



Compton Creek Trails Community Assessment



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Compton Creek Trails Community Assessment

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Residents walk along the Compton Creek Bike Path to access Gateway Towne Center shopping area.

I. INTRODUCTION

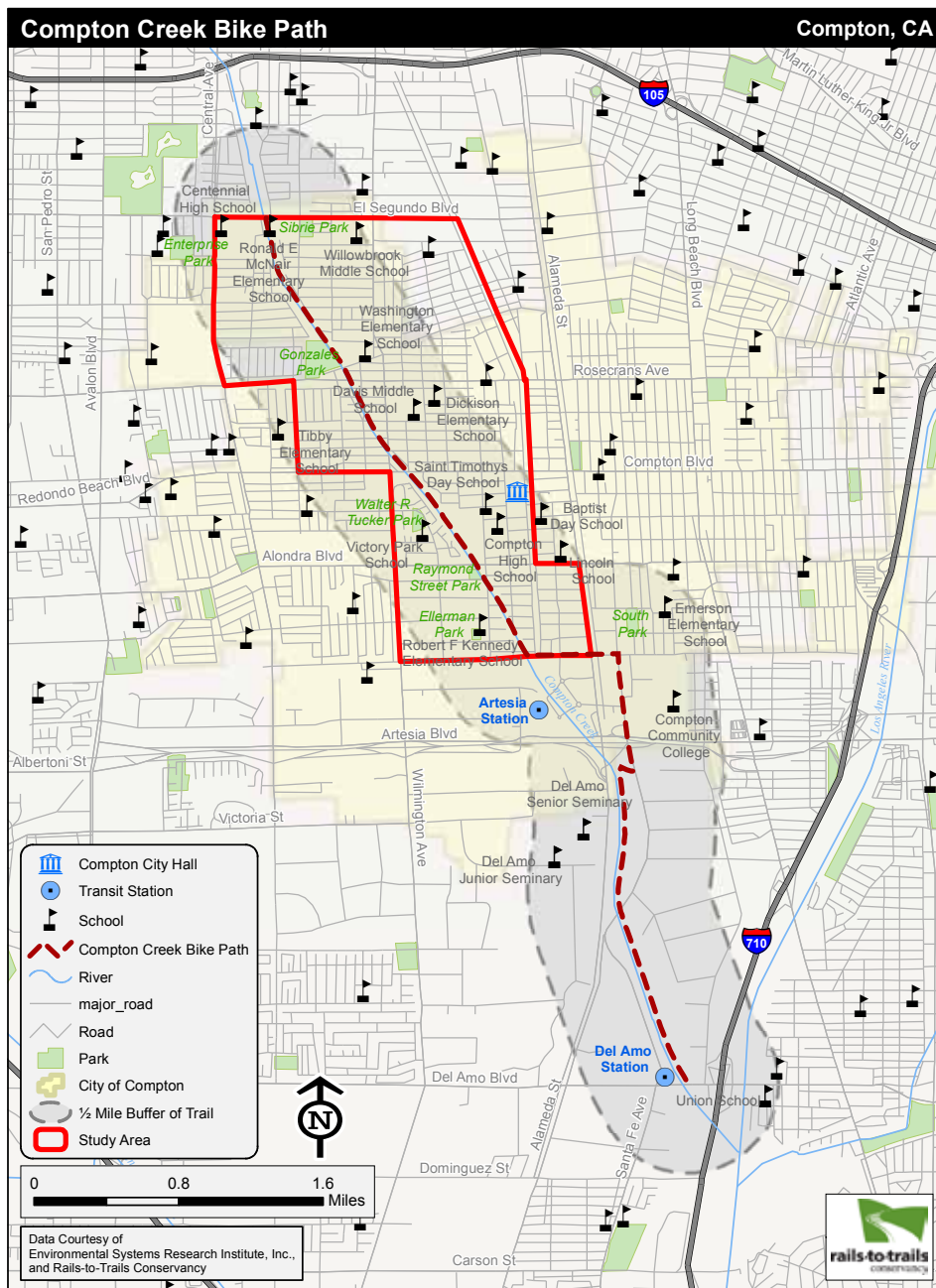
In 2009, Rails-to-Trails Conservancy (RTC) began a multi-year project to ensure that residents along the Compton Creek bike, equestrian and walking trails were involved in using and supporting their trails, as well as to provide opportunities for programs and activities. RTC's involvement comes through the Urban Pathways Initiative, supported by The Kresge Foundation, as one of five projects around the country receiving in-depth assistance to maximize use of their trails in metropolitan areas. In phase one, RTC evaluated the environmental and social conditions of the trail and adjacent neighborhoods. Combined with empirical research and community participation, RTC created the following multi-year action strategy (hereafter, "Report") for encouraging use and community stewardship of the trail.



Compton Creek Paths: An Emerging Opportunity to Connect Neighborhoods to Healthy Lifestyles

The Compton Creek bike path and multi-use trail (hereafter, "Trail" where referenced together) passes through the urban residential neighborhoods along the northern stretch of channelized Compton Creek for 2.85 miles, with the bike path following the east side and the multi-use trail on the west side of the channel. A separate 1.82-mile section of bike path runs through the industrial area south of the Artesia Freeway to Del Amo in unincorporated Los Angeles County. While these trail segments are already in place, there are opportunities to extend and connect the segments to each other as well as other regional pathways along the Los Angeles River. The trail system has additional potential for improvements in connections and awareness with the surrounding neighborhoods.

The recent Compton Creek Regional Garden Park Master Plan effectively lays out a vision and design for transformation of the corridor into a greenway with adjacent pocket parks and recreational amenities, as well as improved connections to the surrounding neighborhoods. The Garden Park Master Plan provides great detail regarding implementation tasks for infrastructure and programming. This Report provides an assessment of the current status of the Trail and the connections into the surrounding neighborhoods, as well as the important health linkages the Trail can provide to adjacent neighborhoods. The focus is on the northern segment of the trail that lies within the city of Compton.



While trails provide many benefits to the community, one of the most important is the improved opportunity to engage in healthy lifestyles. With mounting concerns about the personal and societal costs of the obesity crisis, one key strategy to combat this trend is to provide neighborhoods with places where residents can conveniently engage in regular exercise. By providing precisely such outlets, trails are increasingly seen as a vital component in a region’s overall healthy living agenda.

The Report begins with an Executive Summary, followed by four main sections:

Section III: Plan Review Summary.

Section IV: Current Conditions—A description of existing conditions of the Compton neighborhoods within the study area. This analysis covers both important demographic and social factors and identifies significant landscape barriers that may limit accessibility to the trails. This section also provides an overview of relevant planning documents, with an emphasis on planned changes that will impact the study area.

Section V: Community Outreach—A summary of the comments received during numerous meetings with the community and key stakeholders.

Section VI: Recommendations and Action Plan.

We hope this Report is useful to those who wish to encourage trail use along the Compton Creek trails so they become well-used and beloved community assets.

II. EXECUTIVE SUMMARY

The vision for a greenway through the heart of Compton with a trail system linking parks and natural areas to the surrounding neighborhoods has grown during the last decade from an idea into a plan that is ready for implementation. With the formation of the Compton Creek Taskforce in 2001, the tireless efforts of Councilwoman Yvonne Arceneaux and a host of government agencies and nonprofit groups, the city produced the Compton Creek Regional Garden Park Master Plan (hereafter, Garden Park Master Plan) in 2006. This plan lays out the path to realizing the greenway vision. Initial improvements included paving the bike path on the east side of the channel, planting trees along the path, and building an outdoor classroom at Compton High School.

With only 0.63 acres of park land per 1,000 residents, Compton is far below the 10 acres per 1,000 residents recommended by the National Recreation and Parks Association. The trails offer precious access to green space and parks, recreational opportunities and options for healthy transportation that link to transit and community destinations. With the Garden Park Master Plan in place, the city of Compton and the Taskforce are moving forward with implementation to meet the needs of residents and expanding open space. New energy is coming to the group from the Compton Planning and Parks Directors. Representatives from public health, watershed, parks, trails and environmental organizations are joining together to help the city implement the plan and assist in creating programs that realize these goals. Building additional partnerships with local community groups is essential in raising support from surrounding neighborhoods to take ownership and increase use of the Trail.

With leadership support from The Kresge Foundation, RTC completed an assessment to determine the existing conditions and recommend improvements to ensure maximum use of the Trail by a diverse group of users. Recommendations in the “Action Plan” are based on RTC’s 25 years of trail development experience, current research on trails and physical health, and input from community organizations and key stakeholders. If implemented together with the Garden Park Master Plan, these recommendations will increase local trail awareness and involvement in using and caring for the Trail. Physical activity levels among residents should substantially increase as more community members become aware of the Trail’s location and incorporate the Trail into their daily commute, use it to access community amenities and enjoy it as a venue for recreation.



Study Area

The focus of the recommendations centers on the residential neighborhoods and commercial corridors adjacent to the northern segment of the bike path and multi-use trail (“Trail”) in the city of Compton, located to the southeast of downtown Los Angeles. The northern segment was selected because it is adjacent to a high-density population area and has the potential for the Trail to be used for recreation and transportation. The study area includes the half-mile on each side of the creek and is roughly bounded by El Segundo Boulevard on the north, Greenleaf Boulevard on the south, Willowbrook Avenue on the east, and Central Avenue and Wilmington Avenue on the west. The Richland Farms neighborhood includes large lots where many of the residents board horses and use the multi-use trail on the west side of the creek. Several schools back up to the creek and define the neighborhoods around them. The study area includes the civic center with city hall, the courthouse, library, post office and sheriff headquarters. The Trail is also accessible to the Compton Blue Line light rail station across Willowbrook Avenue from the civic center. Small commercial uses line the arterial streets that bisect the area on Alondra Boulevard, Greenleaf Boulevard, Rosecrans Avenue, Compton Boulevard, Central Avenue and Wilmington Avenue. The large Gateway shopping center is located at the southern end of the study area on Greenleaf Boulevard.

Trail-Health Connection

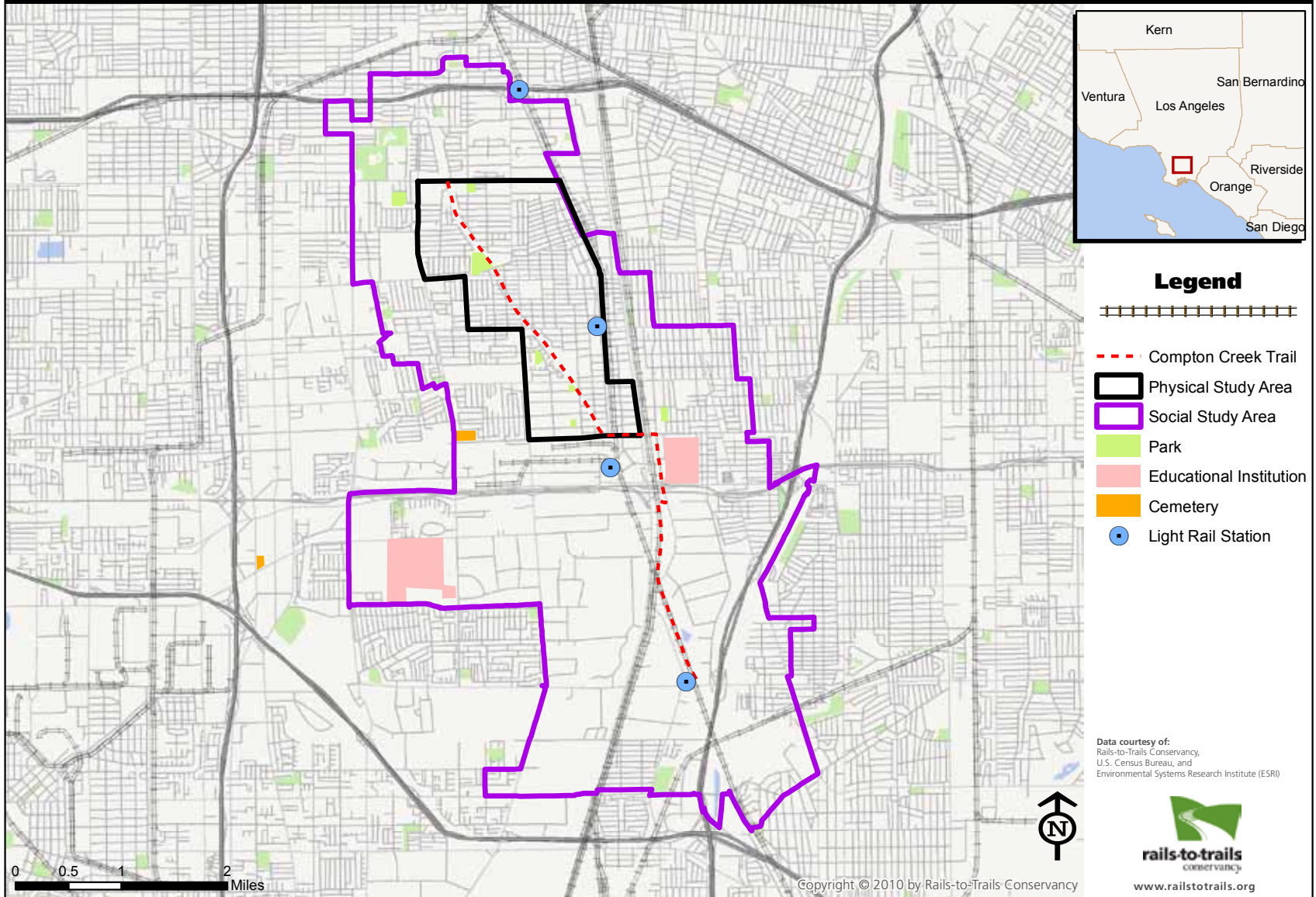
During the past 20 years, obesity has become a significant health risk to millions of Americans. The number of deaths associated with obesity is second only to the number of deaths per year related to smoking. In 2004, the Centers for Disease Control announced that the obesity rate among the adult population swelled to 30 percent (about 60 million), a figure that has doubled since 1980. The health risks associated with obesity can be mitigated by creating environments that provide

individuals with a place to engage in regular, safe physical activity. Research suggests that walking is a particularly important component to active living since it is the most accessible form of physical activity across socioeconomic groups and in areas that are urban or rural (Henderson, 2005). Related studies support the role of multi-use trails as enhancers of communities’ pedestrian and bicycle infrastructure and reinforce the notion that trails contribute to community health by providing accessible and safe walking and biking environments (Troped et al, 2005; Saelens et al, 2003). The Compton Creek bike path and multi-use trail extends through economically distressed communities that are in need of safe, inexpensive recreational facilities to help promote healthy lifestyles and curb the increasing trends of obesity and high blood pressure.



UPI Compton Base Map

Compton, CA



Recommendations

Recommendations to increase trail use include both infrastructure changes and organizational steps to build community support and involvement. The recommended action steps include small fixes for quick wins and large tasks that will take time, large amounts of funding, dedication and work to achieve. The recommendations fall into these categories:

- Infrastructure Improvements—Fix issues that detract from the function and safety of the Trail, such as marking and signing major street crossings, removing barriers, replacing missing bollards and correcting surface irregularities.
- Making connections—Fill gaps in the trail system, but also link the Trail to neighborhood networks of biking, walking and equestrian routes.
- Build a Coalition—Involve community groups and residents in an advocacy group that can assist the city in implementing the Garden Park Master Plan and protect and maintain improvements along the creek.
- Trail Attractions—Events, amenities and artwork along the Trail, particularly new park spaces, will bring new users out to the Trail and increase the value of the Trail for the community.
- Marketing—Get the word out about the opportunities the Trail presents and how people can access local pathways.
- Addressing Safety—Involving community groups to form trail-watch teams and reducing the impact of aggressive dogs will make trail users feel more secure on the Trail.

