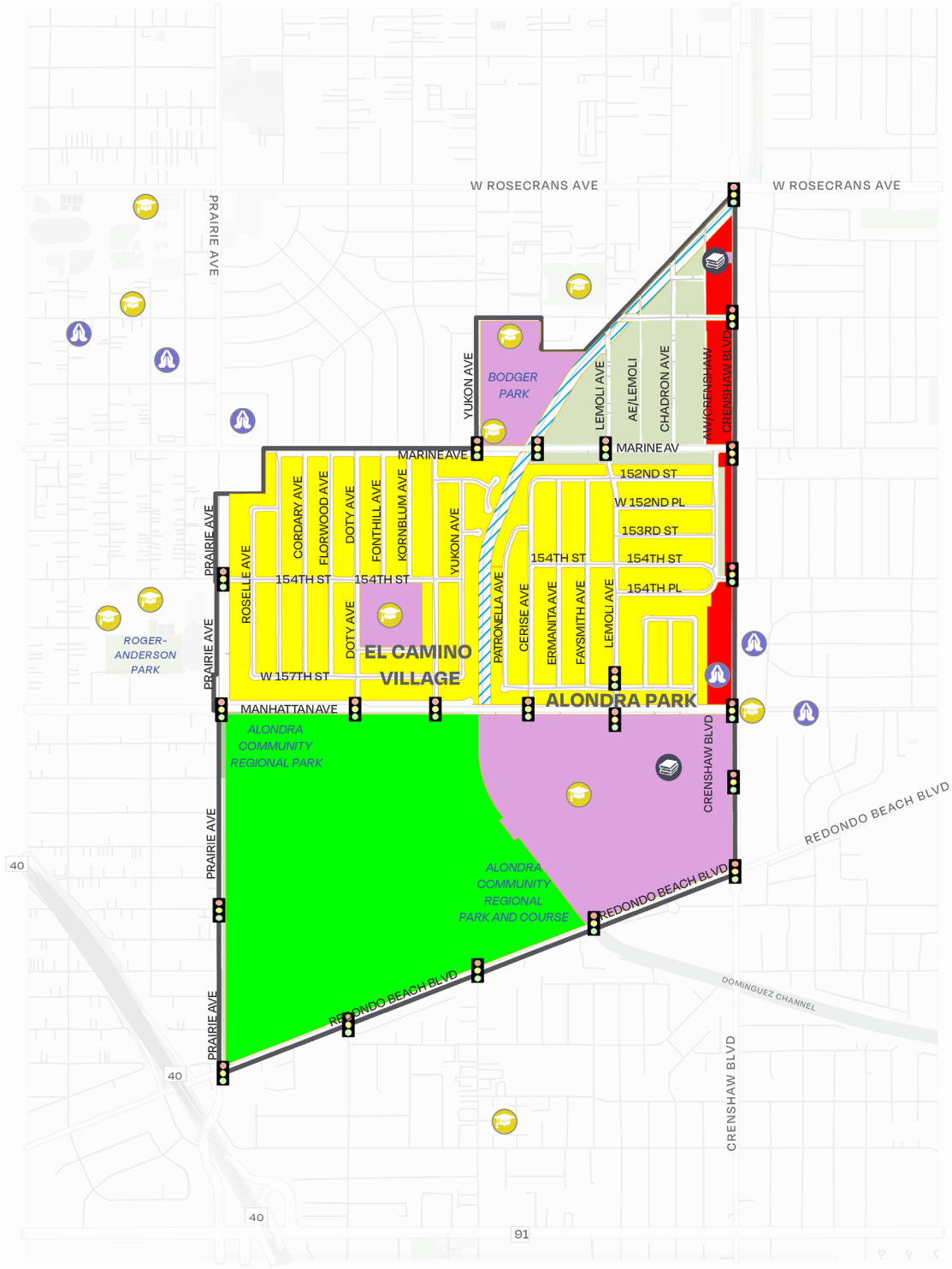
9 U.S. Census Bureau American Community Survey 1-Year Estimates (2024)

Table 17-4: Alondra Park/El Camino Village Housing

	LA County	West Carson
Renters vs Homeowners		
Total	3,436,464	2,804
Renters	53.8%	51.9%
Homeowners	46.2%	48.1%
Median Gross Rent		
Median Gross Rent	$1,896	$1,740
Housing Burden		
Rent Burden	54.8%	59.9%

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

Figure 2. Alondra Park/El Camino Village Land Use Designations



DESTINATIONS

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

LAND USE LEGEND

- Resedential High Density
- Resedential Low/ Medium Density
- General Commercial
- Major Commercial
- Mixed Use
- Light Industrial
- Heavy Industrial
- Public and Semi Public Space
- Parks and Recreation
- Water

Park Access

Measuring park access involves determining the distribution of park land per 1,000 residents living within the plan area 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.[10]

The plan area has two parks: Alondra Community Regional Park, located on Manhattan Beach Boulevard, and Bodger Park, located on Yukon Avenue. These parks offer access to basketball fields, play areas, fishing lakes, outdoor stages, swimming pools, and community gardens. In total, there are approximately 26 park acres available within the community boundaries, although this calculation includes Alondra Park Golf Course, which is an 18-hole golf course that is limited to certain hours to the public. Existing park space totals 2.3 park acres per 1,000 residents, which is below the Los Angeles County average of 3.3 park acres per 1,000 residents, and about half of the General Plan's adopted goal of 4 acres per 1,000 residents.[11] In Alondra Park/El Camino Village, 62 percent of residents live within a half-mile radius of a park.

Table 17-5 presents park access data from the County Parks Needs Assessment (PNA), which places the plan area within the "high park need" category for additional parks and recreational resources. According to the PNA+ ranking, which includes additional demographic and environmental factors, these communities are further classified as areas of "very high park need."[12]

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

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

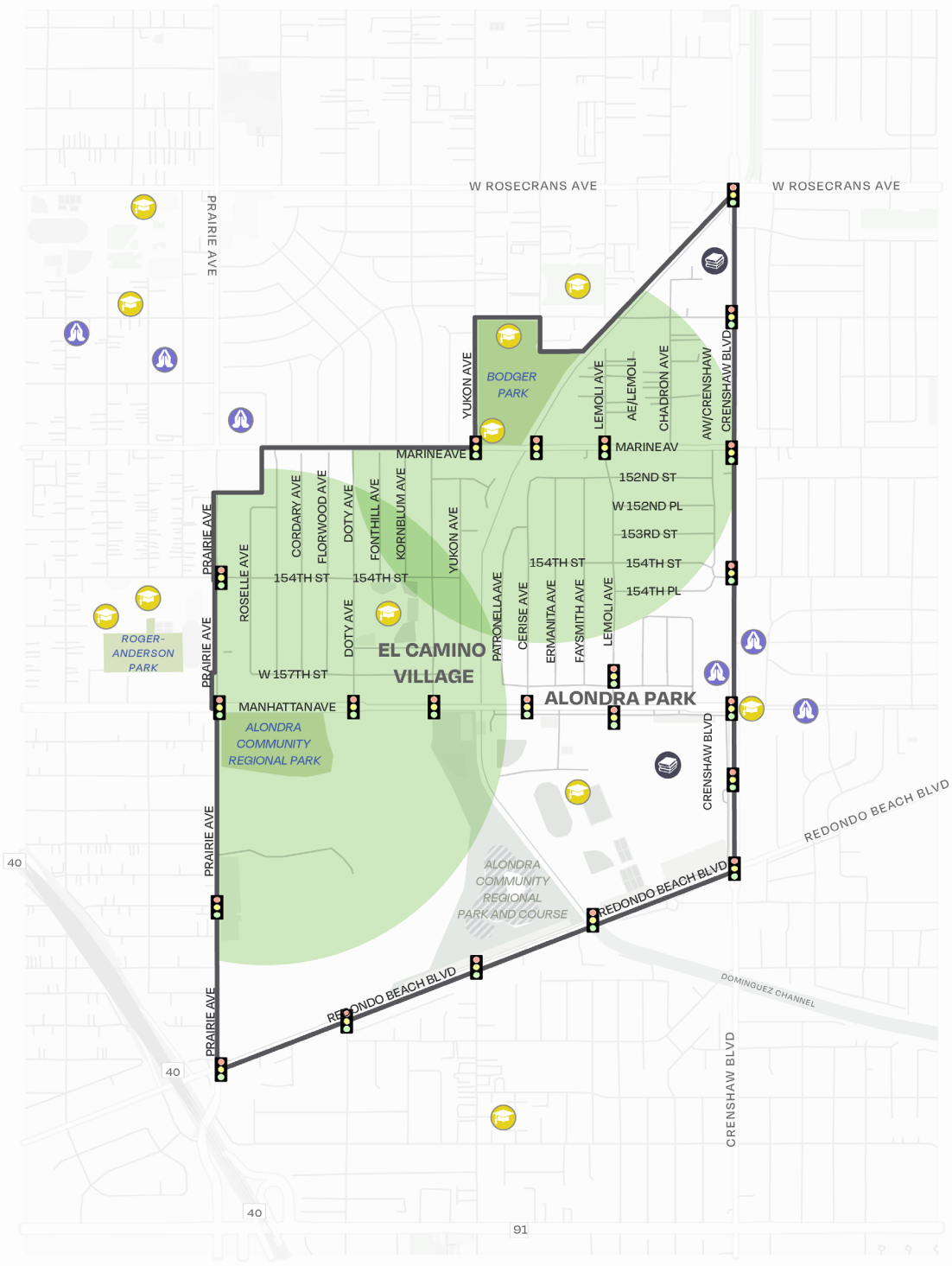
12 Los Angeles County Parks and Recreation, Parks Needs Assessment Study Area Profile (2016)

Table 17-5: Alondra Park/El Camino Village Park Access

	LA County	West Carson
Park Information		
Total Park Acres	70,079 park acres	25.9 park acres
Park acres per 1,000 residents	3.3 park acres	2.3 park acres
Residents living within 1/2 mile of a park	49%	62%