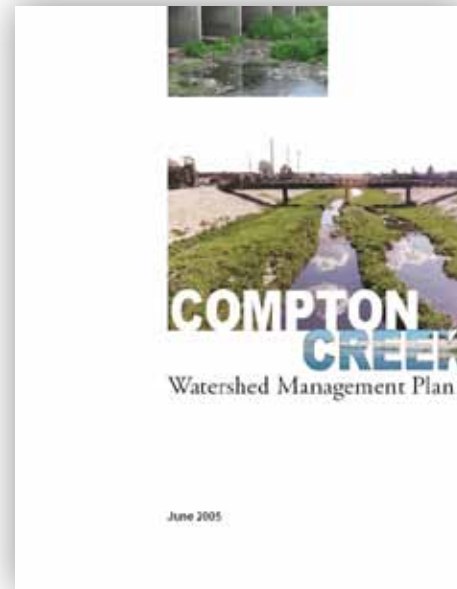
Conclusion

The Garden Park Master Plan provides a clear vision and plan for the creation of a greenway that can have a tremendously positive effect on the neighborhoods adjacent to Compton Creek and to the city and the region as a whole. The city and Taskforce are moving forward to implement the plan with a demonstration section and are showing progress that can catalyze the completion of the plan. To supplement the Garden Park Master Plan, community involvement still needs to be fostered to ensure that the creek and trail system are embraced and used by the residents. Trails are community-based projects that require broad community support to attract funding and stewardship. RTC provides recommendations on immediate issues that impact the safety and use of the Trail, and resources for connection of the Trail to important destinations in the community and regional links. Focus on safe crossings, awareness of the Trail and events on the Trail can have immediate impacts on trail use and benefit the surrounding communities.



III. PLAN REVIEW SUMMARY

Extensive planning has been completed for the Compton Creek trail system, and RTC began our work by reviewing the documents in the Appendix A. The Garden Park Master Plan is the most critical document related to the Trail since it lays out the detailed plan, and the city of Compton is actively implementing it. Much of the planning for Compton Creek has been focused on the watershed and projects that can improve water quality, but there are also planning documents that address creating the bicycle network that include the Trail.



IV. CURRENT CONDITIONS



The following current conditions analysis focuses on describing the characteristics of the neighborhoods surrounding the Trail, as well as documenting the physical conditions of the Trail itself. Examining these social and environmental factors in tandem acknowledges the fundamental idea that a wide range of interconnected variables influences physical activity. This approach also allows for an assessment that highlights opportunities and constraints in using the Trail as a vehicle for fostering active communities.

HISTORICAL CONTEXT

In 1867, Griffith D. Compton led a group of American settlers to the area in search of the mild climate. The city was later incorporated on May 11, 1889, and named for its founder. Compton was damaged by an earthquake in the 1930s but grew rapidly with the rest of Los Angeles County in the 1950s and '60s as middle-class African Americans moved into the area. In the years that followed, much of that middle class moved to newer cities with lower taxes and crime rates. In the 1980s and '90s, Compton gained a reputation as one of the most dangerous and economically depressed urban cities in the United States. However, during the last decade, the city has been able to deploy more sheriff deputies and reduce the violent crime rate and gang activity. Compton is now seeing a resurgence of affordable housing attracting new residents, new shopping centers generating a higher sales tax base, and a business-friendly climate. In fact, Compton has been touted as one of the best places to start and grow a business.

City-Wide Demographics

Located southeast of downtown Los Angeles, Compton is an urban community with a population of 97,300 (US Census Bureau 2006–2008 American Community Survey). During the past three decades, Compton has been plagued by poverty, obesity and violence. While Compton has historically been an African-American city, Latinos have recently become the majority as a result of immigration and shifts in ethnic populations. Current estimates show an African-American population around 31,000, and a Latino population around 63,000 (2006–2008 ACS). White and Asian populations have also increased due to the availability of quality affordable housing.

Study Area Demographics

The study area includes a population of 44,661, with 26.2 percent below the poverty level and an average median household income of \$34,497. For additional demographics information please see the maps on pages 12–15.

Poverty

Studies show that low-income communities are disproportionately exposed to unsafe traffic conditions. In addition to the traffic-related risks, these conditions perpetuate the perception that neighborhoods are not safe for pedestrians (Day, 2006). Residents of areas with a high poverty rate are often more reliant on public transportation, walking and biking—all modes of transportation that expose users to potential conflict with automobiles. This risk is compounded by the fact that neighborhoods with high poverty rates may not have received the highest-quality infrastructure treatments that can improve walking and biking conditions. All of these factors make poverty a serious concern for non-motorized transportation planners. The study area reports a poverty rate of 26.2 percent, well above the national average of 13 percent (US Census Bureau, 2008). The average median household income in the study area is \$34,497, much less than Los Angeles County area median income of \$62,100. The community is an ideal candidate for assistance in creating safe pedestrian and bicycle facilities for at-risk residents.

Public Health and Safety

In 2006, the top two causes of death in Compton were coronary heart disease and homicide (Office of Health Assessment and Epidemiology, 2009). There is an important connection between neighborhood safety, physical activity and obesity rates in the Compton community. According to the 2007 LA County Health Study, 37 percent of Compton residents were overweight, and 34 percent were obese. The study also found that 27 percent of Compton residents did not perceive their neighborhood to be safe from crime. According to several studies, the perception of crime-related safety is an individual/social level factor affecting physical activity levels (Day, 2006; Wilson et al, 2004; Doyle et al, 2006). Researchers found that residents in areas with higher crime rates walked less often. In the 2007 LA County Healthy Study, 57 percent of residents in Compton did not meet suggested physical activity levels. In addition to championing social support networks, the study by Doyle et al (2006) indicates that community planners should consider elements of both walkability and safety in order to promote physical activity.

STUDY AREA DEMOGRAPHICS DATA

RACE (ESTIMATED):

White	15.6%
Black	46.5%
American Indian/Eskimo	0.6%
Asian	1.2%
Hawaiian/Polynesian	1.6%
Other	31.3%
Multi-Racial	3.2%

ETHNICITY (ESTIMATED):

Hispanic	46.8%
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INCOME:

Ave. Median Household Income	\$34,497
Min. Median Household Income	\$17,202
Max. Median Household Income	\$59,423

POVERTY (ESTIMATED):

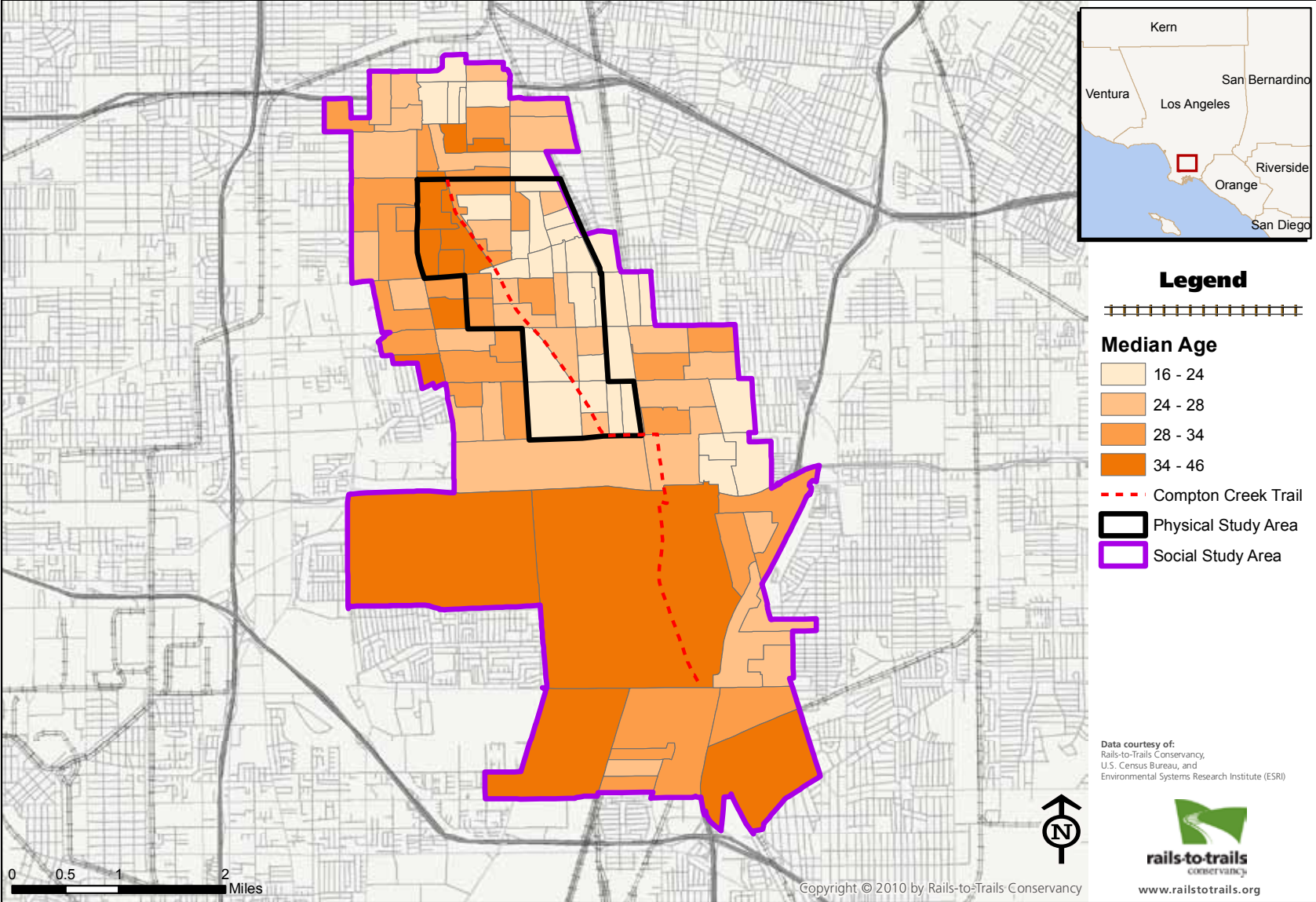
Living below Poverty Level	26.2%
Living at or Above Poverty Level	73.8%

AGE:

Average Median Age	28.2
Estimate Under Age 5	9.5%
Estimate Age 5–17	27.3%
Estimate Age 18–21	6.5%
Estimate Age 22–29	11.4%
Estimate Age 30–39	14.1%
Estimate Age 40–49	12.2%
Estimate Age 50–64	10.3%
Estimate Age 65+	8.7%

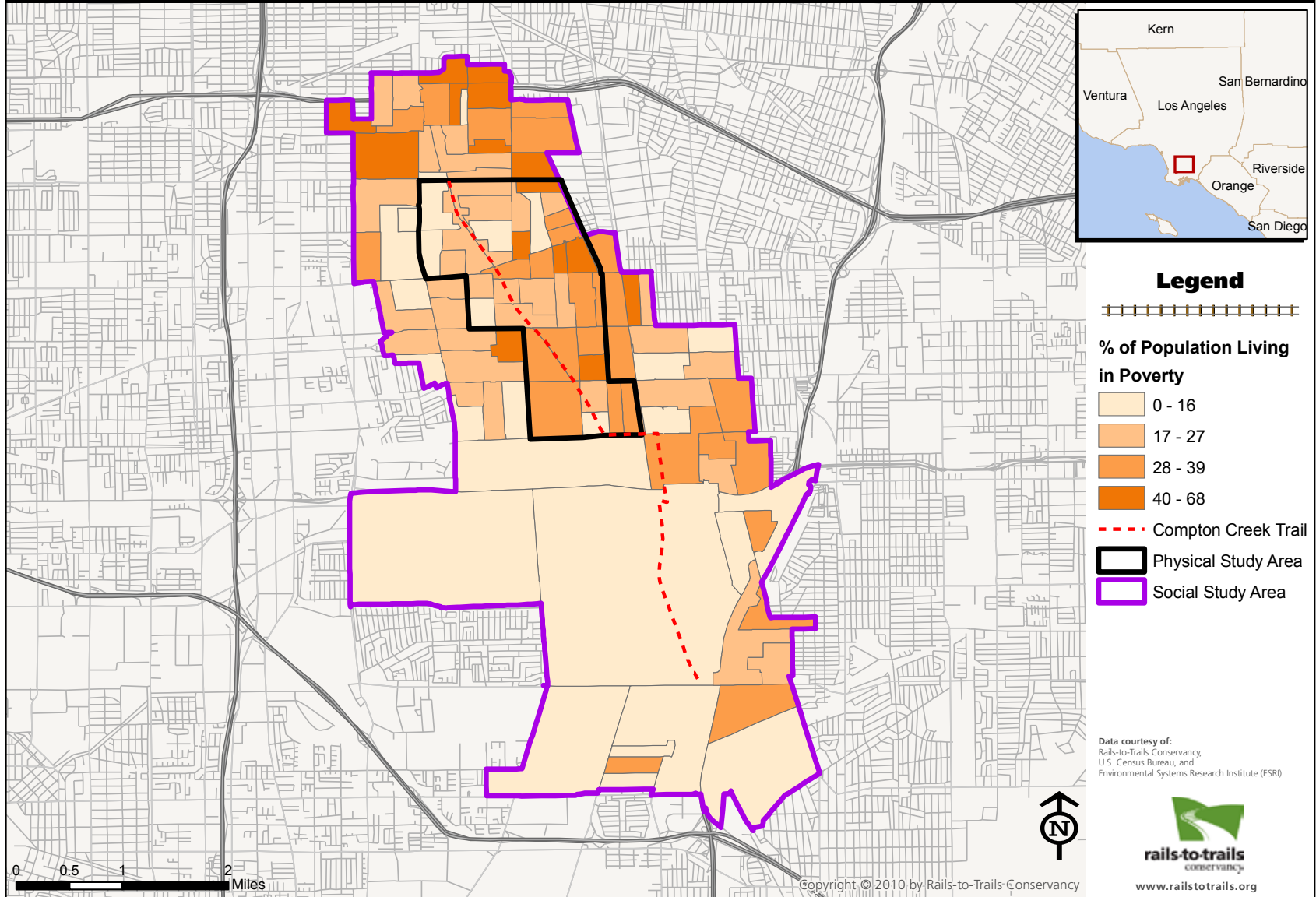
Median Age by Block Group, 2000

Compton, CA



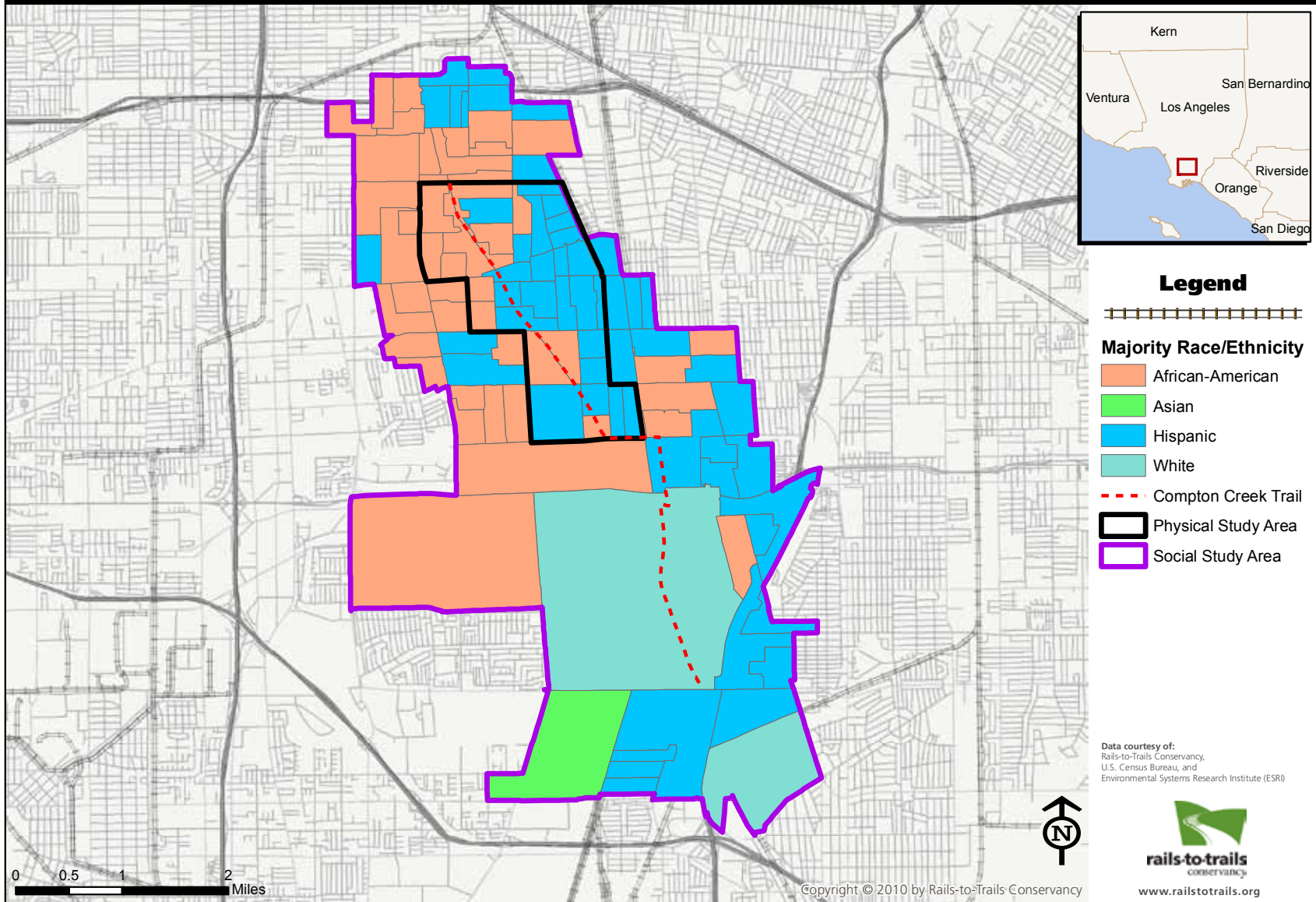
Percent of Population Living in Poverty by Block Group, 2000