Source: 2016 Parks Needs Assessment Study Area Profile

Figure 3. Alondra/El Camino Village ½ Park Walk Shed



DESTINATIONS

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

PARKS ACCESS

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

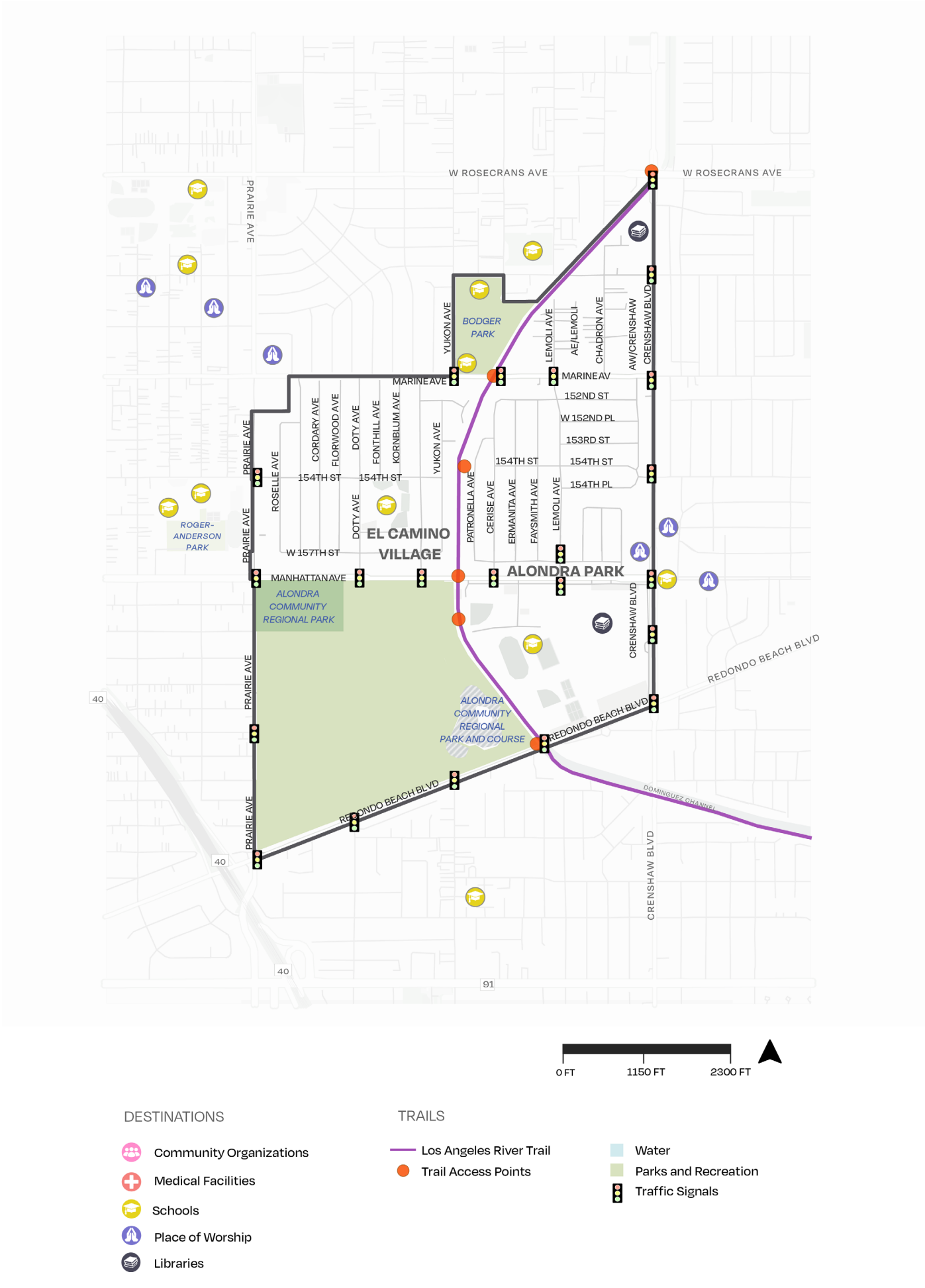
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Trails

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.

Intersecting the plan area, the Dominguez Channel Trail (spanning 2.8 miles) offers a unique recreational opportunity for residents, connecting them to a broader trail network for pedestrians and cyclists. Access points for the Dominguez Channel Trail are located throughout the community on Manhattan Beach Boulevard, Marine Avenue, and 147th Street. The trail provides a safe and scenic path for walking, jogging, and cycling, encouraging physical activity and promoting physical and mental 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. Alondra/El Camino 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 (2012)

LA County Public Works

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

The following on-street facilities are proposed in Alondra Park/El Camino Village in the draft BMP:

- Prairie Avenue - Class 2
- South Lemoli Avenue - Class 3
- Doty Avenue - Class 3
- Manhattan Beach Boulevard - Class 2
- Redondo Beach Boulevard - Class 2

These recommendations could also lead to improved safety for people walking in Alondra Park/El Camino Village. For example, Class 2 bike lanes featuring traffic calming treatments have been proven to lead to lower traffic speeds, making streets safer for all users, including pedestrians. Future proposed pedestrian projects in Alondra Park/El Camino Village will be coordinated with these BMP recommendations for continuity. The Department of Public Works is currently in the process of updating the Bicycle Master Plan which was adopted to the County General Plan in 2012. The update to the Bicycle Master Plan will be finalized in early 2025.

Los Angeles County General Plan 2035 (2015)

LA County Department of Regional Planning

The General Plan provides the policy framework for how and where unincorporated communities will develop through 2035. It establishes goals, policies, and programs to foster healthy, livable, and sustainable unincorporated communities. The General Plan guides growth countywide and

lays a foundation for future community-based planning initiatives. The Mobility Element of the General Plan provides an overview of the County's transportation network to make streets safer, accessible, and more convenient for walking, riding a bicycle, or taking transit. The General Plan establishes a program to prepare community pedestrian plans, with guidelines and standards to promote walkability and connectivity throughout unincorporated areas. Within the General Plan Land Use Element, Alondra Park/El Camino Village was identified as an opportunity area, mainly on its commercial corridor on Crenshaw Boulevard. The potential to add pedestrian-scale and mixed-use development will be key to further improving the corridor.

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

LA 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. The plan area was identified as having high park needs in the 2016 PNA, as there is only 2.3 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.

Los Angeles County Vision Zero Action Plan (2019)

LA County Department of Public Health and Public Works

The goal of Los Angeles County's Vision Zero initiative is to eliminate traffic-related fatalities on unincorporated County roadways by 2035.

The Vision Zero Action Plan identifies Collision Concentration Corridors (CCCs) throughout the County, defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013, and December 31, 2017. The CCCs were prioritized based on factors such as health equity, the severity of injury, and whether pedestrians or bicyclists were involved in the collision. There are three CCC's located in Alondra Park/El Camino Village on Marine Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard. 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. Alondra Park/El Camino Village is included in the LTN on 154th Street.

Metro Active Transportation Strategic Plan (2023)

LA 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.

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

LA 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. Alondra Park/El Camino Village is identified in the plan as having a high canopy need, high social sensitivity, and less than 10% of canopy cover.

South Bay Area Plan (2025)

LA 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; 3.1 Land Use; 3.2 Mobility; 3.3 Conservation, Open Space, and the Environment; 3.4 Public Services and Facilities; 3.5 Economic Development; and 3.6 Historic Preservation.

The Mobility Element of the SBAP is the most intertwined with pedestrian planning as it sets

the overall vision and goal for long-term transportation updates in the region. The Mobility Element of the SBAP maps out specific improvements in each unincorporated community in the plan, specifically; 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 Alondra Park/El Camino Village:

- Phase I LTN is proposed on Lemoli Avenue and 154th Street in Alondra Park/El Camino Village.
- Policy 1.4: Streetscape Enhancements. Guide the transformation of Crenshaw Boulevard into a vibrant corridor through a corridor or streetscape plan that determines appropriate treatments to enhance the public realm.
- Policy 2.1: Streetscape Infrastructure to Support Food Vending. Support and preserve existing food vending and trucks through new regulations and streetscape infrastructure, such as wider sidewalks, benches, loose seating, small plazas, or the temporary activation of vacant lots.
- Policy 3.1: Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Marine Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard through the installation of Leading Pedestrian Interval (LPI) and Leading Bike Interval (LBI) phasing at traffic signals with intersecting Class I, II, and IV facilities.
- Policy 4.1: Improved Access to Alondra Park. Enhance access to Alondra Park through improved bicycle and pedestrian infrastructure and the removal of the existing fencing around portions of the periphery of the park.
- Policy 4.3: Improved access to El Camino College. Promote enhancements to active transportation facilities that connect to El Camino College to improve safety and access.

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ONGOING PROJECTS

The following projects within Alondra Park/El Camino Village are enhancing transportation infrastructure to help reduce traffic, pedestrian collisions and improve overall mobility in the area for all modes of transportation.

Redondo Beach Boulevard TSSP - Artesia Boulevard to Vermont Avenue

Public Works

Upgrade traffic signals to synchronize traffic patterns to reduce delays and collisions. Improving traffic flow and reducing delays can create safer and more predictable crossings which can reduce the risk of pedestrian collisions.

El Camino Village - Doty Avenue between 154th Street and 157th Street

Public Works

Speed cushions to deter speeding. This will slow down traffic making it safer for pedestrians to cross the street and give vehicles more time to yield.

Alondra Park Multi-Benefit Stormwater Capture Project

Public Works

Alondra Park will undergo significant pedestrian-focused improvements as part of this project. Enhancements include the addition of multi-use walking paths, upgraded field lighting, and permeable parking pavers, all designed to improve accessibility.

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.

Lemoli Avenue Traffic Calming

Public Works

A traffic study for Lemoli Avenue has been completed, identifying excessive vehicular speeds as a concern. As a result, the study recommended the installation of speed cushions. A funding request has been submitted to support the proposed traffic calming measures, which are scheduled for installation in August 2025.

El Camino Village Traffic and Pedestrian Safety Enhancements

Public Works

The project consists of traffic and pedestrian safety enhancements on Crenshaw Boulevard, Manhattan Beach Boulevard, and Marine Avenue, roadway segments identified as Vision Zero Collision Concentration Corridors in the County's Vision Zero Action Plan.

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 Alondra Park/El Camino Village 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.

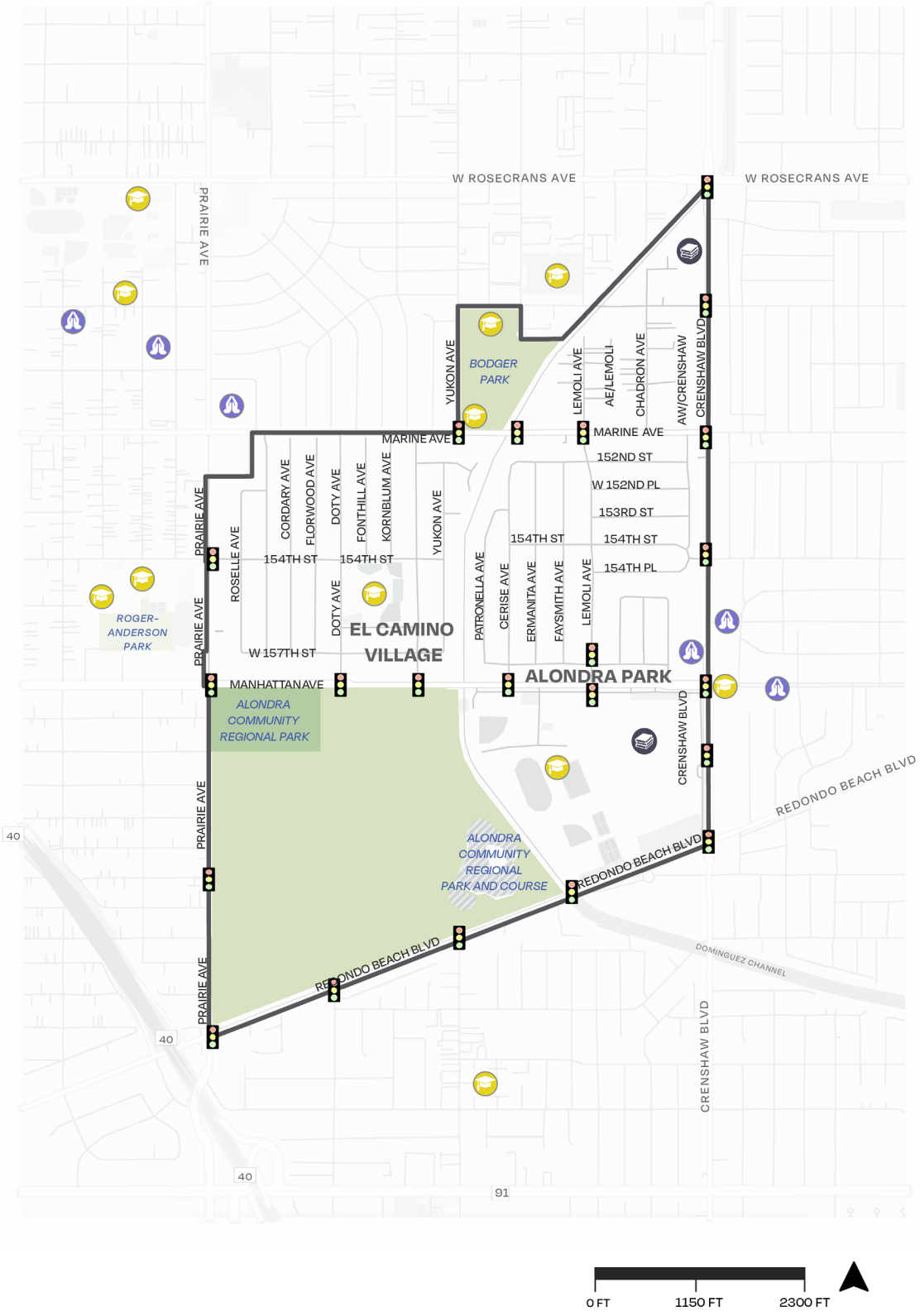
To develop a placekeeping strategy, it is important to define what community landmarks and design elements the community identifies as having historical or cultural significance. Through input from the Community Advisory Committee and broader engagement with the public, key community landmarks and design elements will be shared and analyzed further in the plan.

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Destinations

Identifying local destinations in Alondra Park/ El Camino Village 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 plan area. Key community destinations will be further explored and analyzed in the later chapters of the plan.

Figure 5. Alondra Park/El Camino Village Destinations



COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (Public Health) and Los Angeles County Public Works (Public Works), Strength-Based Community Change (SBCC) led outreach efforts to gather community input throughout the development of the draft Alondra Park/El Camino Village Community Pedestrian Plan (Plan). The project team used an engagement strategy based on the Plan's goals and an understanding of existing community-identified issues. 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 Alondra Park/ El Camino Village. These outreach efforts took place between October 2024 and August 2025, and included attending existing meetings held by community organizations, schools, and neighborhood groups; tabling at community events; stakeholder interviews; surveys; community workshops; and community data collection activities. Project staff held a total of 14 events, including one in-person workshop, one virtual workshop, one focus group, six educational presentations, one large park event in Bodger Park, one community walk, and three smaller community outreach events that included meetings, presentations, tabling, and canvassing to recruit for CAC members. Three Community Advisory Committee meetings were held between January 2025 and August 2025. A summary of these outreach activities and key findings on barriers to walking in the community and desired enhancements, amenities, and programs is provided in this section.

Community members expressed a desire for enhanced walkability and safety along routes to schools and parks. They also highlighted a need to implement traffic calming measures to reduce excessive vehicle speeds around the residential areas and destinations such as parks, schools, religious institutions, and shopping centers.

Community Advisory Committee

The team assembled a Community Advisory Committee (CAC) to provide guidance on community engagement efforts and proposed projects, and inform this planning process.

The Alondra Park/El Camino Village CAC is composed of parents, seniors, homeowners, community representatives, teachers, representatives of local organizations, and business owners. All CAC members provided advice on community concerns, priorities, and preferences.

Three CAC meetings were held between January 2025 and August 2025. In these CAC meetings, members learned about community data collection methods, County processes for long-range planning, near-term maintenance, and the connections between walkability, public health, public safety, and advocacy.

Community Collaboration

To maximize community involvement, SBCC and Public Health attended 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 Alondra Park/El Camino Village.

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

Participants frequently identified unsafe walking conditions due to speeding and risky driving behaviors, obstructed pedestrian sightlines, and deficient pedestrian facilities. The community also elevated the need for safer routes to schools for kids and families, and a desire to utilize the Dominguez Channel Walking Path safely. SBCC also asked participants to identify places that they would like to walk, and local places that bring joy to the community; responses included Alondra Park and Bodger Park, and events organized by the El Camino Neighborhood Watch.

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

- El Camino College
- El Camino Village Neighborhood Watch
- Herbalife Fitness Group

- Lawndale Unified School District PTA
- Preschool Without Walls Organization
- The LAB

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 Alondra Park/El Camino Village, 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 55 surveys completed in English and Spanish.

Respondents' top three areas of concern:

- Safe Routes to School
- Excessive Vehicle Speeds
- Obstructed Sightlines

Community events the project team attended for Phase 1 included:

- Harvest Fest at Alondra Park
- El Camino Village Canvassing
- The LAB Community Presentation
- Lawndale Unified School District PTA Presentation
- Bodger Park Pride Month
- Spring Jubilee at Bodger Park
- Spring Jubilee at Alondra Park
- Preschool without Walls Community Presentation

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 August 8th 2025, the project team, together with Public Works, and six El Camino residents conducted a walk audit. Participants received training prior to the walk audit from project planning consultant City Fabrick on how to document walking conditions and opportunities for improvement. The walk audit focused on sections of Crenshaw Blvd and Marine Avenue. The group also had the opportunity to walk along the Laguna Dominguez Trail. Many residents shared that they had never used this trail before. While they appreciated the opportunity to explore a new walking route, they also pointed out several safety concerns that make the trail feel unsafe for regular pedestrian use. Participants regrouped at Bodger Park following the audit to debrief.





Images are from community walk audit in Alonda Park/El Camino Village conducted on August 8, 2025.

FOCUS GROUP

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

For this effort, SBCC conducted a focus group with mothers and caregivers in El Camino Village, as they are frequent pedestrians who rely on walking for daily trips and caregiving responsibilities.

Conducted on September 23, 2025, five mothers/caregivers joined the focus group, each sharing insight that highlighted key barriers to accessibility and safety. The participants, who are also long-time residents of El Camino Village, underscored the need for pedestrian improvements that support multi-generational mobility.

The top four community priorities that came out of the conversation are: safer routes to school, improved connectivity to parks and other green spaces, unobstructed sidewalks, and enhanced bus stop safety for public-transport commuting families.

COMMUNITY WORKSHOPS PHASE 1

On June 7th 2025, Public Health with City Fabrick and SBCC hosted a community open house workshop in three different Alondra Park/ El Camino Village locations. During the workshop, residents identified barriers to walking that included the need for better traffic calming, safer routes to school, more greenscapes, and safer pedestrian crossings.

Tables were set up in Bodger Park, Alondra Park, and the corner of Manhattan Beach Blvd and Crenshaw Blvd. The project team recorded information using big and small maps, where participants were able to attach post-it notes with their input. 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 Alondra Park/El Camino Village include:

- Safe Routes to School
- Speeding and other risky driving behaviors / traffic calming
- Unobstructed sidewalks
- Connectivity of green spaces in the area





Images are from community events in Alonda Park/El Camino Village conducted from 2024-2026.

PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

To understand current levels of walking in the plan area, 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 17-6 details the commute patterns and vehicle ownership data in the area plan compared to the greater county from 2022 ACS 5-Year Estimates. A majority of residents in the plan area rely on private vehicles to commute to work. Approximately 66 percent of commuters drive alone while commuting to work, and 11 percent of commuters share rides or carpool.

Approximately 5.7 percent of residents in the plan area, use public transportation to get to work, which is higher than the county average of 4.1 percent. The plan area is served by multiple transit routes and regional bus services; as well as by other local South Bay Bus Lines, such as GTRANS, along Marine Avenue and Redondo Beach Boulevard, and Torrance Transit along Crenshaw Boulevard (Figure 7).

Rates of walking and biking to work are also low, but are higher than the county average; 4.3 percent of residents in the plan area walk to work, and 5.3 percent ride bikes. Nearly 92 percent of households in the area plan have access to at least one vehicle, which is higher than the county rate of 81 percent. 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.

Pedestrian counts provide information about pedestrian volumes at certain intersections and corridors. Counts were conducted at four Alondra Park/El Camino Village locations to measure facility use trends and contextualize other data. Pedestrian counts can also help the community understand where there are relatively high pedestrian volumes and where pedestrian improvements may be most needed.

Table 17-6: Alondra Park/El Camino Village Vehicle Access

	LA County	Alondra Park/ El Camino Village
Mode of Transportation to Work (16+ years old)		
Total	4,749,934	4,158
Car, truck, or van - drove alone	66.4%	66%
Car, truck, or van - carpooled	9.9%	11.6%
Public Transportation (excluding taxicab)	4.1%	5.7%
Walk	2.5%	4.3%
Other means	1.9%	2.6%
Bicycle	0.6%	5.3%
Worked from Home	14.7%	4.5%
Vehicle Ownership		
No vehicle available	9.1%	7.9%
1 vehicle available	35%	18.8%
2 vehicles available	34.1%	33.1%
3 or more vehicles available	21.9%	40.3%

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

MOTOR VEHICLE VOLUMES

Interstate 405 (I-405) is immediately to the southwest of Alondra Park/El Camino Village. Figure 8 displays the annual average daily traffic (AADT) count throughout Alondra Park/El Camino Village. Redondo Beach has well over 20,000 vehicles that use this road to access I-405. Crenshaw Boulevard and Manhattan Beach Boulevard are the two connecting streets to El Camino College and Alondra Community Regional Park. Manhattan Beach Boulevard sees between 10,001 and 15,000 vehicles per day, while Crenshaw Boulevard experiences slightly higher traffic volumes, ranging from 15,001 to 20,000 vehicles daily. Marine Avenue and 147th Street are residential streets; Marine Avenue sees between 10,000 and 20,000 vehicles per day, whereas 147th Street experiences lower traffic volumes, with fewer than 10,000 vehicles daily.

POSTED SPEED LIMITS

The posted speeds on major roads in Alondra Park/El Camino Village vary between 35 mph (Manhattan Beach Boulevard, Redondo Beach Boulevard, and Marine Avenue) and 40 mph (Crenshaw Boulevard, Prairie Avenue). Most residential streets in Alondra Park/El Camino Village have a posted speed limit of 25 mph.