Compton, CA



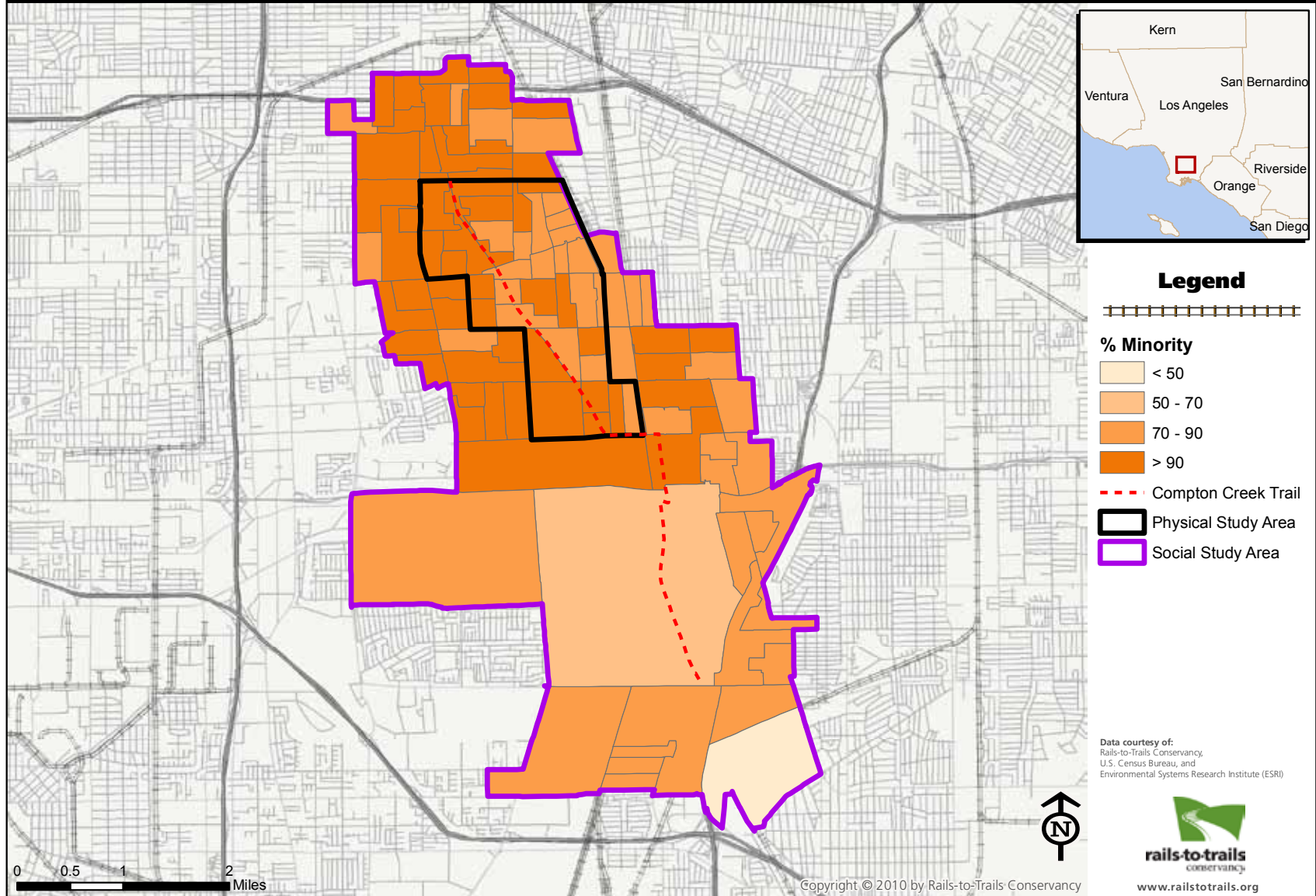
Race/Ethnicity Distribution by Block Group, 2000

Compton, CA

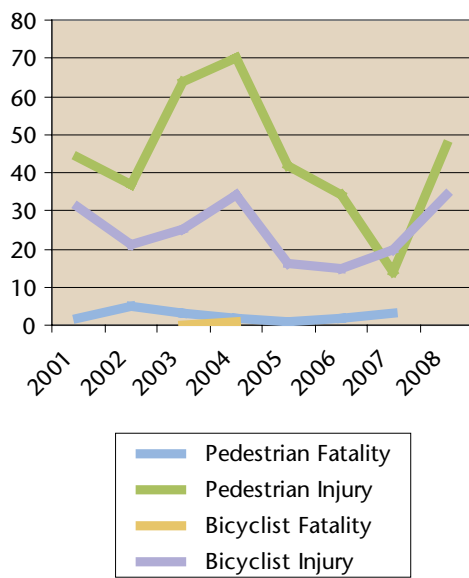


% of Population that is a Minority Race/Ethnicity by Block Group, 2000

Compton, CA



**COMPTON
PEDESTRIAN AND BICYCLIST
INJURIES AND FATALITIES**



California Office of Traffic Safety 2008 Statewide Integrated Traffic Records System

Encouraging healthy lifestyles will save California a significant amount of money on health-care costs and lost productivity. A recent study for the California Center for Public Health Advocacy estimated that in 2006 the economic costs associated with obesity and limited physical activity in Los Angeles County reached \$12 billion. In addition to lowering productivity, obesity-related illnesses like heart disease and diabetes overload California’s already stressed health-care network.

Non-motorized Transportation Usage

On average, 3.3 percent of United States residents walk or bike to work (2000 Census). Increasing the amount of active commuters can have a positive affect on air quality, obesity rates and traffic congestion. Additionally, underserved communities with low vehicle ownership often rely heavily on non-motorized routes to work. According to the 2006–2008 American Community Survey, 397 people in Compton—or 0.4 percent—walk to work. Upgrades to the trail infrastructure and new strategies for safety will provide more opportunity for area residents to travel through walking and biking.

Pedestrian and Bicycle Safety

The California Office of Transportation Safety reports that in 2008 there were no pedestrian or bicycle fatalities in Compton, but there were 47 collisions that resulted in pedestrian injuries, and 34 collisions that resulted in bicyclist injuries. As shown in the chart at the left, the trend in bicycle and pedestrian collisions appears to be falling, but the year-to-year numbers vary considerably. The 2008 collisions per capita rate for Compton is close to the 2008 collisions per capita for Los Angeles County, but higher than the California average (California Office of Traffic Safety 2008 Statewide Integrated Traffic Records System).

COMMUNITY FACILITIES AND RESOURCES

Community facilities and resources are important potential assets to the Trail. They can be used as a way to educate neighborhood residents about the importance of physical activities, as well as inform community members about the existence of the Trail. Data from the US Census Bureau was combined with on-the-ground observation to compile these lists of community resource groups and facilities located within the study area.



Elementary students brave the rain for Walk to School Day.



The Compton Civic Center.



Busy commercial district near the Compton Civic Center.

The following pages list community resource groups and facilities located within the study area:

Civic Center

The Compton Civic Center includes the city hall, public library, post office, Compton courthouse, the sheriff station, MLK Memorial and Plaza, and Heritage House.

Grocery Stores and Retail Destinations

Smart & Final	1125 East El Segundo Boulevard at Central Avenue
Fresh & Easy Neighborhood Market	2175 West Rosecrans Avenue at Central Avenue
Bonanza Market	1601 North Wilmington Avenue at 137th Street
Food 4 Less: Compton Store 379	1900 West Rosecrans Avenue at Central Avenue
Nutrition Food 2	501 West Rosecrans Avenue at Aranbe
Villa Guerrero Market No 1	401 West Rosecrans Avenue at Oleander Avenue
Ralphs	280 East Compton Boulevard at Alameda
Superior Warehouse Grocers Inc	111 East Compton Boulevard at Willowbrook

Shopping

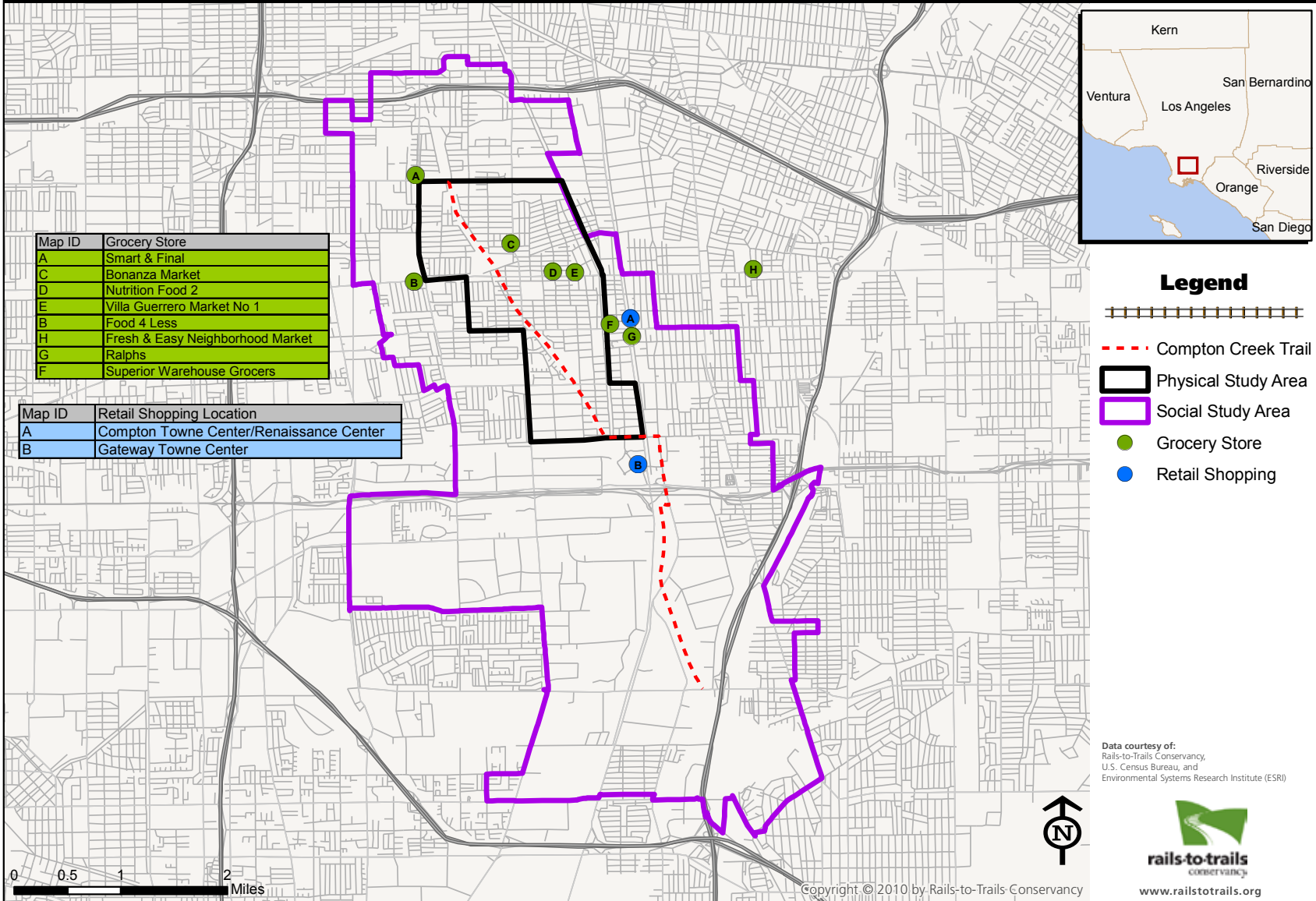
There are two major shopping centers in Compton with the following stores:

- **Gateway Towne Center**—Target, Home Depot, Best Buy, Staples, Ross Dress for Less, 24 Hour Fitness, commercial banks, Panda Express, Ono Hawaiian BBQ, TGIF restaurant
- **Compton Towne Center (Renaissance Center)**—Ralphs, CVS, Dd’s Discount, Kragen Auto Parts, Payless Shoe Source, Radio Shack, future Burlington Coat Factory

In addition, many of the major streets are lined with small commercial retail stores, markets, offices and services.

Retail Shopping and Grocery Stores

Compton, CA





McNair Elementary School.

Schools

Based on U.S. Census data, the following 18 schools are within a half-mile of the Trail:

- Baptist Day School
- Centennial High School
- Compton Community College
- Compton High School
- Davis Middle School
- Del Amo Junior Seminary
- Del Amo Senior Seminary
- Dickison Elementary School
- Emerson Elementary School
- Lincoln School
- Robert F Kennedy Elementary School
- Ronald E McNair Elementary School
- Saint Timothys Day School
- Tibby Elementary School
- Union School
- Victory Park School
- Washington Elementary School
- Willowbrook Middle School

Parks

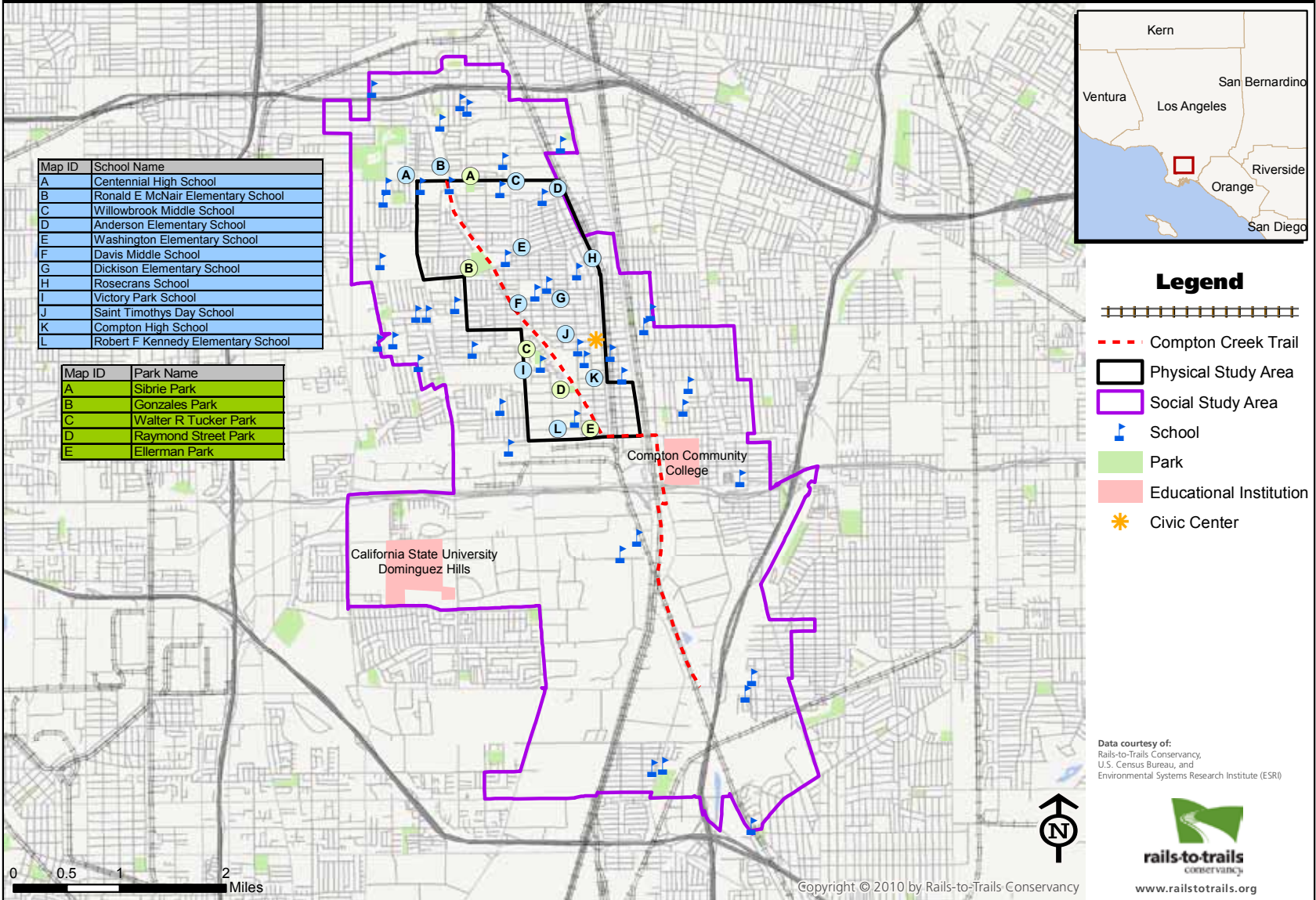
The following seven parks are within a half-mile of the Trail:

- Raymond Street Park
- Ellerman Park
- Gonzales Park
- Enterprise Park
- Walter R Tucker Park
- Sibrie Park
- South Park

Magic Johnson Park is just northwest of the study area and is a major recreation destination with 94 acres, including fishing ponds, a walking path, picnic facilities, soccer fields and children's play areas.