Table 17-7: Alondra Park/El Camino Village Manual Pedestrian Counts Summary

Location	Pedestrian Volume During Peak Hours	Peak Time

Figure 6. Alondra Park/EL Camino Village Speed Limits

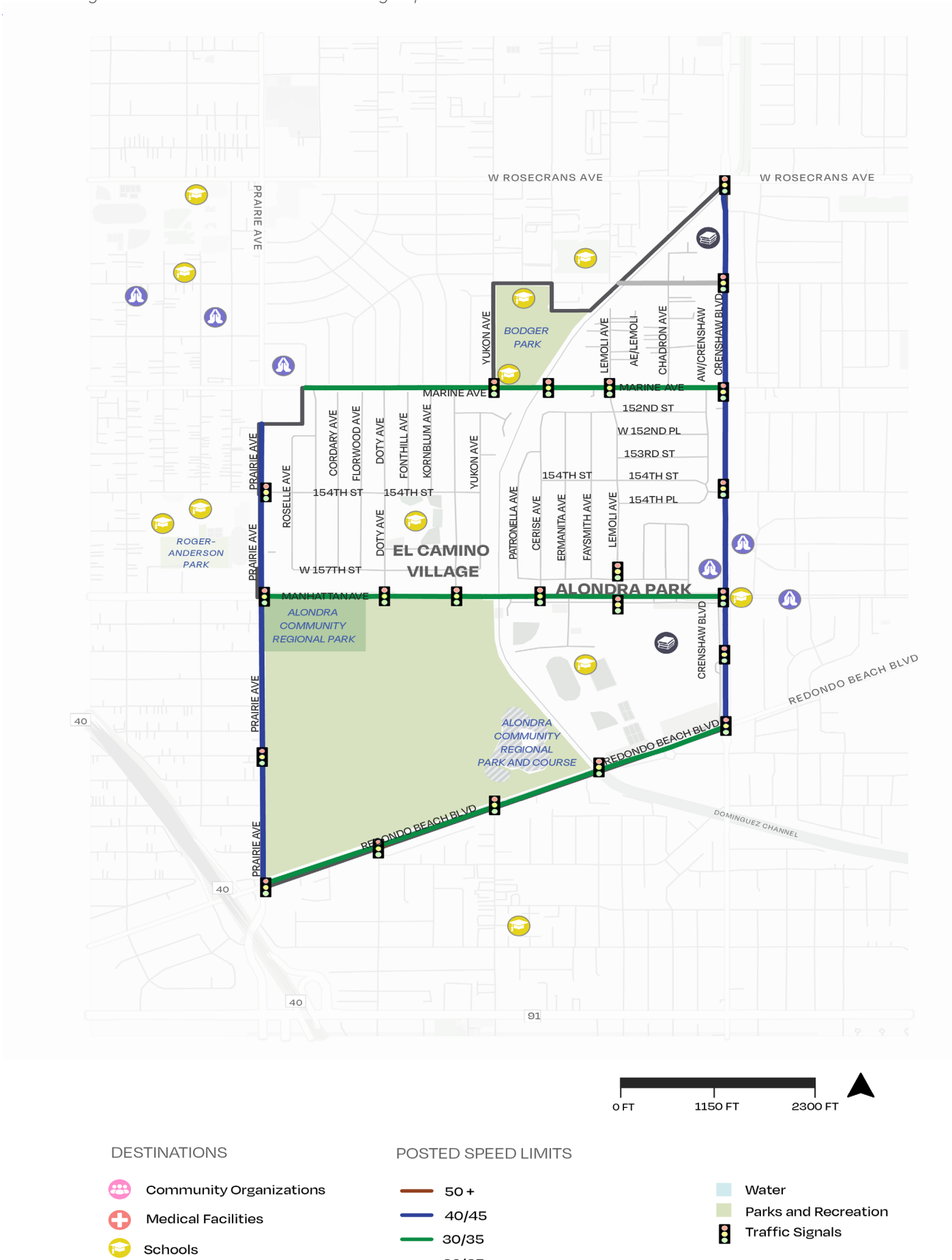
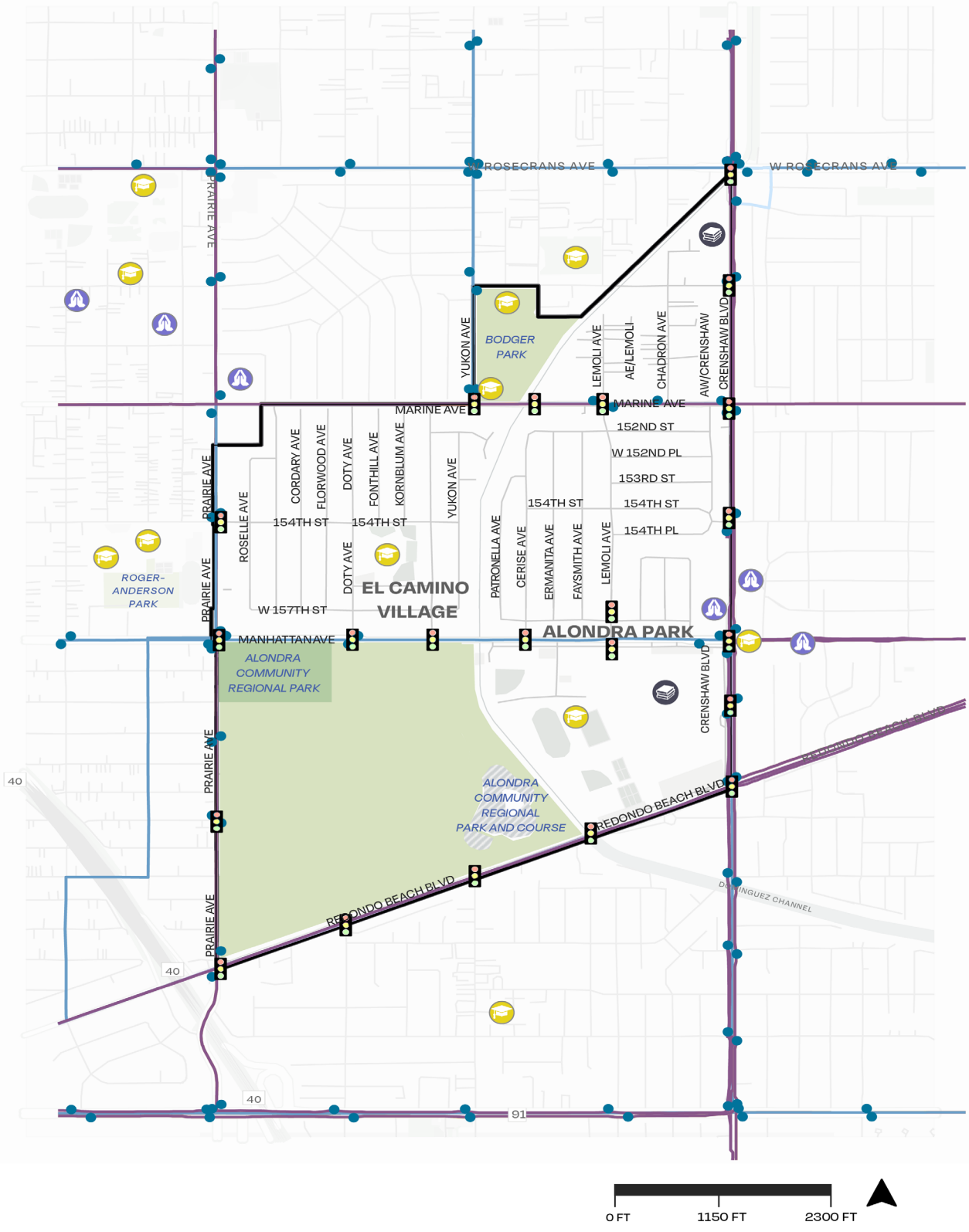


Figure 7. Alondra/El Camino Village Transit Network



DESTINATIONS

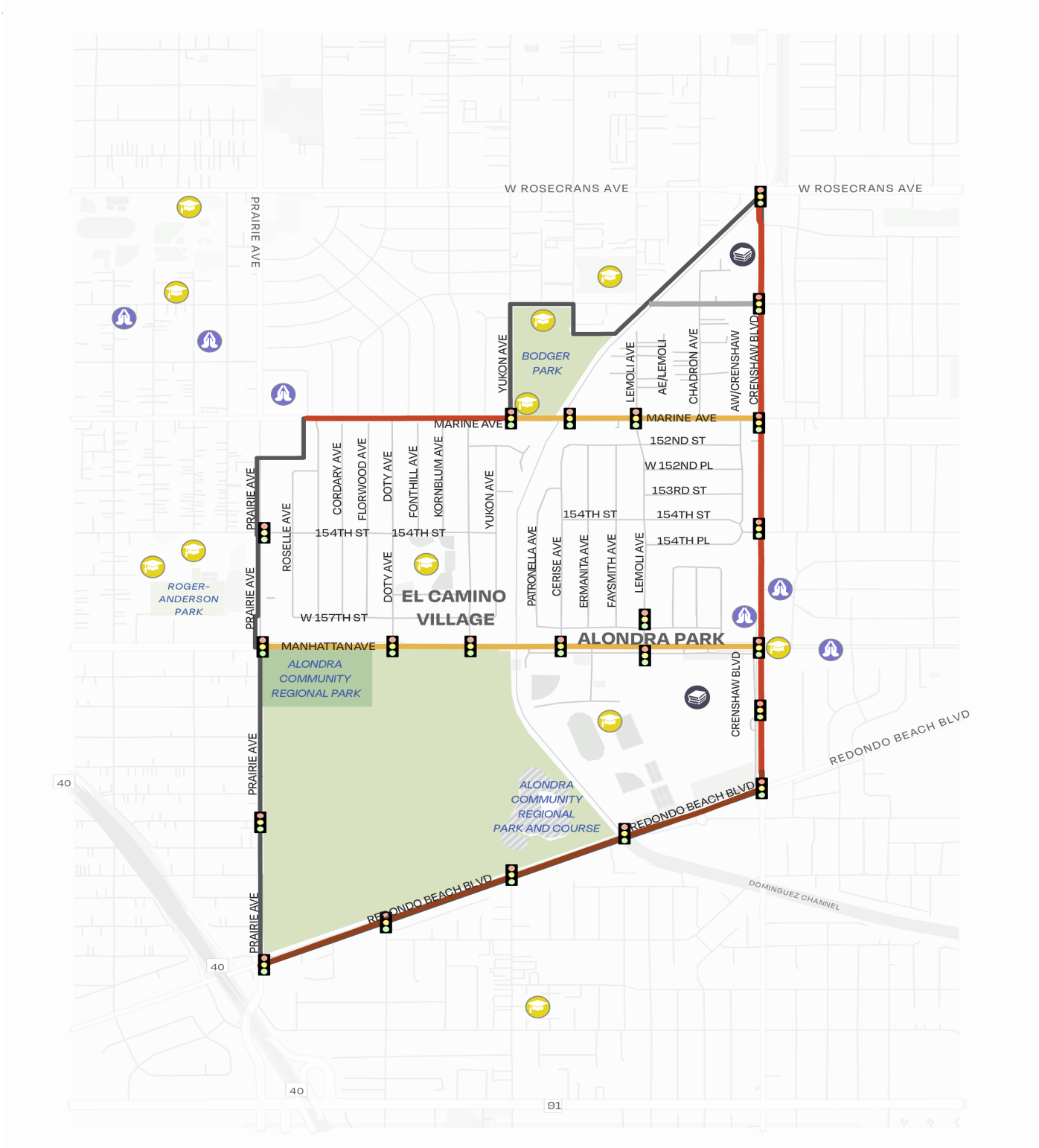
- Community Organizations
- Medical Facilities
- Schools
- Place of Worship
- Libraries

EXISTING PUBLIC TRANSIT NETWORK

- LA Metro Bus Route
- South Bay Bus Line
- Bus Stop

- Water
- Parks and Recreation
- Traffic Signals

Figure 8. Alondra/ El Camino Village Annual Average Daily Travel



CHALLENGES TO WALKING

This section examines past pedestrian-involved collisions in Alondra Park/El Camino Village to better understand the contributing factors that lead to collisions, as well as other barriers to walking such as nuisances and crime.

COLLISIONS

Between 2016 and June 2024, there were 75 collisions involving people walking and 29 collisions involving people biking within Alondra Park/El Camino Village. Of these incidents, 3 resulted in fatalities and 8 resulted in suspected serious injuries. Approximately 90 percent of these collisions took place on major roadways, such as Redondo Beach Boulevard, Manhattan Beach Boulevard, Crenshaw Boulevard, and Marine Avenue, all of which are part of the CCC network. 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 38 percent. During the dark hours, most collisions occur on roads with functioning street lights.