Schools, Parks and Civic Center

Compton, CA



Community Resources

Compton HS Recycling Club (<http://chighrecycleclub.webs.com/>) This active group, led by teacher Lili Jordan, participates and plans creek and beach clean-ups, as well as educational and environmental events. The goal of the Recycling Club is to educate and inform students and members of the community about matters concerning not only the environment, but also other related issues. The club has taken on maintenance of the Compton High outdoor classroom.

Urban Semillas (www.urbansemillas.com/urbansemillas.com/Welcome_to_Urban_Semillas.html) Urban Semillas works to raise awareness of water quality and environmental issues in the area. They run Agua University, a set of watershed workshops for minority and underserved high school students.

Washington School PTA/Heal the Bay Heal the Bay is working with a group of parents at Washington School to develop capacity as an organization and guide them through a project to beautify the front of the school, and to encourage their participation in the large project near the creek side of the school.

Sheriff Bicycle Education and Registration (BEAR) Program Run through the Sheriff's Youth Activity League, the BEAR program trains youth in basic bicycle repair and safety. Graduates of the program are supplied with a helmet and given a choice of the unclaimed lost and stolen bikes in inventory. Approximately 60 students per year graduate from the Compton program.

CityLites (www.richesbiz.com/cityweb/) CityLites focuses on promoting physical activity and proper nutrition to combat obesity and diabetes in inner-city Los Angeles. Their primary event is an Inner City Sports Festival with five-mile and 23-mile bike rides on May 21, 2011. The group also coordinates smaller health fairs and festivals throughout the year.

Compton Schwinnmasters Bicycle Club The Schwinnmasters build custom bikes and ride in parades and community events to promote peace and a healthy lifestyle.

Compton Jr. Posse (www.comptonjrposse.org/) The Compton Jr. Posse is an equestrian group that runs programs for inner-city and underprivileged youth to help them develop responsibility and successfully complete goals. The group is working to increase capacity and expand their facility. Currently they ride inside their compound and take children to events, but they would like to ride on the multi-use trail once improvements are made.

CORBA (www.corbamtb.com/) CORBA is a mountain biking advocacy and education organization whose Youth Adventures program takes inner-city children mountain biking on area trails, as well as rides within the city. CORBA has a trailer to carry bikes and is able to equip the riders with bikes, helmets, gloves, water and snacks for the day.

Campfire Girls Camp (<http://comptoncampfireusa.org/cc/>) The Compton Council Campfire Girls run a camp at 450 W. Raymond Street across from Raymond Street Park in the Richland Farms neighborhood. The camp has easy access to the trail system.

INMED LA (www.inmed.org/work/california.htm) INMED Partnerships for Children is working on a variety of health and violence-prevention programs in Compton. They are seeking more involvement in physical activity programs and are eager to partner with the city of Compton and others to implement projects.

Los Angeles County Bicycle Coalition (LACBC) (<http://la-bike.org/>) The LACBC is a bicycle advocacy organization that has been an active member of the Compton Creek Taskforce and completed an assessment and plan for the Compton Blue Line Transit Hub. The LACBC has also expressed an interest in developing a Bicycle Kitchen-type organization in the area.

Hub City Teens (<http://hubcityteens.com/>) Hub City Teens is a group of teens working with El Nido Family Centers to have teens inspire teens in improving their community. The group has developed an Ambassadors program to speak to community groups about the trails and creek, is working on an adoption program for clean-ups and maintenance, and gives teens in Compton a way to get involved.

PHYSICAL CONDITIONS

The environment and physical condition of the Trail and connecting streets are important factors in promoting trail use. A welcoming and easily navigable environment for pedestrians and bicyclists can improve trail access and invite increased use from both regular users and visitors to the Trail. Sidewalks that foster safe and convenient pedestrian movement are fundamental components of any walkable community. With the exception of the Richland Farms neighborhood, the sidewalks in the study area are comprehensive and in good condition, though narrow. Richland Farms lacks sidewalks but does have narrow, low-speed streets with shoulders available for walking and horseback riding. The aesthetics of the neighborhoods could be improved (for example, through landscaping and tree planting) to encourage physical activity. Signalized intersections include pedestrian signal heads, but at busy locations pedestrian countdown signals could increase safety. A set of bike lanes borders the study area, but there are limited safe bicycling routes within the study area other than the Trail.

Transportation and Environmental Overview

Compton is surrounded by multiple freeways that provide access to destinations throughout the region. The Long Beach and Los Angeles ports are less than a 20-minute drive from downtown Compton, providing access to international destinations for customers and suppliers. The Alameda Corridor, a passageway for 25 percent of all U.S. waterborne international trade, runs directly through Compton from north to south, hence its nickname, “Hub City.”

Compton Creek’s natural beauty, valuable water resources and fertile adjacent land made this waterway the focal point of agricultural settlements dating back to the 1784 Spanish Land Grant of Juan Jose Dominguez. Compton’s thriving equestrian community, centered in the Richland Farms neighborhood, serves as a reminder of the area’s rural beginnings. The creek’s historical development culminated in 1939 when the Army Corps of Engineers completed efforts to channelize the waterway into a flood protection system for the “single purpose” conveyance of storm water.

Compton Creek starts at a convergence of underground storm drains and flows through western Watts, Willowbrook, Compton, Rancho Dominguez and Carson, before merging with the Los Angeles River in North Long Beach.

The northern, upstream portion of Compton Creek in the study area is a concrete-lined box channel, while the southern portion of the creek is an earthen-bottom, trapezoidal section with reinforced ‘riprap’ banks. The earthen-bottom portion of Compton Creek contains remnant wetland habitat and adjoins some potential sites for constructed or treatment wetlands, as well as wetland restoration. The levees in the earthen-bottom portion are in the process of being decertified for 100-year flood protection by FEMA, and Los Angeles County is determining projects to restore flood protection to the lower reaches.

Compton Creek Bike Path

In an attempt to increase bicycling as an alternative mode of transportation, the city of Compton developed the Compton Regional Bikeway Master Plan in 1995. The plan, created by OJI International Consultants—Architects, Engineers, Planners, and Management Consultants, consists of the conceptualization of a comprehensive system of bikeways spanning more than 40 miles and connecting schools, transit stations, bus stops, neighborhoods, commercial areas, employment centers, parks and other recreational facilities.

On May 30, 1995, the Compton Regional Bikeway Master Plan was approved by the Compton City Council for implementation. The Bikeway Master Plan lists the Compton Creek bike path as a project in Alternative 4, but it does not go into detail on the implementation steps or amenities that could be included along the path. The Bikeway Master Plan was revised by the city council on February 8, 2000, but would benefit from another update to allow for bicycle routes that connect to the bike path and the greater Los Angeles County bicycle network.

The Compton Creek bike path runs through the heart of the city of Compton, beginning at El Segundo Boulevard and continuing south to the Los Angeles River confluence. The path runs along the east bank of Compton Creek and provides access to businesses, churches and the civic center. There are also 18 schools, seven parks and two public transit stations within a half-mile of the Compton Creek bike path. There are 44,661 residents that live within a half-mile of the Compton Creek bike path. We see great potential for numerous greenway connections to schools and the development of pocket parks along the route. The Garden Park Master Plan has been created with the community taskforce to envision the length of the creek in this section filled with parks and open-space amenities.

Bike Path Assessment

The city of Compton portion of the bike path extends 2.85 miles through the residential neighborhoods along the Compton Creek channel from El Segundo Boulevard to Greenleaf Boulevard. The trail crosses several busy commercial streets with dangerous at-grade crossings. Other existing barriers to trail use and safety are outlined in this Report and could be remedied with minor improvements, as proposed in Section VI, Recommendations.

The county segment extends 1.82 miles from Del Amo Boulevard to the east branch of Compton Creek, where it terminates at a rail right-of-way (ROW). This segment runs through an industrial park and can only be accessed from Santa Fe Avenue, but it has a wider ROW that may allow for natural restoration and interpretive uses. Eventually the path can connect to the Los Angeles River corridor and LARIO trail, which runs from the ocean in Long Beach toward downtown Los Angeles.



Bike Path Gaps and Barriers

As mentioned above, the two completed trail segments are cut off from each other, making it difficult for residents to use more than one segment safely during a single visit.

<p>Just North of Rosecrans Avenue</p>	<p>There is a 50-foot stretch of bike path that is incomplete. Two bollards mark the end of the path, and then a 3-foot dirt mound—which can be walked across—leads over uneven footing to Rosecrans Avenue. There is a large pipeline passing under the bike path that may explain why the trail was not completed in this area. The remaining dirt could be graded and leveled off toward Rosecrans Avenue to make the bike path safer and more accessible. The asphalt in this area should be completed to connect the sections; it can also be ramped up to reduce the slope for improved accessibility.</p>
<p>South of Greenleaf Avenue to Gateway Center</p>	<p>The creek bank is occupied by a nursery in the high voltage transmission corridor south of Greenleaf Avenue. The bike path could follow the Blue Line tracks here if the nursery vacated the corridor. Once past the transmission corridor, the path can continue on to the Gateway Towne Centre parking lot. The path could then pass through the parking lot, or the wide lanes in the shopping center could be converted to include bike lanes.</p>
<p>Gateway Towne Centre to County Path</p>	<p>South of Gateway Towne Centre, the trail corridor encounters the major barriers of Artesia Boulevard, the Artesia Freeway, South Alameda Street and the Alameda Corridor. Designing a path through this maze will be problematic. The easiest solution for construction would be to bring the path into the center of the channel and pass under all of the roads and rail tracks. There are several storm drain inlets that would prevent the path from running on the slope of the channel. Once past the rail lines, the bike path could remain in the channel and then ramp up the bank to meet the county's trail segment past the confluence of the east channel of Compton Creek, or it could ramp up before the confluence and bridge the east channel.</p>
<p>South of 710 Freeway to LA River Bike Path</p>	<p>Since Interstate 710 is at grade and the channel section beyond the freeway slopes away from a vertical flood wall, the best connection may ramp the bike path down to the channel floor to avoid a costly reconstruction of the embankment. After meeting the confluence of the Los Angeles River, the bike path could ramp back up to the bank. Del Amo Boulevard does not have sufficient space for bike lanes and has narrow sidewalks, so a new pedestrian bridge would be needed to make the final connection to the LARIO bike path. Alternatively, the bike path could follow the Caltrans ROW back to Del Amo and under the freeway before connecting over the Los Angeles River.</p>
<p>Trail Barriers</p>	<p>A pipe rises out of the bike path just north of Washington Elementary that extends five feet into the bike path. The pipe and bollards should be treated with reflectors to prevent accidents. The pavement should be extended out to the fence line to maximize the width of the bike path at this pinch point.</p>



Even spotting the Trail across Wilmington Avenue can be a challenge.

Street Crossings

The city portion of the bike path contains several challenging street crossings caused by the angled path of the creek and mid-block locations of the crossings. The access at most crossings is steep, and signage indicates bicyclists should dismount and walk their bikes.

The county portion of the bike path only contains one street crossing at Santa Fe, which is in good condition with a zebra-stripe crosswalk and pedestrian crossing signage. The bike path does not officially cross Del Amo. When the bike path is extended south of Del Amo, a safe crossing with signage, median refuge area, diagonal curb cut and smooth ramps (or undercrossing) should be installed.



Cyclists consider their options for crossing a busy street.



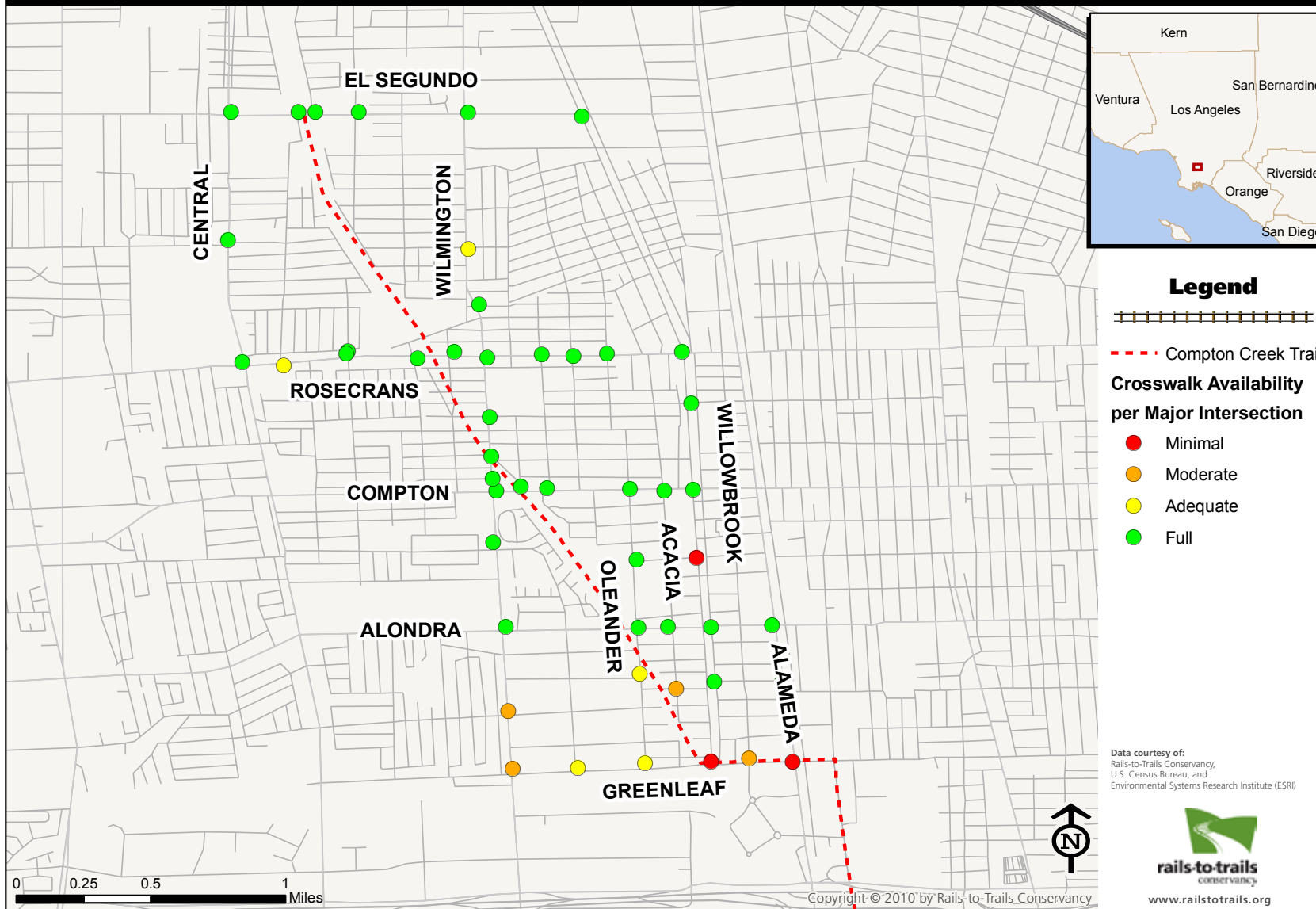
Curb extensions, in-pavement flashers and R1-6 in-roadway signs help improve safety at this crossing.