Of the recorded violations, around 30 percent of collisions were attributed to pedestrian right-of-way (i.e., driver's fault), while 27 percent involved automobile right-of-way (i.e., pedestrian's fault). Other significant contributing factors included pedestrian violations (i.e., pedestrian's fault) (15 percent) and improper turning (7 percent). See Table 17-8 for more information.

Table 17-8: Alondra Park/El Camino Village Collision Indicators

	Number of Collisions	Percent of Collisions
Collisions by Time of Day		
Daylight (9AM- 5PM)	34	51.5%
Dawn and Dusk (6AM-9PM and 5PM-8PM)	25	37.9%
Nighttime (8PM-6AM)	7	10.6%
Collisions by Violation (Top 5)		
Pedestrian Violation	20	30.3%
Pedestrian Right of Way	18	27.3%
Improper Turning	10	15.2%
Traffic Signals and Signs	5	7.6%
Wrong Side of Road	4	6.1%
Collisions by Severity		
Fatal Injury	3	4.0%
Suspected Serious Injury	8	10.7%
Suspected Minor Injury	35	46.7%
Possible Injury	29	38.7%
Lighting Conditions		
Daylight	25	67.6%
Dusk - Dawn	11	29.7%
Dark - Street Lights	1	2.7%
Dark - No Street Lights	0	0.0%
Dark - Street Lights Not Functioning	0	0.0%

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

Figure 9. Alondra Park/El Camino Village Bike and Pedestrian Collisions



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

NUISANCE ACTIVITIES

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

Dispensaries: Commercial cannabis activity is currently banned in unincorporated Los Angeles County, meaning that locations of unlicensed dispensaries may vary over time. There are zero unlicensed dispensaries within Alondra Park/El Camino Village.

Liquor Stores: Liquor stores in a community are often linked to increased nuisance activities and can negatively impact the health of nearby residents. Within Alondra Park/El Camino Village, there are 4 establishments selling liquor and 3 less than a mile outside the boundaries.

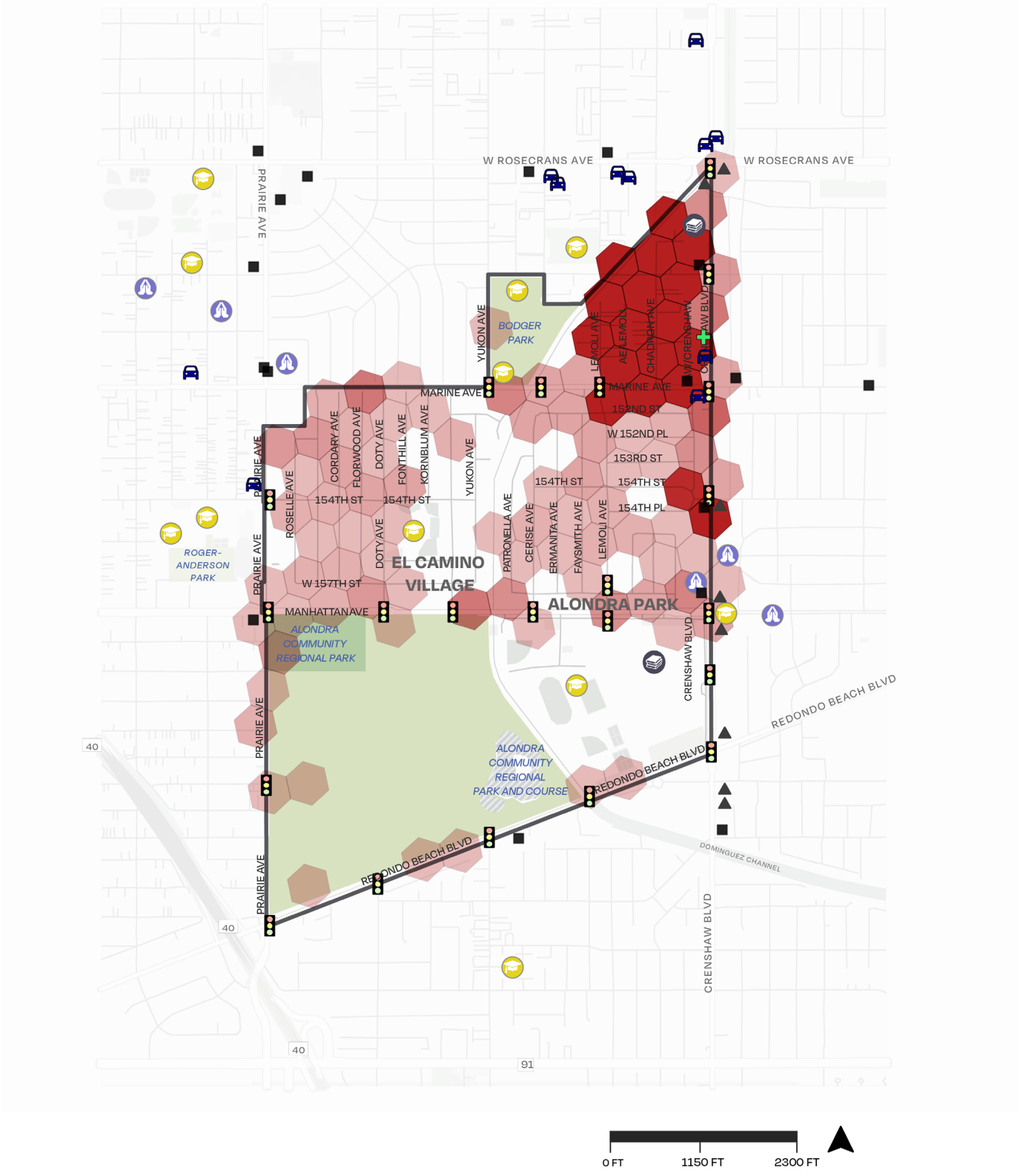
Illegal Dumping Sites: Illegal dumping in Alondra Park/El Camino Village is prevalent within the whole area, especially North of Marine Avenue.

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. Alondra Park/El Camino Village has 11 auto body shops located just within or a mile beyond its boundaries.

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

Figure 10. Alondra Park/El Camino Village Nuisance Activity



find it challenging to safely cross streets or walk near these areas. Drive-thrus in the Alondra Park/El Camino Village are mainly located on Crenshaw Boulevard.

CRIME

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

In 2023 and 2024, instances of crime were reported throughout Alondra Park/El Camino Village. Violent crime, which includes homicide, rape, aggravated assault, and robbery, accounted for many reported crimes. Between January 2023 and September 2024, there were no homicides in the project area.[13]

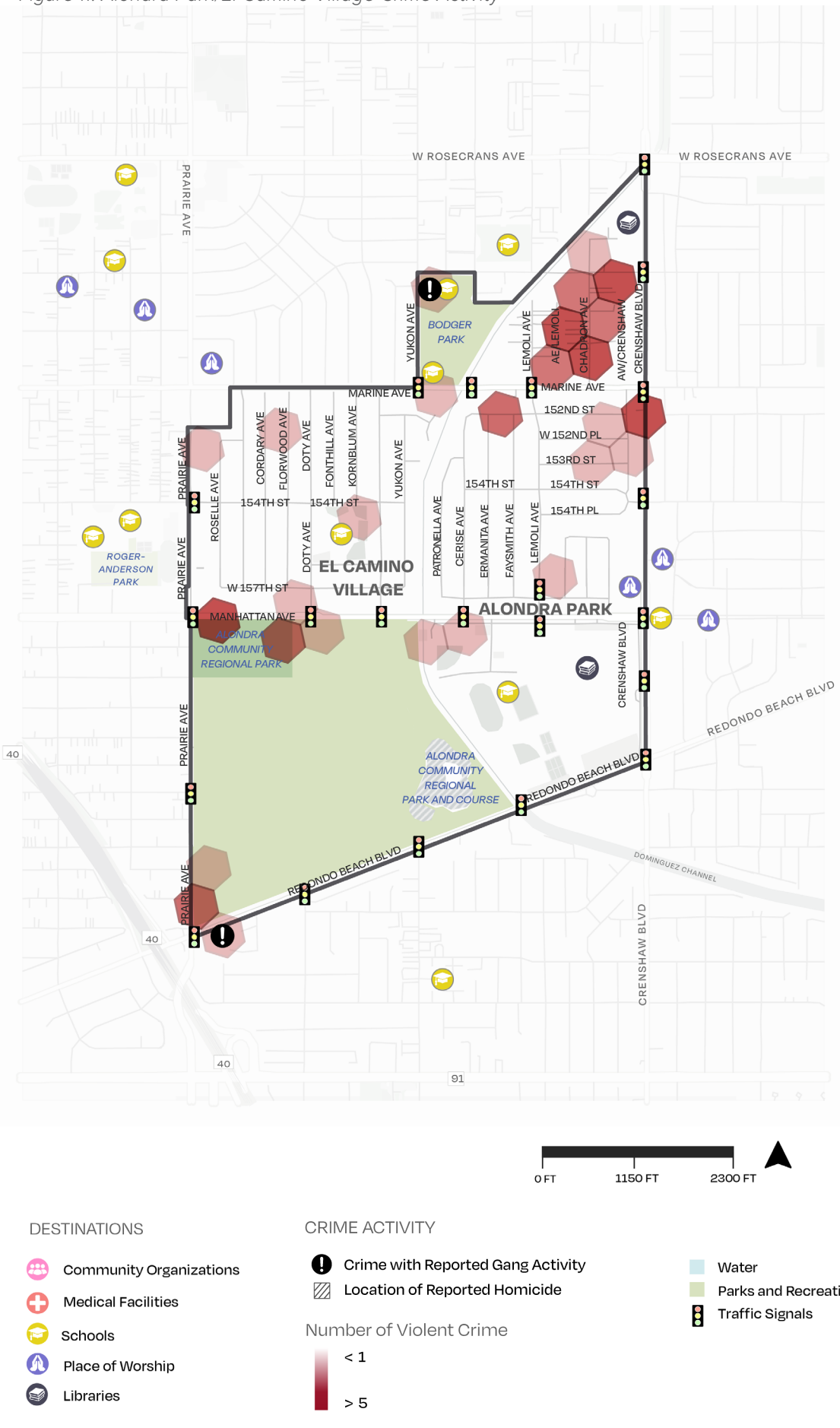
GANG ACTIVITY

Gang-related crime mostly occurs near Yukon Avenue and Redondo Beach Boulevard, located near the parks (see Figure 11). Fear of gangs and gang violence can discourage people from walking or even leaving their homes.

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13 County Sheriff's Department Part I and Part II Crimes Data (January 2023 to September 2024)

Figure 11. Alondra Park/El Camino Village 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. In the plan area, communities of color, particularly Hispanic or Latino residents, experience exposure to environmental burdens. These include air pollution from the 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 to higher rates of respiratory and cardiovascular conditions.