Street Crossing Locations

Greenleaf Boulevard	No crosswalk and no auto signage. Given this street is the end of the current bike path, crossing should be diverted to the Willowbrook intersection. A sidewalk exists on the north side of Greenleaf to Willowbrook, but there is no sidewalk east of Willowbrook.
South Oleander Avenue	The bike path crosses both West Reeve Street (which is low volume) and South Oleander Avenue. No crosswalks or signage exist. This intersection is complicated by the fact that the sidewalk on the northeast corner is below grade, with a railing separating it from the street. Since street parking is provided on both streets, a portion of the street could be striped as a bike path and protected from vehicles with bulb-outs and reflective signage. Installing marked crosswalks and signage could greatly improve safety by increasing pedestrian visibility. The bike path could either cross only Oleander or both streets in this manner.
Alondra Boulevard	No crosswalk and no auto signage. Alondra has bike lanes and a center turn lane. A median refuge island could reduce the crossing distance and vastly improve the safety of crossing. Crosswalks and signage should be installed.
Compton Boulevard	Has crosswalk and signage at crossing to Paulsen Avenue. Bushes on north side encroach onto sidewalk space. Vacant lot on south side has opportunities for a pocket park.
Wilmington Avenue	No crosswalk and no auto signage. Complex intersection with center turn lane pocket creates challenging crossing. Possible solution could be crosswalk to median refuge island over creek—then crosswalk to other side with parking zone replaced with striped path and protected by bulb-outs and reflective signage. Possible location for signalized crossing given the traffic volume on Wilmington.
Rosecrans Avenue	No crosswalk. One pedestrian arrow on westbound direction. Has median with curbs. Installing marked crosswalks and signage could greatly improve safety by increasing pedestrian visibility. Median should be modified with curb cuts to create refuge island.
El Segundo Boulevard	No crosswalk and no auto signage. Bike path endpoint. Crosswalk not recommended until bike path is extended north. Direct bike and pedestrian traffic to nearby signalized intersection and improve crosswalks. Wayfinding and safety signage should be added. El Segundo Boulevard could be evaluated for bike lanes, at least in the vicinity of the bike path.

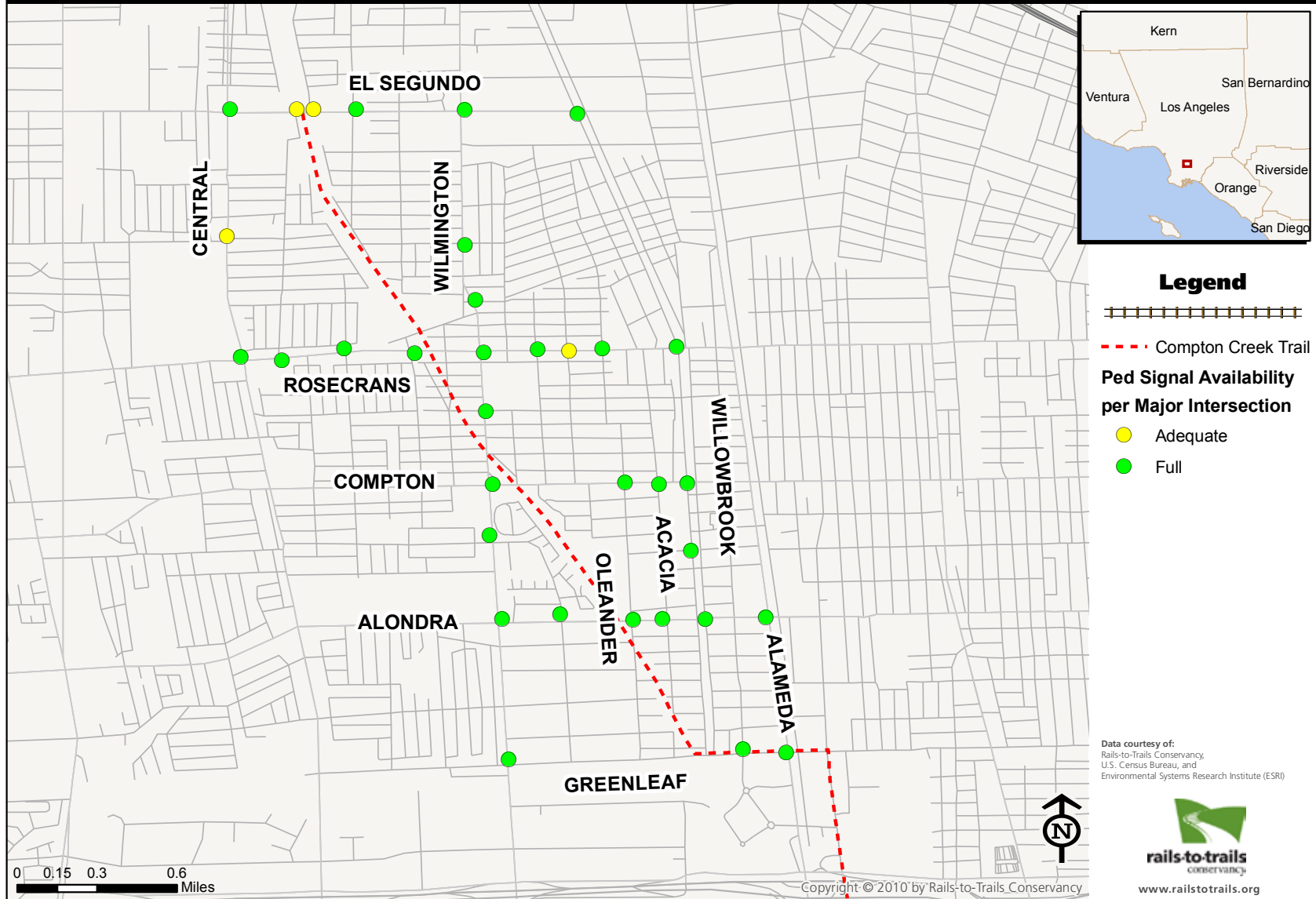
Crosswalk Availability per Major Intersection in Physical Study Area

Compton, CA



Pedestrian Signal Availability per Major Intersection in Physical Study Area

Compton, CA





Northern trail access point at El Segundo.

Bike Path Access Points

The county portion only has legal bike path access at the north side of Del Amo and at Santa Fe Avenue. Del Amo has sidewalks on the north side of the street, but not the south side. Santa Fe lacks sidewalks entirely. The northern end of the bike path terminates at a rail ROW, which is not fenced and connects back to Santa Fe Avenue by an informal path. Since this is an industrial neighborhood, most use probably comes from employees in the vicinity walking to the bike path. A connection at the northern end would likely require an easement from the railroad, or a rail crossing and continuation to Santa Fe where it intersects the freeway off-ramp.

There are numerous access points in the city portion as the city grid intersects the bike path. Many of these crossings have been opened up to access. In general, the access points on the southern half are good, but many on the northern half have abrupt elevation changes that should be addressed. In many cases, these changes are 3 feet or more and may require ramping or closing the access point. Also as noted below in Bike Path Conditions, bollards are inconsistent and missing in some locations, creating holes that can be dangerous for trail users.

Access Point Locations

Glencoe	Wide access point. Bollards missing. Asphalt cut parallel to bike path. Access could be narrowed to allow for landscaping planters.
Bennett	A three-foot opening in the fence is the only access to the trail. Should be connected with ADA-compliant path. Space for planters in ROW.
Johnson	Bollards well spaced, but one in center of curb ramp. Trench parallel to path.
Caldwell	Bollards well spaced, wide access point. Steep slope up to bridge. Access could be narrowed to allow for planters. Trench parallel to path.
Tichenor	A three-foot opening in the fence is the only access to the trail. Should be connected with ADA-compliant path. Space for planters in ROW.
Claude	Just opening in fence. Should be connected with ADA-compliant path. Space for planters in ROW.

CURRENT CONDITIONS

Compton Creek High School	Improved space. Work with school to maintain and limit access at night.
Brazil	One-foot grade change. Need ramp, limited space for planters.
Arbutus	Three-foot grade change. Need ramp, limited space for planters.
Poplar	Access to pedestrian bridge. Good grading with limited slopes on approaches. Bollard in bridge may prevent wheelchair access. Two bollards missing. Limited space for planters.
Elm	Level grading and wide access. Driveway approach overlaps bike path and makes planters unfeasible. Missing bollards.
Cedar	Wide access. Driveway prevents planters. Adjacent triangle-shaped parcel presents an opportunity for improvements. Bollards missing.
Maple	Fenced. Three-foot grade change would require ramp. Lack of driveways creates potential for new connection and green street improvements.
Spruce	Fenced. Four-foot grade change would require ramp. Lack of driveways creates potential for new connection and green street improvements.
Cherry	Chain-link fence missing section. Four-foot grade change would require ramp. Problematic driveways and utility pole limit space.
Cressey	Steep grade approach. Bollard missing. Potential pedestrian bridge location. Good green street candidate for landscaping and water retention features with considerable distance without driveways.
137th	Fenced—no access. May be sliver of private property between cul-de-sac and bike path. Limited space with driveways near bike path access.
136th & Slater	Fenced, locked gate. One missing portion of fence. Purpose of fence is unclear. Some space for planters. Access could easily be provided.
McNair path to Slater	Narrow access path connects bike path to Slater. Pedestrian bridge crosses creek. Heavily used after school. Guy-wire lands in bike path—safety hazard.



Shallow trench in trail is a hazard for cyclists.



Bridge crossing over to McNair Elementary School.

Bike Path Condition

The county portion of the bike path is concrete and in excellent condition. Horse droppings were present on the bike path, indicating light equestrian use.

The city portion of the bike path varies from good to poor throughout the length. There are sections with cracks and plants growing through that should be repaired before the bike path deteriorates further. The section between Wilmington and Rosecrans Avenue has a steep slope to one side that is eroding onto the bike path. Near the southern section at Johnson and Caldwell streets, the asphalt was cut parallel to the path for an irrigation pipe and not replaced, creating a safety issue. Graffiti covers the bike path in several locations, especially near the bridges.

BRIDGES

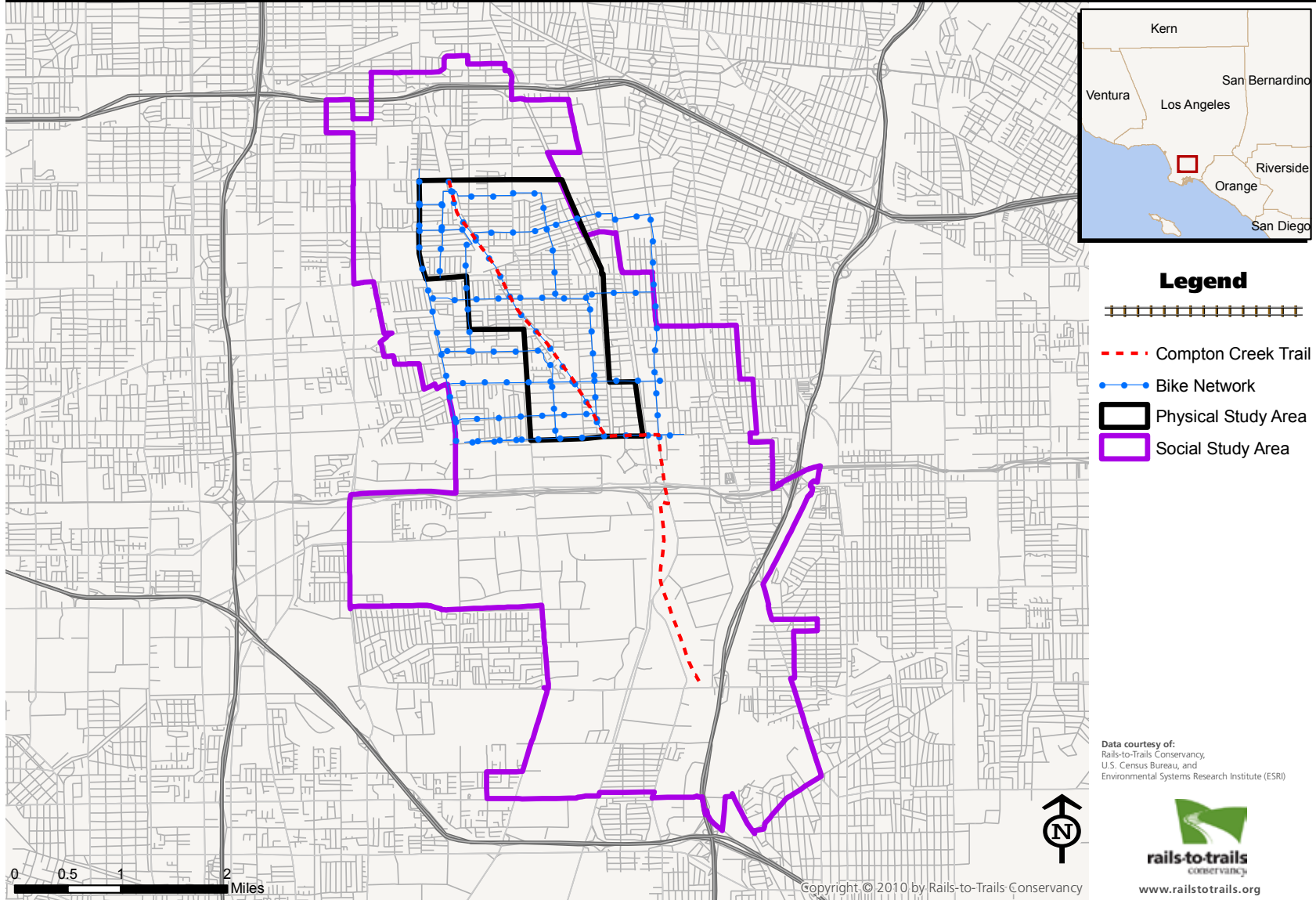
Three pedestrian bridges cross the creek at Caldwell, Poplar and McNair Elementary access path. These bridges help increase connectivity to the Trail. Additional bridges would be useful in the vicinity of Compton High School and Washington Elementary to connect the neighborhoods on each side of the creek to the trail and parks. Bridges are narrow and blocked by bollards that are not wide enough for wheelchair access. Approaches to the Caldwell bridge are quite steep.

Street Bike Routes

Bike lanes are currently striped on Alondra Boulevard, Greenleaf Boulevard, Central Avenue and Santa Fe Avenue. There are no shared Class III bikeways in the study area, but there is great potential for street bike routes to connect the trail to important destinations in the community. Class III bikeways are signed bike routes that are shared with motor vehicles, but they indicate to bicyclists that there are particular advantages to using these routes. They provide continuity to other bicycle facilities or designate preferred routes through high demand corridors (California Highway Design Manual, Chapter 1000). There are many lower-volume streets that are appropriate for designation as bike routes. A proposal for these bike routes is shown on the Compton Creek Trail Map and on page 33.