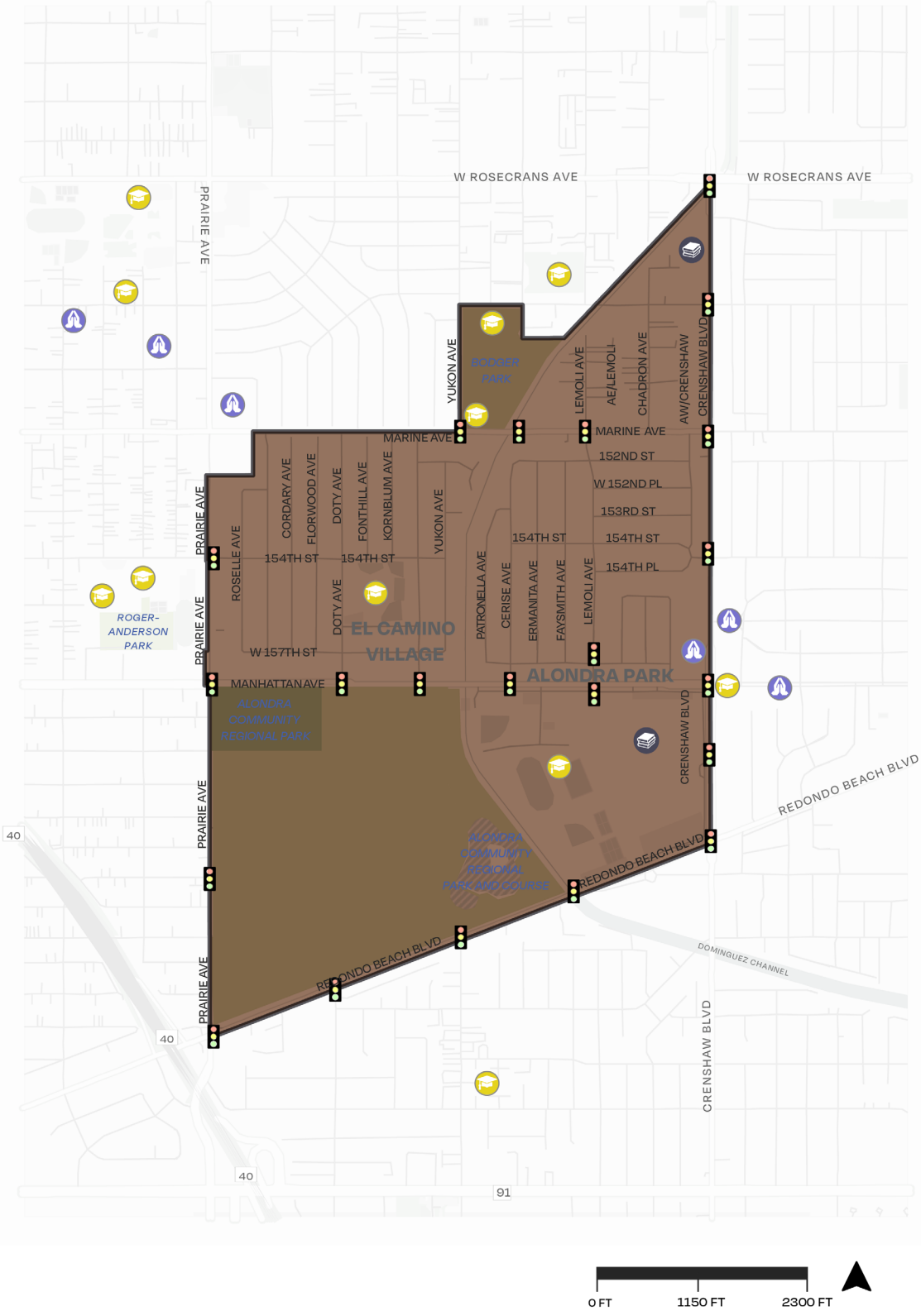
Addressing these environmental inequities requires focused efforts to improve air quality, expand the tree canopy, and enhance community green spaces, as well as strategies to buffer against harmful land uses and reduce dependency on the automobile. Neighborhoods with high pollution burden are more likely 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.

The plan area ranks in the 73rd percentile for environmental and health vulnerabilities in the CalEnviroScreen analysis, indicating the community is more vulnerable to environmental hazards than 73 percent of the state. The plan area falls in the 78th percentile for pollution burden, with traffic impacts ranked in the 74th percentile, which suggests some 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 72th percentile and cardiovascular disease rates in the 61st percentile.[1]

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

Figure 12. Alondra Park/El Camino Village 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 Alondra Park/El Camino Village are in the low tier for social sensitivity in LA County, as shown in Figure 13.

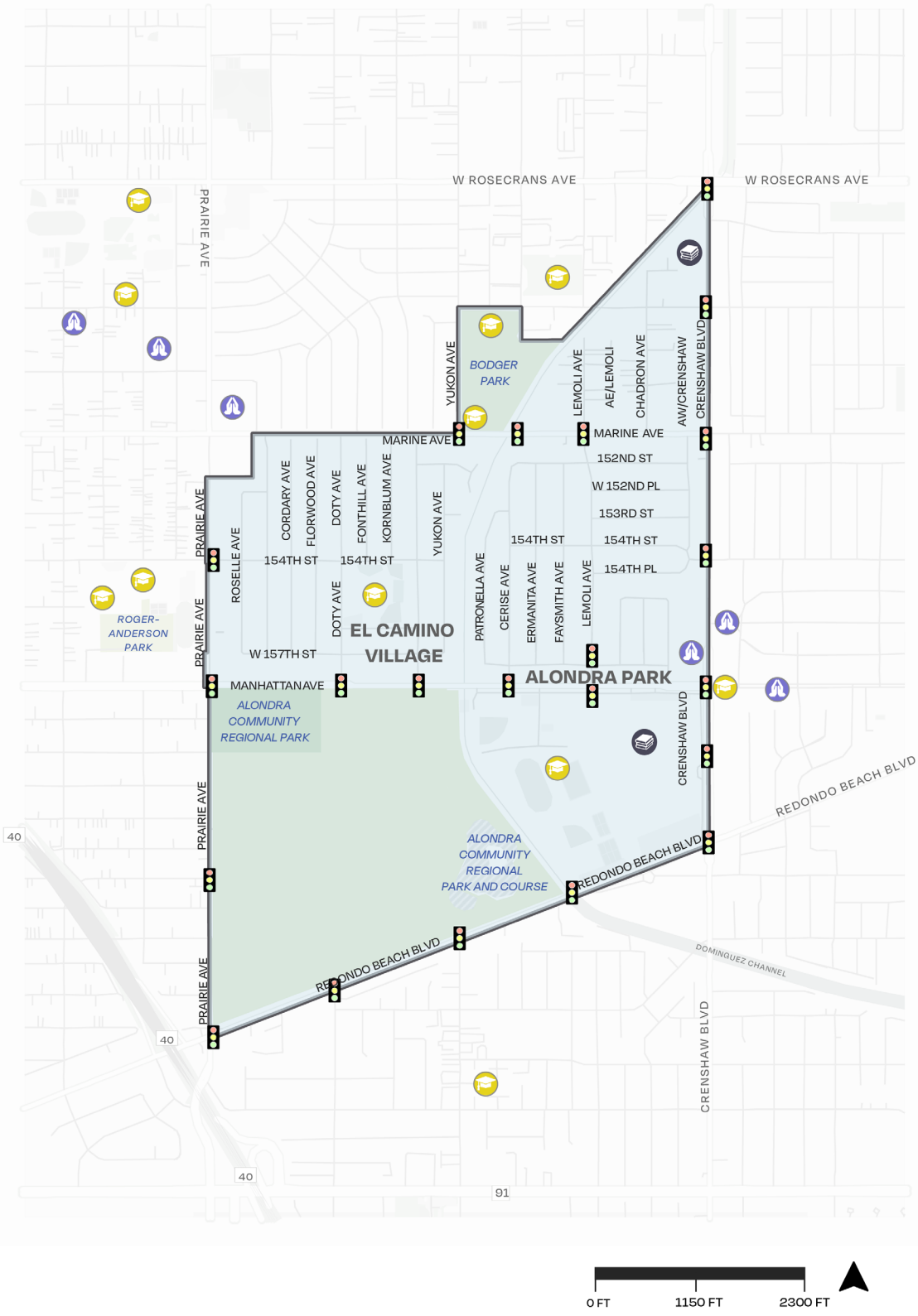
Humans start to experience a higher risk of heat illness at 95°F. According to the CVA, the countywide 95th percentile daily maximum temperature will increase by an average of 5.4°F, from a historical baseline of 93.2°F to a mid-century average of 98.6°F. This means the hottest days will generally be 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.

Urban greening infrastructure helps keep heat and other climate risks at bay. Tree canopy, the amount of surface area shaded from direct sun with trees, provides well-understood physical and mental health benefits. According to the Los Angeles County Community Forest Management Plan (CFMP), LA County has a canopy cover of approximately 15.9 percent, while this community has just 10 percent canopy cover. Additionally, the CFMP finds that Alondra Park/El Camino Village has low social sensitivity, classifying it as a community with "medium" canopy need.[2] Additional information about the Tree Canopy can be found in the Pedestrian Environment section below.

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2 Los Angeles County Community Forest Management Plan (2024)

Figure 13. Alondra Park/El Camino Village Social Sensitivity



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

Table 17-9: Alondra Park/El Camino Village Environmental Health

	Alondra Park/El Camino Village
CalEnviroScreen Percentiles	**Percentile**
CalEnviroScreen 4.0	73
Pollution Burden	78
Traffic	74
Asthma	72
Cardiovascular Disease	61
Tree Equity Score	
Tree Canopy Cover	10%

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

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 in. This section looks at existing pedestrian facilities and opportunities for enhancement in Alondra Park/El Camino Village. 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 and online analysis using Google Earth.

Sidewalks

The sidewalk system makes up the foundation of the pedestrian transportation network. Most streets in the area are equipped with sidewalks on both sides, providing safe and convenient pathways for pedestrians to navigate in either direction, as seen in Figure 14. Some sections of main streets, such as Manhattan Boulevard and Redondo Beach Boulevard, have sidewalks on only one side, which can make it challenging for pedestrians to navigate these areas safely and conveniently. Having sidewalks on both sides not only enhances walkability but also improves accessibility for pedestrians of all ages and abilities. This design improves accessibility, promotes safety, and encourages people to walk and stay active while supporting a more connected and pedestrian-friendly community.

Given the heavy reliance on streets to navigate areas with limited or no sidewalks, it is important to assess the condition of the street. PCI is a numerical rating system, which ranges from 0 to 100, that is used to determine the condition of streets and roads. The PCI rating helps to determine what streets and roads require maintenance and repair priorities. Streets with a PCI of 85-100 are considered excellent, with little to no visible damage, while those rated 70-84 are in good condition but may show minor signs of wear. A PCI of 55-69 indicates fair conditions with noticeable surface wear, while roads rated 40-54 are classified as poor, showing significant cracks, potholes, or rough patches that may require resurfacing. Streets with a PCI below 40 are in very poor or failed condition, often requiring major reconstruction. The streets in Alondra Park/El Camino Village are generally in

"fair" condition along residential streets according to the Public Works Pavement Condition Index (PCI),[3] while major thoroughfares such as Prairie Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard are reported to be in excellent condition.

Crosswalks

Crosswalks guide pedestrians crossing the street by making their path of travel more straightforward and safe. 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.