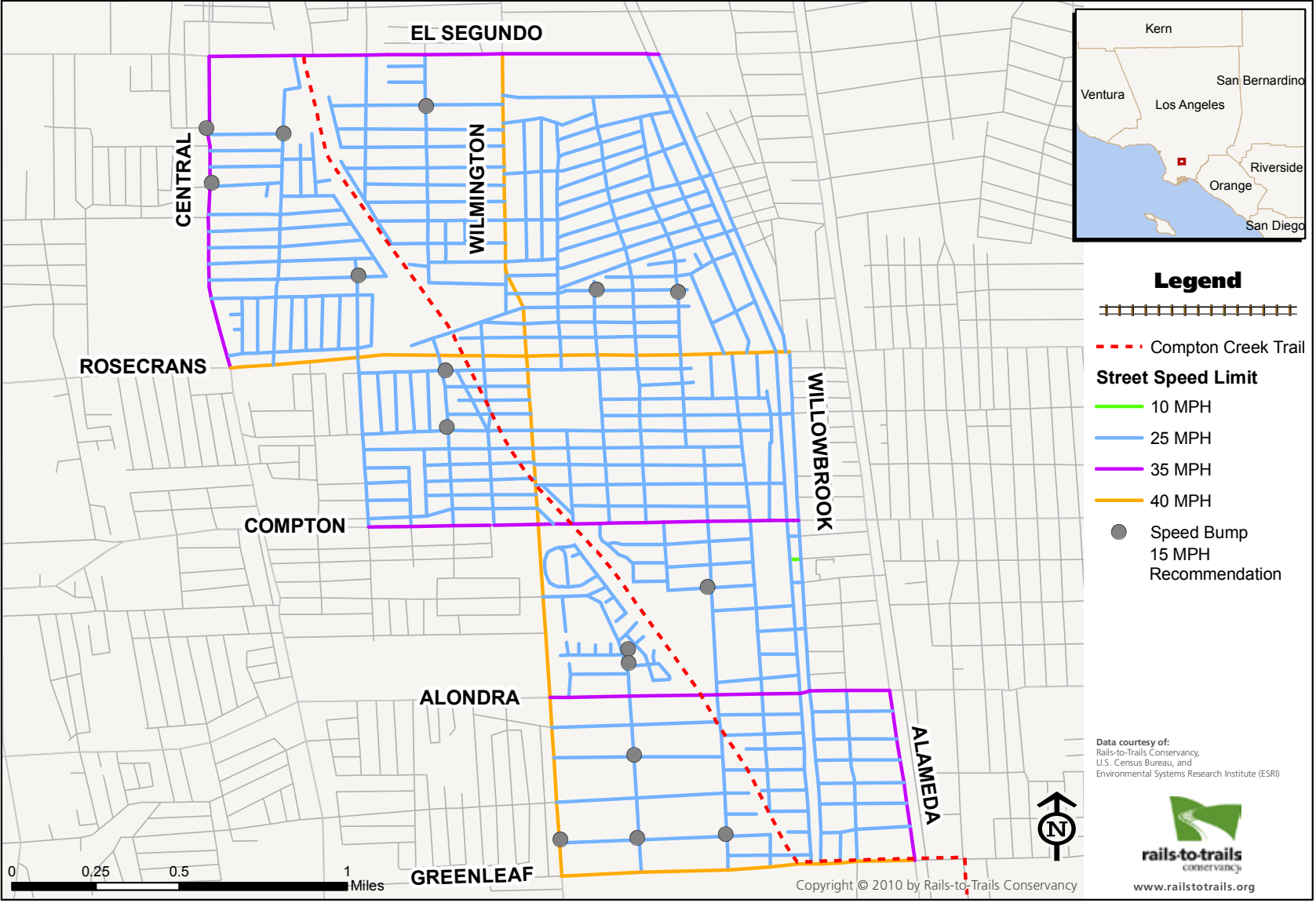
Compton Bike Network

Compton, CA



Street Speed Limits (MPH) within Physical Study Area

Compton, CA



Transportation/Metro Station

The Compton Metro Blue Line Station is located within one mile (10 blocks east) of the Trail. The transit corridor, a heavily used north-south passageway for a large portion of U.S. international trade, runs directly through Compton. The station is located across the street from the Martin Luther King Transit Center and adjacent to the Renaissance Center Shopping Center. The Compton City Hall and Police Station are also located close by.

The city of Compton is implementing a plan to revitalize the MLK Transit Center to include a pedestrian mall and mixed housing and commercial uses. This plan aims to connect the Compton station with the MLK Transit Center and transform the area into a pedestrian-friendly, mixed-use transit hub.

The Artesia Blue Line Station is located near the Crystal Casino and Gateway Centre shopping area. This area is one of the gaps in the trail, but if this gap were closed it would provide direct access to the station.

At the southern end of the trail, the Del Amo Blue Line Station is adjacent to the creek and easily accessed from the bike path by crossing the creek on the Del Amo Boulevard sidewalk. Since this section of the path is only connected to industrial land uses, there is limited use of the good connection from the station to the bike path.

Metro buses serve the study area with regular service on Greenleaf Boulevard, Willowbrook Avenue, Wilmington Avenue, Santa Fe Avenue, Alameda Street, Alondra Boulevard, Compton Boulevard, Rosecrans Avenue and Central Avenue.



Multi-use Trail Evaluation

The multi-use trail is an undeveloped dirt trail used by equestrians and runners that follows the west side of channelized Compton Creek from Greenleaf Boulevard north to El Segundo Avenue. Surprisingly, there is an equestrian neighborhood along the southwestern section of the multi-use trail, and equestrians are seen using the trail most afternoons from Greenleaf Boulevard north to Compton Boulevard. The heaviest use for equestrians is north from Oleander Street to Compton Boulevard, and the surface is covered with dirt with some patches of wood chips. Between Compton Boulevard and Wilmington Avenue, the multi-use trail appears little used and overgrown with weeds. North of Wilmington Avenue, it also appears unused by equestrians and receives little pedestrian use. Bridge abutments, drainage outfall and raised oil pipelines form a barrier just north of Rosecrans Avenue at Cressey

Avenue that discourage use in the immediate vicinity. North of these barriers, the multi-use trail is well used by pedestrians to access Gonzalez Park and the pedestrian bridge at Parmelee Avenue. The bridge to cross the creek to McNair Elementary School is well used before and after school. The multi-use trail crosses several major streets with no markings or signage to alert drivers that horses or pedestrians may be crossing; similar crossing issues are present on the bike path.

Equestrians also report riding along the active rail lines south of Greenleaf Boulevard, though this area moves away from the creek and trespasses on rail rights-of-way.

Access Points

Greenleaf	Barricade is present, but horses and pedestrians can go around it. This crossing lacks a curb ramp and crosswalk; crossing at this location should be discouraged since there is no sidewalk on the south side of Greenleaf.
Glencoe	Fenced with no access. A drainage outfall exists, creating a one-foot barrier.
Bennett	Fenced, but a gate is open. There is also a drainage outfall crossing the trail here.
Johnson	Fenced with no access.
Caldwell	Good open access, a bridge connects to bike path on other side of creek.
Tichenor	Fenced with no access.
Raymond	Good access with bollards at Raymond Street Park.

CURRENT CONDITIONS

Oleander	Heavily used access point. No crosswalk for crossing, ramp on north side, no ramp on south side.
Alondra	No barriers, no crosswalk, ramp on north side, no ramp on south side.
Cypress/Cocoa	Walled, no access. Hole is cut in fence to get through.
Barron	Walled and fenced, apparent private property between creek and street.
Indigo/Aranbe	Walled and fenced, no access.
Sherer	No access, houses between creek and street.
Compton Boulevard	Ramp and good access on south side, no ramp on north side, no crosswalk.
Wilmington	Open with good access. Ramp on north side, no ramp on south side, no crosswalk.
Palmer	Open with a barricade present, steep slope to access trail.
Brazil	Open with barricade present, fence broken, barbed wire present.
Arbutus	Fenced with hole for access.
Kemp/Pacific	Fenced along length, fence in poor condition. Fence could be removed.
Rosecrans Avenue	Open with barricade on south side, fenced on north side. No ramps or crosswalk.
Cressey	Concrete wall, drainage outfall, petroleum pipeline are barriers. Trail could be ramped up over these features. Access from street is fenced off but could be opened easily.
Gonzalez Park	Fenced, but gate is open.
Kalisman	Fenced with no access.
Bridge at Parmelee	Open with good access. Trail could continue north to El Segundo.

V. COMMUNITY OUTREACH

The primary forum for information sharing and improvements on Compton Creek has been the Compton Creek Taskforce. The Taskforce, founded in 2001, is facilitated by the city of Compton's Planning and Economic Development Department and chaired by Councilwoman Yvonne Arceneaux. It has led the development of planning tools, such as the Garden Park Master Plan, and has succeeded in developing the Trail and amenities along the creek.

Because Taskforce meetings are scheduled on Thursday mornings during work hours, a large number of community members are unable to attend. RTC staff attended Taskforce meetings in November 2009 and January, March, April, June, October and November 2010. These meetings are frequently canceled and have a tight agenda that is focused on current infrastructure improvements being made to implement the Garden Park Master Plan.



Meet and Greet the Compton Creek Trails.

The Taskforce involves representatives from powerful agencies that are ready and willing to work with the city to improve conditions in Compton and along the creek. These agencies have potential funding sources to implement the Garden Park Master Plan. Agencies involved include:

- **Rivers and Mountains Conservancy**
- **California Coastal Conservancy**
- **Mountains Recreation and Conservation Authority**
- **U.S. Army Corps of Engineers**
- **Los Angeles County Public Works**

Other Taskforce members include professional planners, civic activists, local advocacy and environmental organizations such as:

- **Los Angeles and San Gabriel Rivers Watershed Council**
- **Heal the Bay**
- **Los Angeles County Bicycle Coalition (LACBC)**
- **El Nido Family Centers**
- **Compton Jr. Posse**
- **LEAPS**

After attending several Taskforce meetings, RTC staff noticed that community members and local groups had desires to work on a larger scope than was being covered in the limited time available. In response to the need for an extra forum, RTC staff invited Taskforce members and community groups to a separate meeting after the April 2010 Taskforce meeting to discuss additional activities and resources that could be used to link the community to the creek and trails. Several community-based groups took over leadership of this group during the spring and summer of 2010 and organized themselves into the Compton Creek Watershed Alliance. They are planning an education and outreach campaign that will train youth to be Trail Ambassadors, and with RTC support in the fall of 2010 began encouraging a trail-adoption program.

Surveys

RTC developed surveys to distribute to community members and record their impressions of the trail and its connections and usefulness in their neighborhoods. The surveys were distributed by our community partners, including INMED LA, Compton Jr. Posse, Washington Elementary Parent-Teacher Association (PTA) and the Compton High School Recycling Club. RTC received and analyzed 80 responses. Some of the significant findings were that many residents were not aware of the existence of the trail, yet a large portion indicated they would use the trail if it were safe and convenient to do so. An analysis of the survey is included in Appendix B.

Survey Highlights:

- **91 percent of survey respondents said they would use the trail or use it more if maintenance, safety and cleanliness issues were addressed.**
- **Most respondents want to see the trail extended and connected to regional trails.**
- **The trail is used more for health and recreation than for transportation.**
- **The top destination that respondents would like to see the trail connect to is a park or playground.**

Some of the significant findings [in the survey] were that many residents were not aware of the existence of the trail, yet a large portion indicated they would use the trail if it were safe and convenient to do so.



Equestrian Involvement

The Compton Jr. Posse is an after-school mentoring and horse-riding skills development organization located in the Richland Farms neighborhood along Compton Creek. On August 21, 2010, the Jr. Posse partnered with RTC to host an event called “Meet and Greet Your Compton Creek Trails.” Held at Raymond Street Park along Compton Creek, the event introduced equestrians to the trail along Compton Creek, focused on safety issues for riders, and collected feedback on the conditions and planned improvements for the Trail. One of the most significant accomplishments of the gathering was gaining city participation in speaking at the event and allowing the group to use the park.

Washington Elementary School

Washington Elementary presents another opportunity for community outreach. Heal the Bay has worked with parents at the school to form a PTA to improve conditions at the school. The PTA is focused on improvements to the front of the school and would like to see it landscaped and made more inviting to the community. The area behind the school, adjacent to the trail, is planned for a makeover, with water quality improvement measures and increased recreational uses. Mountains Recreation and Conservation Authority (MRCA) has hired MIG, Inc., to do the design and conduct community outreach in the fall of 2010. MRCA is running a Transit to Trail program at Washington Elementary to help residents connect with nature and prepare them for involvement in the park planning process. The first phase of the public park is expected to open by May 2011. The addition of park space in this area will encourage use and increase visibility of the Trail.

The PTA is focused on improvements to the front of the school and would like to see it landscaped and made more inviting to the community.

TRAIL DEVELOPMENT PROGRESS

Since RTC began implementing the Urban Pathways Initiative in Compton in 2009, the city of Compton has made significant progress in developing and improving the trail. These advances can be attributed to prior grant awards that had unexpended balances and were available for use by new city staff in the Planning and Public Works departments, as well as other initiatives that are under way.

TRAIL AMENITIES

The city has been able to use a Community Development Block Grant to install trash cans and signage along the length of the Trail, as well as fence enhancement art in the demonstration area. Three urban garden demonstration plots were constructed near El Segundo Boulevard, Raymond Street Park and at Gateway Shopping Center. Additional work with irrigation and landscaping projects along the Trail is in the bidding and design process.

Other green space areas along the Trail are in the development process. These include the new park at Washington Elementary School, scheduled to open by May 2011, and two new park areas along the Greenleaf high-voltage power line corridor that will be developed near the Compton Community College and Walton Elementary School.

TRAIL EXTENSION

The city is currently selecting consultants for the next phase of the Trail that will extend south of Gateway Towne Center to the Artesia Freeway. The new phase will include volleyball and badminton courts, but unfortunately it will not connect to any other segments

of Trail and will likely be little used without additional connections south to the county portion of trail and the Los Angeles River. During Taskforce meetings community members questioned the selection of volleyball and badminton courts, concerned that they may not be the types of amenities that community members need and want. City staff indicated that the decision to include these amenities had been finalized and they will proceed with the design as is.

INFRASTRUCTURE IMPROVEMENTS

The city used a Safe Routes to School grant to improve a crossing near the Trail at Kemp Street and Rosecrans Boulevard with in-pavement flashers, crosswalks and associated signage. The city also resurfaced Greenleaf Avenue, and in the process gave it a road diet from four lanes to three, including a center turn lane and bike lanes in the vicinity of the Trail. The city is planning on resurfacing portions of the Trail in the coming year and is currently evaluating bids for the work.

TRAIL ACTIVITIES

The city has hosted clean-up days along the creek, but most of these have occurred in the soft-bottom section of the creek, where there is not currently a trail. There is also an annual trail clean-up day in October, when participants walk the length of the Trail to pick up trash.

TRAIL RESURFACING AND CROSSINGS IMPROVEMENT

The city released an RFP in January 2011 to select a contractor for improving the major street crossings along the trail and resurfacing the sections in need of repair.

VI. RECOMMENDATIONS AND ACTION PLAN



According to the Centers for Disease Control:

“People may make decisions based on their environment or community. For example, a person may choose not to walk to the store or to work because of a lack of sidewalks.¹”

¹ Accessed on CDC website, <http://www.cdc.gov/obesity/causes/index.html>.

Regular physical activity promotes healthy communities, a healthy environment and a healthy economy. With the majority of the bike path paved through the city and the multi-use trail open for equestrians and pedestrians, Compton has begun to provide facilities that can greatly serve the community. Increasing physical activity in a population is a complex task. It is most successful when physical activity can be combined with other daily behaviors. According to the Centers for Disease Control:

“People may make decisions based on their environment or community. For example, a person may choose not to walk to the store or to work because of a lack of sidewalks. Communities, homes, and workplaces can all influence people’s health decisions. Because of this influence, it is important to create environments in these locations that make it easier to engage in physical activity and to eat a healthy diet.”

Trails in particular are able to increase physical activity because they provide a healthy place for people to engage in regular, everyday travel and recreation. As more people use the Compton Creek bike path and multi-use trail, physical activity rates among users will increase—whether they’re walking to school or pedaling to a friend’s house. Therefore, our recommendations are based on increasing trail use among a diversity of users, both for purposes of travel and recreation.

To determine the best methods for encouraging trail use, RTC examined current studies and best practices, engaged in extensive community outreach, performed a physical assessment of the corridor and adjacent neighborhoods, and looked to our own 25 years of rail-trail experience.

Because the Garden Park Master Plan is a comprehensive and widely supported document, our recommendations supplement those found in the Plan. We applaud the city of Compton’s focus on implementing the Plan and their progress so far. The Plan contains sections with great detail on parks, pocket parks, street-end parks, enhancing the bike path and multi-use trail, bridges, artwork and event programming. We offer additional ideas that can be incorporated to implement the Plan. Significantly, there are immediate safety concerns to be addressed, as well as important ways to link the trail system with area destinations and safe pedestrian and bike routes. Also, we see a need for additional outreach to involve the community in implementing the Plan and to provide balanced and ongoing support for the Trail.

ACTION ITEMS

RTC created the following specific action items for increasing trail use based on experiences across the country, research, the physical assessment and community outreach. These recommendations are focused on near-term safety and functional issues.

RTC's Western Regional Office produced the *Across the Arterial* report in January 2011 to specifically address these major roadways that the Trail must cross to be continuous. The ideas and resources in the report can be utilized as engineers select the appropriate treatments for these crossings.

The city should take measures as soon as possible to address current safety issues that require infrastructure improvements. These measures will have the multiple benefits of decreasing the city's exposure to liability, improving the safety and function of the Trail, and improving the community perception that the Trail is a cohesive and well-maintained system.

1. INFRASTRUCTURE IMPROVEMENTS

Street Crossing Improvements

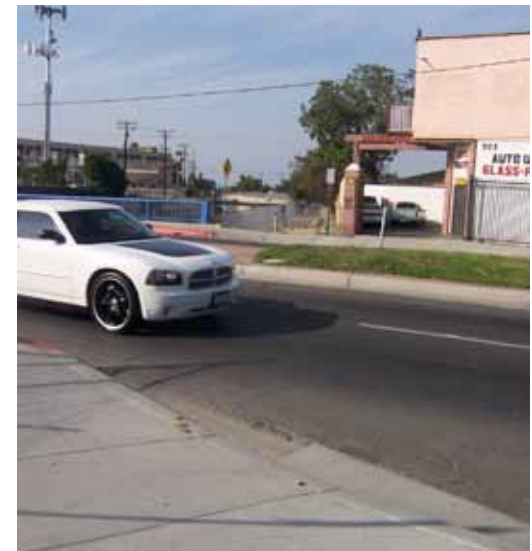
A top priority is improving crossings of the major streets the Trail intersects, including Oleander Avenue, Alondra Boulevard, Compton Boulevard, Wilmington Avenue and Rosecrans Avenue. Research shows that lighting, median islands for pedestrian refuge, signage with striped crosswalks and rapid-flash beacons can dramatically increase yield rates to pedestrians (Fitzpatrick et al, 2006). Crosswalks without additional measures are discouraged, and an engineering study for crossing improvements should be performed for any non-intersection crossings (CA MUTCD Sec 3B.17).

The following tools can improve the safety of trail crossings and encourage people to use the trail:

1. Raised medians for pedestrian refuge have been shown to reduce crashes by 40 percent (Zeeger et al, 2002). The Wilmington Avenue and Rosecrans Avenue medians should be enhanced by providing accessible refuge areas and additional treatments to increase the visibility of the crossing. New raised median islands for pedestrian refuge are possible for Compton Boulevard and Alondra Boulevard. Compton Boulevard should be evaluated for the elimination of the left turn onto Paulsen to create space for the pedestrian refuge island.



At Wilmington Avenue, it is difficult to choose a location for crossing.



Rosecrans has a median that could be modified to provide pedestrian refuge.



Looking through the maze of freeways, rail lines and surface streets that separate the city and county portions of the trail.



Storm drains and the Alameda corridor rail lines dictate the likely connection between the city and county portions will need to be in the channel.



Guy-wire landing in trail near McNair Elementary is difficult to spot.

2. Install appropriate signage and crosswalk markings to identify the crossings. All crossings should receive high-visibility crosswalks and associated signage that conforms to the Manual of Uniform Traffic Control Devices (MUTCD), such as R1-6. Since the Trail crosses multi-lane roadways, we strongly suggest the use of advance stop lines and associated signage to prevent multiple threat collisions that can occur when a driver in the first lane stops and drivers in the second lane cannot see the pedestrians crossing. R1-6 signs may also be installed in the median areas and increase the visibility of the crossing, resulting in better yield rates to pedestrians. As funding allows, pedestrian beacons should be considered and installed where appropriate.

3. The shortest-distance crossing is the safest crossing. Given the skewed intersection of the Trail and major streets, the crossing distance can be minimized by the use of curb bulb-outs. A staggered median pedestrian island can be used to absorb the distance parallel to traffic and create perpendicular crosswalks on Wilmington, but other crossings will require more creative solutions. In addition, parking should not be allowed adjacent to the trail crossings to improve visibility of trail users.

4. Crossings should be improved for both the bike path and multi-use trail.

5. Lighting is an important factor in safe crossings, and all of the major streets should be well lit in the area of trail crossings.

As noted in the physical assessment, there are a number of different colors and marking styles used in Compton for crosswalks. The city should adopt a standard high-visibility crosswalk consistent with the current MUTCD and use the standard at all new crosswalks. Consistent markings help drivers recognize the crosswalk and expect to find pedestrians there. The decorative, colored concrete crosswalks at most major street intersections do not stand out and should be outlined with white markings to raise awareness of pedestrians in the area.

Trail Conditions

Existing trail conditions present several potential hazards. The following issues should be examined and repaired as soon as possible to increase user safety.

- 1.** A shallow trench in the bike path, running parallel to the direction of travel between Glencoe Street and Caldwell Street, could catch bike tires and should be repaved to smooth the surface.
- 2.** Missing bollards create trip and fall hazards in the trail and could also lead to bicycle accidents. Replace bollards or smooth and level surface to prevent incidents.
- 3.** Two locations have intrusions into the bike path that should be marked and treated.
 - There is a pipe rising out of the bike path just north of Washington Elementary that extends 5 feet into the path. The pipe and bollards should be treated with reflectors to prevent accidents. The pavement should be extended out to the fence line at the pipe to maximize the width of the bike path at this pinch point.
 - A guy-wire lands in the middle of the bike path just south of the pedestrian bridge at McNair Elementary. In the short term, the wire should be treated with reflective markings and warning signs installed. The overhead lines extend across the creek, so the guy-wire may be unnecessary, and the utility company should be contacted to discuss removal.
- 4.** The 50-foot incomplete section of the bike path just north of Rosecrans Avenue is steep and has inconsistent footing. The city should pursue completing this section and grade the path gently to improve access and safety on this segment.
- 5.** Access points to the bike path at Brazil, Arbutus, Maple, Spruce and Cherry streets are steep dirt banks that are unimproved. Steps and ramps to improve access should be installed.
- 6.** The multi-use trail south of Oleander Avenue has several drainage outfalls that create potential trip hazards. Develop structures and grade to prevent accidents.



A 50-foot section of unpaved path north of Rosecrans.



Pipe projecting into trail north of Washington Elementary.

2. MAKING CONNECTIONS

Create Bike and Pedestrian Route Connections

Establish safe bike and pedestrian routes from the bike path to the Civic Center, surrounding shopping and government facilities, and the Compton Blue Line Metro Station. There are existing east-west bike lanes on Alondra and Greenleaf boulevards, and north-south bike lanes on Santa Fe and Central avenues, which surround the study area. Bicycle and pedestrian access to the bike path and multi-use trail could be greatly improved with designated routes within the study area. The Los Angeles County Bicycle Coalition (LACBC) completed an analysis of connections to the Compton Blue Line Metro Station that should be expanded into a network of routes for the study area (Compton Metro Blue Line Rail Station Non-Motorized Access Plan, description available in Plan Review). These would primarily be Class III shared-use bikeways that would connect to bridges across the creek, bike lanes and destinations, and signalized intersections of major street crossings.



Typical heavy traffic on major streets in Compton.

The featured routes and important connections would include the following:

EAST-WEST ROUTES

Caldwell Street from Central Avenue to Acacia Avenue: Takes advantage of the pedestrian bridge over Compton Creek. Extend pedestrian connection east to Alameda Street and take advantage of the pedestrian over-crossing of the Blue Line tracks.

Poplar Street from Central Avenue to Acacia Avenue: Takes advantage of the pedestrian bridge over Compton Creek and signalized crossing of Wilmington Avenue. Continue on Elm Street across Alameda Street to Santa Fe Avenue.

Stockwell Street from Central Avenue to Willowbrook Avenue: Takes advantage of gated street on West Stockwell Street and signalized crossing of Wilmington Avenue.

NORTH-SOUTH ROUTES

Parmelee Avenue from El Segundo Boulevard to Rosecrans Avenue: Connects to McNair pedestrian over-crossing, and the northern section could be closed to vehicles to improve connections to creek as recommended in the Garden Park Master Plan.

Tajauta Avenue from 137th Street to Laurel Street, then east on Laurel Street and south on Center Avenue: Connects to Alondra Boulevard bike lanes and feeds to trails at Poplar Street.

Aranbe from Stockwell Street to Poplar Street: Connects multiple schools to pedestrian bridge at Poplar Street and uses signalized crossing of Rosecrans Avenue.

Acacia Avenue from bike path to Elm Street: Connects to Civic Center and access to Compton High School close to Caldwell Street pedestrian bridge and includes signalized crossings of Alondra Boulevard and Compton Boulevard.

Create Connections for Equestrians

Compton has an equestrian community called Richland Farms, located in the southwest section of the study area. Equestrians are commonly seen using the multi-use trail between Compton and Greenleaf boulevards, but they are currently somewhat limited in their routes. In the past, equestrians used the Greenleaf Southern California Edison (SCE) power line corridor to ride toward the Los Angeles River and would also ride along the train tracks south toward the river. There is a major staging area at Del Amo on the Los Angeles River that would be wonderful to connect to the Compton Creek trail system. The Compton Jr. Posse is an equestrian youth organization in the neighborhood that runs after-school programs training students to ride horses and develop positive character. The Compton Jr. Posse is seeking to expand their programs and involve additional members of the community in improving options for equestrians in the neighborhood. As an established organization, they are set up well to be a voice and program additional activities for equestrians in the neighborhood. The Jr. Posse hosted the “Meet and Greet Your Compton Creek Trails” event in August 2010 and will be working with RTC and the National Park Service Rivers, Trails and Conservation Assistance program (RTCA) during the next year to identify opportunities for equestrian connections in the Compton area.



Entry to outdoor classroom at Compton High School.





3. BUILDING A COALITION

Community ownership of the Trail is essential to its success as a catalyst for increased physical activity among area residents. The Compton Creek Taskforce is primarily composed of city leadership and agency staff and meets during work hours. The city should foster the formation of a Compton Creek community group that involves and engages the adjacent neighborhoods and creek corridor users in the further development and maintenance of the creek improvements. The city should maintain staff leadership for the group and include public and private entities, such as the school district, park district, churches and health organizations. The group can be a great asset to the city in organizing events on the creek corridor, recruiting and involving volunteers in monitoring and maintenance of the Trail, and assisting staff with implementation of the Garden Park Master Plan.

EXAMPLES:

- Sacramento Northern Parkway Stewards in North Sacramento have planted and maintained more than 5,000 trees and shrubs along the 14-mile parkway. They have involved volunteer groups and AmeriCorps teams, and they even do regular mowing to keep weeds down.
- Friends of Stevens Creek Trail Volunteer Action Team runs community outreach and education programs, organizes tree plantings and trail work days, raises funds for enhancements of the trail and hosts the annual Trailblazer Race.
- Reedley Parkway Committee led a private fundraising campaign and enlisted more than 75 volunteer groups to donate and plant trees, place benches, erect kiosks and put in other amenities along the trail.

4. TRAIL ATTRACTIONS

Parks and Playpaths

At present, the Trail has limited access to open space and parkland for recreation opportunities. Schools and parks along the Trail are fenced off and do not encourage access from the Trail. Increasing and improving access to the Trail would attract more users and promote it as a resource. As the Garden Park Master Plan is implemented to create open space and parks along the creek, new research and best practices should be considered to implement improvements and programs that would better integrate the Trail into the community. New research focused on reconnecting children to nature (Playcore, et al 2010) suggests that playgrounds should be spread out along pathways and interspersed with natural areas. This set-up encourages children to explore and get more activity than by using only concentrated play areas. Exploration and activity are important for development of children's minds and bodies. For adults, outdoor exercise equipment has proven popular in urban Los Angeles parks and can help bring regular users to the trail.

ACTION: Pursue joint use agreements with the schools and encourage the removal or limited use of fencing that cuts the Trail off from open space areas. Follow best practices from Nature Grounds and Pathways to Play for interspersing play equipment into natural areas and encouraging trail use (www.naturegrounds.org/).

Bicycle Shop and Training

In cities across the country, small community-based bicycle repair and building shops, often managed by local nonprofit organizations, are effective in reaching out to underserved neighborhoods and fostering a cycling community. These bike shops create new places for youth to participate in community activities and learn new skills. The LACBC has shown interest in starting a program in Compton in partnership with a local group like the Schwinnmasters Bicycle Club. There are several examples in the Los Angeles area that can offer start-up advice and may be willing to expand into Compton. The other shops include Bike Kitchen, Bike Oven, BIKeroWave and Bicycle Tree (www.bicyclekitchen.com/index.html).



Community garden demonstration plot.



Outdoor exercise equipment in south Los Angeles.



Councilwoman Yvonne Arceneaux and teens from El Nido Family Centers lead the Compton Heart Month 5K Stroll and Roll. Photo courtesy of Shon Smith of D'Angelo's Photos

Trail Events

For people who are unfamiliar with trails, do not understand their potential use, or are even unsure what they might look like, planning regular or one-time events creates a perfect opportunity to attract people to the trail and advertise its use. These activities can be planned to teach residents about healthy living, including providing proper eating tips or performing health check-ups. The additional focus on water quality and resources from public agencies to address the litter issues create even more synergy in Compton.

ACTION ITEMS: Plan a regular or one-time event along the trail, marketing it extensively and focusing on educating people about the location of the trail, access points and what they can do along a trail. University of Southern California students working with Los Angeles and San Gabriel Rivers Watershed Council developed a complete calendar of environmental and health activities that could be programmed along the creek trails.

Walking groups: Individuals unaccustomed to using a trail may be more likely to engage in physical activity if they can do so with a group that meets on a regular basis. Coordinating a regular walking group is a great way to get new users on a trail and can be coordinated with local schools, recreational centers or elderly centers. RTC is working with nearby El Monte to develop groups and will soon have materials that can be adapted for Compton.

Annual events: An annual event might include promoting the trail as a way to get to and from destinations along the Trail. Some examples include:

- Compton Creek Clean-up
- Compton Bike Rally
- National Trails Day (First Saturday in June)
- Health-related 5k walk/run with bicycle activities
- National Walk to School Week (October)
- Martin Luther King, Jr. Day of Service, www.mlkday.gov (which could include a clean-up along the trail)

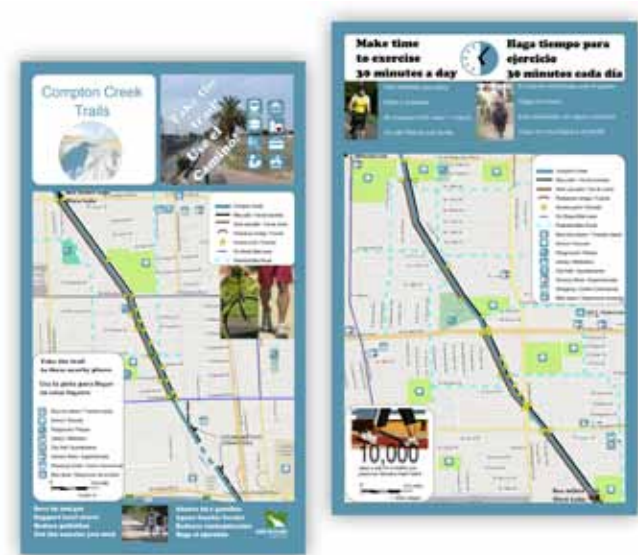
5. MARKETING

One of the simplest ways to get people out on the Trail is to tell them about it and show them where it is.

ACTION (SMALL SCALE): Canvas the neighborhood with bilingual flyers that show the location of the Trail and access points. Flyers could include bicycle and walking maps to familiarize residents with existing bicycle amenities around the neighborhood and the safest routes to travel to the Trail by bicycle. Present information about the Trail and its location at local community and targeted venues, such as transit stations, shopping centers, recreational facilities and churches. Maps and information could also be made available to the community via websites and posted at appropriate community facilities. Add wayfinding signage—signage interspersed in the neighborhood that directs people to the trail—to raise awareness and use of the trail. Many survey respondents indicated they were not aware of the trail, and signage has had a significant effect increasing use in other areas.

ACTION (LARGE SCALE): Implement a mass-media campaign to encourage physical activity; use the Trail as a venue for events or include information about the Trail in media messages. Two examples of successful media campaigns that utilized trails and encouraged healthy lifestyle changes include:

- Wheeling Walks, a program in Wheeling, W.Va., encouraged residents to walk for 30 minutes a day in order to meet recommended daily levels of physical activity. By using a combination of frequently aired television, radio and print announcements, Wheeling Walks' brief and direct messages permeated the airwaves and newspapers to reach a large part of the population. The program significantly increased physical activity in sedentary residents and utilized a local rail-trail and adjacent amphitheater as a kick-off and closing celebration location. For more information, visit www.wheelingwalks.org/index.asp or read more about the campaign in the RTC report, *Creating Active Communities: Ten Case Studies of Programs and Partnerships*.
- The Take Our Trail Campaign in Missouri used informational community outreach events to enhance access to public places for physical activity. Using a variety of media outlets, campaign coordinators organized community-wide walking events to promote the use of local trails for exercise. The initiative is highlighted in the 2002 Centers for Disease Control report, *Physical Activity for Everyone: Physical Activity Evaluation Handbook*: www.cdc.gov/nccdphp/dnpa/physical/handbook/.



6. ADDRESSING SAFETY

Potential trail users may be discouraged from using the Trail because of actual or perceived safety concerns. Numerous trails incorporate volunteer trail patrols coordinated through a local police department. In addition, keeping the Trail litter-free and well maintained will encourage use of the Trail because it appears to be cared for by the community.