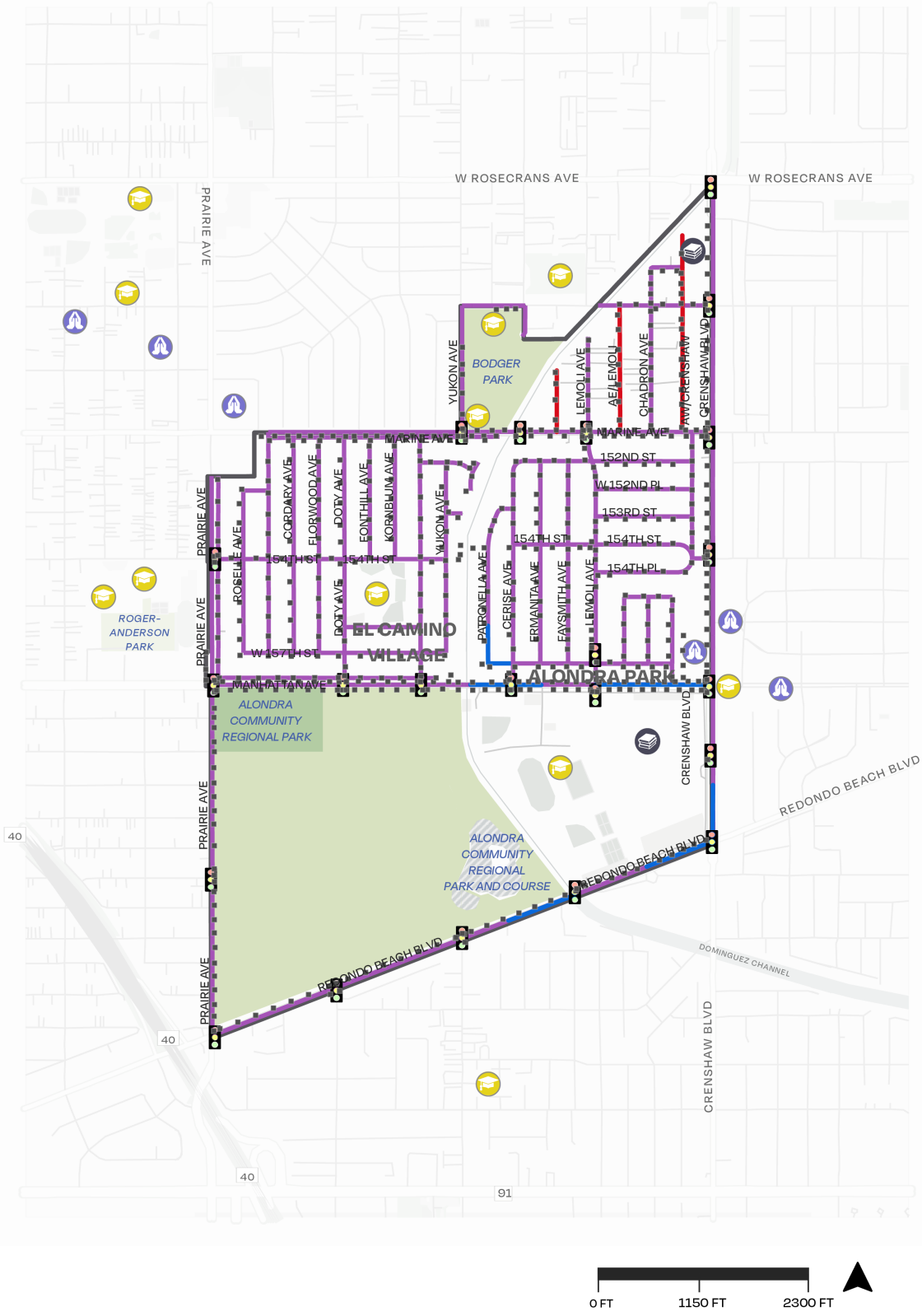
Street blocks that exceed 300 feet, especially those nearing or exceeding 600 feet without the inclusion of a mid-block crossing, can feel less pedestrian-friendly. These long blocks can discourage walking by increasing travel distances, reducing connectivity, and making neighborhoods feel less accessible. 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 Alondra Park/El Camino Village are limited and often unmarked or faded in residential areas, which can make crossing streets hazardous for pedestrians. On the main streets, all crosswalks are clearly marked and visible.

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3 Public Works Pavement Condition Index (2024)

Figure 14. Alondra Park/El Camino Village 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 someone in a wheelchair, leading them to travel in the street instead of on the sidewalk and to use driveways to access the sidewalk.

Curb extensions can enhance the pedestrian environment by encouraging vehicles to slow down before turning and shortening the crossing distance between two curbs. Many existing curb ramps in Alondra Park/El Camino Village are provided at all four corners of an intersection and include truncated domes for support, such as Manhattan Beach Boulevard and Lemoli Avenue near El Camino College.

Traffic Signals

Traffic signals are present at many intersections along major roads in Alondra Park/El Camino Village, such as along Prairie Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard. 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 Alondra Park/El Camino Village have street lights that illuminate the roadway, but these lights do not provide sufficient lighting for the sidewalks. Pedestrian scale lighting in Alondra Park/El Camino Village is minimal in residential and commercial areas. Poor lighting can make it difficult for pedestrians to navigate safely at night and be seen by drivers.



Continental crosswalk with pedestrian signage at the intersection of Cerise Avenue and Manhattan Beach Boulevard.



Ladder crosswalk with pedestrian signage on 154th Street across from Mark Twain Elementary School.



Standard crosswalk with a pedestrian refuge island at the intersection of Prairie Avenue and Redondo Beach Boulevard.

Tree Canopy

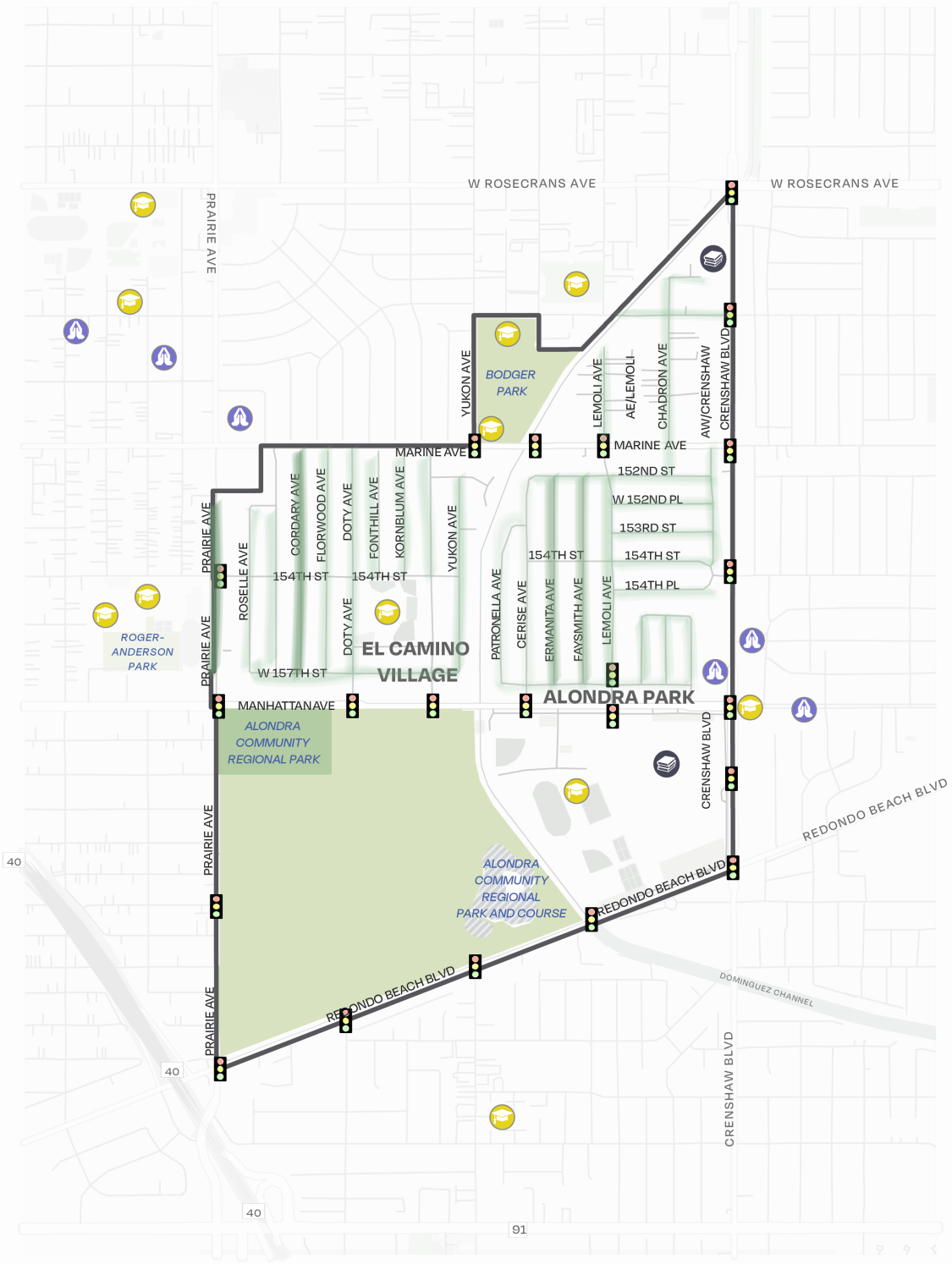
Tree canopy coverage is an essential strategy for cooling neighborhoods and helping communities adapt to a changing climate. Trees can make walking feel safer and more pleasant, beautify the community, provide crucial mental health benefits, and improve overall quality of life. Even so, while a robust 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.

The plan area has an overall relatively low tree canopy, which affects the area's overall environmental quality and residents' well-being. According to the CFMP, commercial areas in Alondra Park/El Camino Village have limited tree coverage with only 3 percent canopy, leaving the street exposed to direct sunlight and lacking the cooling benefits trees provide. Residential areas have a tree canopy coverage ranging from 7 percent to 20 percent, which is higher than in commercial zones but still insufficient to provide pedestrians with adequate shade and comfort as they navigate their neighborhoods.[4] According to the Healthy Places Index, around 54 percent of California cities have greater tree canopy coverage than Alondra Park/El Camino Village.[5]

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4 Los Angeles County Community Forest Management Plan (2024)
5 California Healthy Places Index 3.0 (2024)

Figure 15. Alondra Park/El Camino Village Tree Canopy



PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for Alondra Park/El Camino Village 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 Alondra Park/El Camino Village. 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 Crenshaw Boulevard, Manhattan Beach Boulevard, and Marine Avenue. These streets are Vision Zero Collision Concentration Corridors, and have high motor vehicle volumes and speeds, and were identified as priorities during community outreach. The proposed projects are categorized and defined in the following sections.

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

For example:

- Reconfiguring the corridor of Crenshaw Boulevard between Rosecrans Avenue and Redondo Beach Boulevard to reduce traffic lanes and install a planted median may reduce traffic speeds.
- Reconfiguring the corridor of Crenshaw Boulevard between Rosecrans Avenue and Redondo Beach Boulevard 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 Rosecrans and Crenshaw Boulevard will help make walking feel safer and more comfortable for pedestrians. High-visibility crosswalks and leading

pedestrian intervals will help to place the pedestrian in clearer view of drivers, and curb extensions will shorten the distances that the pedestrian has to cross in the street.

- Improving pedestrian crossing infrastructure in the Manhattan Beach Boulevard corridor will make it easier and more convenient for pedestrians to access Alondra Community Regional Park and El Camino College. Crossing improvements and traffic calming elements are also recommended for the streets bisecting the location of the park and school, including Doty Avenue, Prairie Avenue, and Cerise Avenue, and Crenshaw Boulevard.
- Crossing improvements along Doty Avenue will be important for creating safer and more accessible connections to Mark Twain Elementary School, particularly for students and families walking to and from school.
- Rectangular Rapid Flashing Beacons at midblock crossings like Marine Avenue and Chadron Avenue will alert drivers of a pedestrian's presence and can make crossing midblock feel less dangerous for a pedestrian.

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

- Expanding the sidewalk on the east side of Prairie Avenue from Marine Avenue to Redondo Beach Boulevard, would provide easier pedestrian access to Alondra Community Regional Park and Roger Anderson Park.

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:

- Near schools and parks, such as on Lemoli Avenue between Marine Avenue and 157th Street.

Pedestrian Lighting - Human-scaled lights that provide lighting for people walking in Alondra Park/El Camino Village, 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 Alondra Park/El Camino Village.

These proposals include, but are not limited to:

- Areas where there has been a history of crime, like along Redondo Beach Boulevard near Prairie Avenue.

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

- A greenway along the west side of Manhattan Beach Boulevard, between Prairie Avenue and Crenshaw Boulevard, would provide a comfortable, car-free connection through the area and create additional recreational space for residents to walk and enjoy.

These proposed projects are detailed in Table 13-5, and are mapped in Figures 13-9 and 13-10. Chapter 6 of Step by Step provides an overview of how the County will implement these projects, and Appendix D of Step by Step contains detailed information on potential funding sources.

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

Table 15-10: Alondra Park/El Camino Village 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
Prairie Avenue						
County	Between Marine Avenue and Redondo Beach Boulevard	West side	Plant street trees	Varies	Varies	
		East and West sides	Expand Sidewalk	$45/square foot	$65/ square foot	
			Study for road reconfiguration	$250,000	$350,000	
County/City of Lawndale	Prairie Avenue and Manhattan Beach Boulevard	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
			Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		All corners	Study for right-turn on red restriction	$2,000	$4,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Reduce curb radius	$15,000	$50,000	
		North and South legs	Install centerline hardening	$3,000	$10,000	

Table 15-10: Alondra Park/El Camino Village Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County/City of Lawndale	Prairie Avenue and Manhattan Beach Boulevard	East and West legs	Expand median and add pedestrian refuge island, or introduce centerline hardening if appropriate to reduce turn speeds	$50,000	$75,000	
		NW and SW corners	Install bus shelter	$28,000	$30,000	
			Install benches	$1,000	$2,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
County/City of Lawndale	Prairie Avenue and 162nd	North leg	Study for feasibilty of traffic signals, pedestrian control device, or pedestrian warning device	$200,000		
			Install a continental crosswalk with advance yield line	$5,000	$10,000	
			Study for road design interventions that reduce crossing times	Varies	Varies	
Cordary Avenue						
County	Between Marine Ave and 157th Street	West and East sides	Install pedestrian-scale lighting	Varies	Varies	

Table 15-10: Alondra Park/El Camino Village 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
Doty Avenue						
County	Between 154th St and Manhattan Beach Boulevard	West and East sides	Install pedestrian-scale lighting	Varies	Varies	
			Plant street trees	Varies	Varies	
County	154th Street between Doty Avenue and Cranbrook Avenue	North and South sides	Install pedestrian-scale lighting	Varies	Varies	
			Plant street trees	Varies	Varies	
County	156th Street and Doty Avenue	East leg	Restripe continental crosswalk with advance stop line	$5,000	$10,000	
		North and South sides	Install pedestrian-scale lighting	Varies	Varies	
County	154th Street and Doty Avenue	North leg	Install a continental crosswalk with advance stop line	$5,000	$10,000	
		East, South, West legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
County	Doty Avenue and Manhattan Beach Boulevard	North and West legs	Restripe continental crosswalk with advance stop line	$5,000	$10,000	
		All corners	Study for centerline hardening	$3,000	$10,000	

Table 15-10: Alondra Park/El Camino Village 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
Yukon Avenue						
County	Between Marine Avenue and 147th Street	East and West sides	Plant street trees	Varies	Varies	
			Add pedestrian-scale lighting	Varies	Varies	
Cerise Avenue						
County	154th Street and Cerise Avenue	East leg	Install a continental crosswalk with advance stop line	$5,000	$10,000	
			Install stop sign	$20,000	$40,000	
Lemoli Avenue						
County	Between Marine Avenue and Manhattan Beach Boulevard	East and West sides	Plant street trees	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
			Add pedestrian-scale lighting	Varies	Varies	
County	157th Street and Lemoli Avenue	North and East legs	Install a continental crosswalk with advance stop line	$5,000	$10,000	
			Study for need of multi-way stop	$20,000	$40,000	
County	154th Street and Lemoli Avenue	South and East legs	Install a continental crosswalk with advance stop line	$5,000	$10,000	

Table 15-10: Alondra Park/El Camino Village 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
Chardon Avenue						
County	Between Marine and 147th Street	East and West sides	Add pedestrian-scale lighting	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
Crenshaw Boulevard						
County	Between Rosecrans Avenue and Redondo Beach Boulevard	East and West sides	Plant street trees	Varies	Varies	
			Add greenways	Varies	Varies	
			Install speed feedback signs	$15,000	$20,000	
			Add pedestrian-scale lighting	Varies	Varies	
			Study for road reconfiguration	$250,000	$350,000	
County/City of Gardena	Rosecrans and Crenshaw Boulevard	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
			Study for road design interventions that reduce crossing times	Varies	Varies	
		All corners	Study for right-turn on red restriction	$2,000	$4,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	

Table 15-10: Alondra Park/El Camino Village Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County/City of Gardena	Rosecrans and Crenshaw Boulevard	All corners	Study for curb extensions	$65,000	$100,000	
		NE, NW, SE corners	Install bus shelter	$28,000	$30,000	
County/City of Gardena	Crenshaw Boulevard and 147th Street	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		All corners	Study for right-turn on red restriction	$2,000	$4,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Study for protected left turn signal	$400,000	$550,000	
		NE, NW, SE corners	Install bus shelter	$28,000	$30,000	
			Install trash cans	$1,000	$2,000	
			Install benches	$1,000	$2,000	
County/City of Gardena	Crenshaw Boulevard and Marine Avenue	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
			Study for centerline hardening	$3,000	$10,000	
		NW, SE, SW corners	Add bus shelter	$28,000	$30,000	
		All corners	Study for right-turn on red restriction	$2,000	$4,000	

Table 15-10: Alondra Park/El Camino Village Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County/City of Gardena	Crenshaw Boulevard and Marine 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	
County/City of Gardena	Crenshaw Boulevard and 154th Street	All legs	Restripe a continental crosswalk with advance stop line	$5,000	$10,000	
		North and South legs	Study for centerline hardening	$3,000	$10,000	
			Study for protected left turn pocket	$400,000	$550,000	
		All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
County/City of Gardena	Crenshaw Boulevard and Manhattan Beach Boulevard	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		All corners	Study for right-turn on red restriction	$2,000	$4,000	
			Study for curb extensions	$65,000	$100,000	

Table 15-10: Alondra Park/El Camino Village Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County/City of Gardena	Crenshaw Boulevard and Manhattan Beach Boulevard	All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		West leg	Study for centerline hardening	$3,000	$10,000	
County	Crenshaw Boulevard and Redondo Beach Boulevard	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
			Study for road design interventions that reduce crossing times	Varies	Varies	
		All corners	Study for right-turn on red restriction	$2,000	$4,000	
			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 scramble crossing	$12,000	$20,000	
		North and East corners	Install bus shelter	$28,000	$30,000	
147th Street						
County	Between Chadron Avenue and Lemoli Avenue	North and South sides	Add pedestrian-scale lighting	Varies	Varies	

Table 15-10: Alondra Park/El Camino Village Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Between Chadron Avenue and Lemoli Avenue	North and South sides	Study for speed humps or cushions	$25,000	$50,000	
			Plant street trees	Varies	Varies	
Marine Avenue						
County	Between Yukon Avenue and Crenshaw Boulevard	All legs	Study for speed humps or cushions	$25,000	$50,000	
		North and South sides	Plant street trees	Varies	Varies	
	Marine Avenue and Yukon Avenue	North and East leg	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		East leg	Expand continental crosswalk to cross Marine Ave Local Access	$5,000	$10,000	
		East and West legs	Study for centerline hardening	$3,000	$10,000	
		All corners	Study for right-turn on red restriction	$2,000	$4,000	
		North, East, and West corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		NE corner	Add bus shelter	$28,000	$30,000	

Table 15-10: Alondra Park/El Camino Village 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	Marine Avenue and Lemoli Avenue	West leg	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		SE corner	Add bus shelter	$28,000	$30,000	
		All corners	Study for right-turn on red restriction	$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	
		East and West legs	Study for centerline hardening	$3,000	$10,000	
County	Marine Avenue and Chadron Avenue	North leg	Install a continental crosswalk with advance stop line	$5,000	$10,000	
		NE and SE corners	Study for feasibilty of traffic signals, pedestrian control device, or pedestrian warning device	$200,000	$400,000	
Manhattan Beach Boulevard						
County	Between Prairie Avenue and Crenshaw Boulevard	North and South sides	Plant street trees	Varies	Varies	
			Expand sidewalk to accommodate larger tree wells	$45/square foot	$65/ square foot	

Table 15-10: Alondra Park/El Camino Village Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Between Prairie Avenue and Crenshaw Boulevard	North and South sides	Add greenways	Varies	Varies	
			Install speed feedback signs	$15,000	$20,000	
			Add pedestrian-scale lighting	Varies	Varies	
			Study for road reconfiguration	$250,000	$350,000	
County	Manhattan Beach Boulevard and Cerise Avenue	East and West legs	Study for road design interventions that reduce crossing times	Varies	Varies	
		All corners	Study for curb extensions	$65,000	$100,000	
County	Manhattan Beach Boulevard and Lemoli Avenue	North, East, South legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		All corners	Study for right-turn on red restriction	$2,000	$4,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		SE and SW corners	Study for curb extensions	$65,000	$100,000	

Table 15-10: Alondra Park/El Camino Village 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
Redondo Beach Boulevard						
County	Between Prairie Avenue and Crenshaw Boulevard	North and South sides	Plant street trees	Varies	Varies	
			Expand sidewalk *to accommodate larger tree wells	$45/square foot	$65/ square foot	
			Add greenways	Varies	Varies	
			Install speed feedback signs	$15,000	$20,000	
			Add pedestrian-scale lighting	Varies	Varies	
		North side	Install sidewalk	$45/square foot	$65/ square foot	
County	Redondo Beach Boulevard and Yukon Avenue	All legs	Restripe as continental crosswalk with advance stop line	$5,000	$10,000	
		All corners	Study for right-turn on red restriction	$2,000	$4,000	
			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	

Figure 16. Alondra Park/El Camino 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.

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 X of Step by Step, while Table 17-11 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Alondra Park/El Camino Village. Relevant actions from LA County's Vision Zero Action Plan are listed in Table 17-12.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs are described in Chapter 5 of Step by Step; those suggested for Alondra Park/El Camino Village are listed in Table 17-13.

Table 17-11: 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 17-12: 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 17-13: 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.

CONCLUSION

The Alondra Park/El Camino Village 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 Alondra Park/El Camino Villageover 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 Alondra Park/El Camino Village 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 Alondra Park/El Camino Village residents overall.