ACTION: Fund a program to coordinate with local groups and with the Compton sheriff to develop a “trail-watch” program or use volunteer safety patrols. Another option is a “trail ambassador” program, working with local youth groups to raise awareness and use of the trail. Ensure the beautification and continued maintenance of access points and other areas within the trail corridor. Coordinate with local community organizations to create an “adopt the trail” program that encourages different groups to be responsible for sections of the trail’s upkeep. RTC has ideas and resources in the Maintenance and Monitoring section of the Trail-Building Toolbox on our website. The newly formed Compton Creek Watershed Alliance will be tackling this action as part of their community outreach campaign.

Several sections of the Garden Park Master Plan give recommendations for attractions and amenities along the Trail, establishment of recreation loops, event programming and safety and security measures. We highly recommend these plans be followed with input from the community, along with the implementation of planned infrastructure and park development activities.



Aggressive Dogs

Aggressive barking dogs were noted at several locations along the Trail and detract from the trail experience. Sudden barking can startle trail users and pose safety issues as bicyclists, equestrians and pedestrians react to the dogs. The city is creating an ordinance to buffer dogs from public rights-of-way, which would include the bike path and multi-use trail. Careful implementation with education of residents, warnings and enforcement will reduce the negative effect of the dogs on the trail experience.

CONCLUSION



Compton Creek and its trails have enormous potential to be a recreation and transportation resource, natural amenity and education opportunity for the city of Compton, but developing the area faces many challenges. Yet with community, civic and organizational leaders working together to implement the vision in the Garden Park Master Plan, and using resources that these restoration projects can attract from funding agencies, the challenges can be overcome.

APPENDIX A—PLAN REVIEW

Planned interventions to the landscape can have an important influence on neighborhoods in the future. This section examines pertinent planning documents to highlight envisioned changes to the study area.

I. Compton Creek Regional Garden Park Master Plan

LEAD ORGANIZATIONS: CITY OF COMPTON AND THE RIVERS AND MOUNTAINS CONSERVANCY

COMPLETION DATE: DECEMBER 2006

Description: “The vision for the Compton Creek Regional Garden Park emphasizes a livable, walkable, urban community that is oriented to and informed by the Creek. Implementation of this Master Plan will transform a blighted, under-utilized resource into a valuable amenity, promoting civic pride and regional identity.”

The Master Plan was developed through an extensive community outreach process that involved stakeholders and the community. Since it was recently completed at the end of 2006, the plan provides a strong base for this report to build on.

The plan provides a concept for changes to the creek channel and stormwater system to improve water quality with recommended Best Management Practices (BMPs). It lays out a plan for improving connections to the creek with new parkland, facilities for environmental education and recreation, and improved connections to the neighborhood with green creek streets. The plan includes a brief evaluation of the street crossings for the trail with problem areas and basic recommendations outlined. Other challenges outlined include the Metro line crossing and connecting the Compton Creek trail to the Los Angeles River trail system.

The implementation timeline is long, with some improvements planned

up to 15 years in the future. The funding guide is focused on the creek and watershed, so transportation and trail-focused funding is brief. There is a rough cost breakdown included for features of the plan in the Hydraulic Analysis section.

Overall, the Compton Creek Regional Garden Park Master Plan provides an effective vision for the transformation of the corridor into a well-used amenity, and we have expanded on this vision with specific project recommendations that will increase use of the Trail.

Relationship to Trail/Study Area: The Compton Creek Regional Garden Plan focuses on the creek corridor and watershed, which includes the Trail. The plan covers the area within the Compton city limits. The plan includes the following topics, which relate to our report:

- Opportunities to connect schools and community resources to the creek/Trail corridor;
- Opportunities and constraints for expansion of creek/Trail corridor;
- Identification of priority projects and timeline for transformation of creek corridor;
- Identification of Trail gaps;
- Identification of safety issues where the Trail crosses streets;
- Opportunities for pedestrian creek crossings;
- Open space gap analysis;
- Regional connectivity of bikeways;
- Material selection for improvements;
- Design and proposed locations of directional signage to point community toward the Trail;
- Identification of funding opportunities for trail and creek improvements;

- Best Management Practices (BMPs) and vegetation selection for water-quality improvements;
- Safety and security recommendations;
- Recreation strategies and suggestions of events for creek corridor.

For more information:

City of Compton Planning and Economic Development Staff

205 S. Willowbrook Avenue

Compton, CA 90220

Phone: 310.605.5532

www.comptoncity.org/index.php/Planning-and-Economic-Development/compton-creek-regional-garden-park-master-plan.htm

2. Compton Creek Watershed Management Plan

LEAD ORGANIZATION: LOS ANGELES AND SAN GABRIEL RIVERS WATERSHED COUNCIL

COMPLETION DATE: JUNE 2005

Description: The focus of the plan is “to encourage broader participation in efforts to improve and expand open space, optimize water resources, restore habitat, and create a network of trails and bike paths throughout the Watershed.” As a watershed plan, the primary topics deal with water-quality improvement by transforming the surrounding area with BMPs. Parks and open space areas play a critical role in retaining and infiltrating stormwater, and are thus a major portion of the report. The report gives a brief environmental assessment of the area’s geology, hydrology, pollution sources, open space and habitat, flood control, transportation network and solid waste management conditions. Primary community concerns that grew from the workshops were trash, disconnects in planning efforts by multiple jurisdictions, and public amenities and public safety. Recommended actions are broad but do include improved access

and safety for bicyclists and pedestrians, as well as increased open space and park areas managed to provide habitat and recreational opportunities. The plan contains a list of projects planned in the watershed, which includes a large number of new parks and trail projects. Projects are committed to various stakeholders and possible funding sources identified. The plan prioritizes projects that will yield results in several different objective areas. Milestones are set for trash reduction, copper and lead reduction, bacteria assessment and stakeholder acceptance of plan principles.

Relationship to Trail/Study Area: The Compton Creek Watershed Management Plan covers the entire 41.2-square-mile Compton Creek Watershed, which includes most of the city of Compton, portions of the cities of Los Angeles, Lynwood and South Gate, portions of the unincorporated Los Angeles County communities of Athens, East Rancho Dominguez, Florence-Firestone, Rosewood, Walnut Park and Willowbrook, and very small portions of the cities of Carson, Huntington Park and Long Beach. The study area is a small part of the watershed, but there is a great deal of overlap because the Trail is adjacent to the creek where most improvements are planned.

For more information:

Los Angeles and San Gabriel Rivers Watershed Council

700 N. Alameda St.

Los Angeles, CA 90012

Phone: 213.229.9945

www.lasgrwc2.org/programsandprojects/llarc.aspx

3. Common Ground from the Mountains to the Sea Watershed and Open Space Plan

LEAD ORGANIZATIONS: THE CALIFORNIA RESOURCES AGENCY, SAN GABRIEL AND LOWER LOS ANGELES RIVERS AND MOUNTAINS CONSERVANCY, SANTA MONICA MOUNTAINS CONSERVANCY

COMPLETION DATE: OCTOBER 2001

Description: The plan lays out a vision for the future of the San Gabriel and Los Angeles Rivers Watersheds and provides a framework for future watershed and open space planning. The plan creates a set of Guiding Principles that will help all jurisdictions in the area create more specific plans and projects to enhance and restore the environment. The Guiding Principles are broken into three sections: Land, Water and Planning. Of particular note for our report is the Land section, which includes the acquisition and expansion of public open space, improved access to open space and recreation, and connections to open space with a network of trails.

The plan sets forth a broad vision and prioritizes areas that enhance critical habitat linkages for wildlife. The Appendix includes a project evaluation matrix to decide which projects are most regionally significant.

Relationship to Trail/Study Area: The plan area includes the entire Los Angeles and San Gabriel River Watershed, with a population of 7 million people. The plan is significant for Compton Creek because most of the other planning for the area has arisen from the Guiding Principles contained in Common Ground.

For more information:

Rivers and Mountains Conservancy

900 South Fremont Ave.

Annex, Second Floor

Alhambra, CA 91802

Phone: 626.458.4315 / Fax: 626.458.7353

www.rmc.ca.gov

4. Compton Creek and Western Lower Los Angeles River Watershed Project: Final Report RMC# 3599

LEAD ORGANIZATIONS: SAN GABRIEL AND LOWER LOS ANGELES RIVERS AND MOUNTAINS CONSERVANCY

COMPLETION DATE: DECEMBER 2007

Description: The report is an update on progress from the Compton Creek Watershed Management Plan of 2005. It lists accomplishments that were completed from the original plan. The report is candid in evaluating the struggles the Watershed Council has faced and lessons learned from other projects, such as the Emerald Necklace and Riverlink projects that have garnered more support and progress. One of the primary lessons learned is to let local elected officials take leadership roles whenever possible and champion the efforts to create parks and trails for their communities. The small cities in the area have project priorities in the pipeline or planning stages that their staff want to see completed before introducing new projects to manage. The report also states that the Watershed Council is moving away from following the goals in the Watershed Management Plan and is instead turning to the Greater Los Angeles County Integrated Regional Water Management Plan. A fact sheet for each proposed project is in the appendix and includes contacts and status.

Relationship to Trail/Study Area: The Compton Creek Watershed Management Plan covers the entire 41.2-square-mile Compton Creek Watershed, which includes most of the city of Compton, portions of the cities of Los Angeles, Lynwood and South Gate, portions of the unincorporated Los Angeles County communities of Athens, East Rancho Dominguez, Florence-Firestone, Rosewood, Walnut Park and Willowbrook, and very small portions of the cities of Carson, Huntington Park and Long Beach. The study area is a small part of the watershed, but there is a great deal of overlap because the Trail is adjacent to the creek where most improvements are planned.

For More Information:
 Los Angeles and San Gabriel Rivers Watershed Council
 700 N. Alameda St.
 Los Angeles, CA 90012
 Phone: 213.229.9945
www.lasgrwc2.org/programsandprojects/llarc.aspx

5. Greater Los Angeles County Region Integrated Regional Water Management Plan (IRWMP)

LEAD ORGANIZATIONS: LEADERSHIP COMMITTEE OF THE GREATER LOS ANGELES COUNTY INTEGRATED REGIONAL WATER MANAGEMENT PLAN

COMPLETION DATE: DECEMBER 2006

Description: This plan is intended to improve water supply and water quality, enhance open space, recreation and habitat, and sustain local communities in the Greater Los Angeles County Region. To meet those broad goals, seven objectives have been articulated, based on recent water supply, resource management and watershed plans. One objective is to increase parklands by 30,000 acres for recreation and open space purposes. Many of the projects spotlighted with multiple benefits are proposed along Compton Creek.

Relationship to Trail/Study Area: The IRWMP Region includes approximately 10.2 million residents, portions of four counties, 92 cities and hundreds of agencies and districts. To make stakeholder outreach manageable, the IRWMP was organized to solicit input from five sub-regions (depicted on Map 1-2), which acknowledge variation in geographic and water-management strategies in a region of 2,058 square miles. Compton Creek is a small part of this large area, but the Watershed Council has stated that its work will be guided by this document.

For more information:
 IRWMP Program Manager
 Phone: 626.458.7155

6. Compton Metro Blue Line Rail Station Non-Motorized Access Plan

LEAD ORGANIZATION: LOS ANGELES BICYCLE ACTION COALITION

COMPLETION DATE: FEBRUARY 2009

Description: The purpose of this study was to assess existing conditions and make recommendations to improve pedestrian and bicycle access to Compton Station. This station was chosen because it serves a lower-income population that is heavily transit dependent. Community involvement and input was a key element of the study. The plan contains specific recommendations for bike-trail intersections with Alhondra Boulevard, Johnson Street, Compton Boulevard and Johnson Street.

Relationship to Trail/Study Area: The Access Plan focuses on the area near the Compton Metro Station. A portion of the Access Plan overlaps with the Compton Creek bike path and includes recommendations for several trail intersections as discussed above. We anticipate the focus of our assessment will be just north of the area studied in the Access Plan.

For more information:
 LACBC
 634 S. Spring, Suite 821
 Los Angeles, CA 90014
http://la-bike.org/current_projects/transit_hub_project.html

7. Compton Creek Master Implementation Plan— Scope of Work

COMPLETION DATE: JULY 2009

Description: This plan will consolidate and enhance previous planning efforts with a focus on flood control and recreational trails as a byproduct of future levee improvements laid out in the plan. The committee will develop a method to prioritize projects and then compile a list of projects with preliminary cost estimates.

Relationship to Trail/Study Area: Same as Watershed Plan. See above.

For more information:

Los Angeles County Dept of Public Works
900 S. Fremont Ave,
Alhambra, CA 91807

8. Compton Creek Earthen Bottom Feasibility Study

**LEAD ORGANIZATION: LOS ANGELES AND SAN GABRIEL RIVERS
WATERSHED COUNCIL**

COMPLETION DATE: DECEMBER 2008

Description: The study was completed to determine what level of restoration and public access improvement is the most appropriate and feasible for the lower section of Compton Creek. This study will also explore options for increasing the benefits the creek provides to the region, including flood management, habitat, recreation and buffering against water pollution. The goal of the project was to provide project development to enable grant and funding requests for the Compton Creek corridor. The plan builds on the Garden Park Master Plan and focuses on the lower reach of the creek south of Highway 91. Potential bikeway connections are proposed, as well as a new pedestrian greenway along existing rail corridors parallel to the current creek to extend the network of trails and green space in the area.

Relationship to Trail/Study Area: This study focuses on the southern portion of the creek south of the Artesia Freeway Highway 91. We anticipate our assessment will focus on the area north of this section, however there are gaps in the Trail in this section that this study reflects.

For more information:

Los Angeles and San Gabriel Rivers Watershed Council
700 N. Alameda St.
Los Angeles, CA 90012
Phone: 213.229.9945

9. Compton Regional Bikeway Master Plan

LEAD ORGANIZATION: CITY OF COMPTON

COMPLETION DATE: MAY 1995

Description: An early plan that focused on a few bike lanes and the path along Compton Creek.

For more information:

City of Compton

Planning and Economic Development Staff

205 S. Willowbrook Ave.

Compton, CA 90220

Phone: 310.605.5532

10. Long Range Transportation Plan for Los Angeles County

LEAD ORGANIZATION: LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

COMPLETION DATE: APRIL 2001

Description: A very brief overview of transportation planning for the county. Regarding bikeways, it defers specifics to Subregional Bikeway Master Plans and only deals with the portion of funding proposed for the various modes.

11. Metro Bicycle Transportation Strategic Plan

LEAD ORGANIZATION: LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

COMPLETION DATE: JANUARY 2006

Description: "The Strategic Plan is designed to be used by the cities, the County of Los Angeles and transit agencies in planning bicycle facilities around transit and setting priorities that contribute to regional improvements. The goal is to integrate bicycle use in transportation projects. This document provides a fresh look at the significance of bicycle use with transit as a viable mode to improve mobility options in the region." The plan identifies gaps in the existing bicycle path system in Appendix C, and includes Compton Creek as a gap between Greenleaf and SR 91. The plan also includes recommendations for many bike transit hubs in the region, but none in Compton. Funding and a toolbox of project design guidelines are also included in the Appendix.

For more information:

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

APPENDIX B—SURVEY ANALYSIS

SEPTEMBER 21, 2010

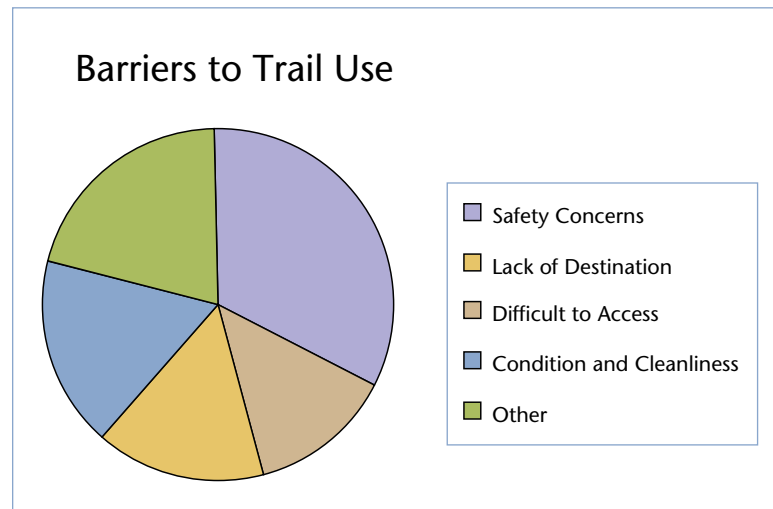
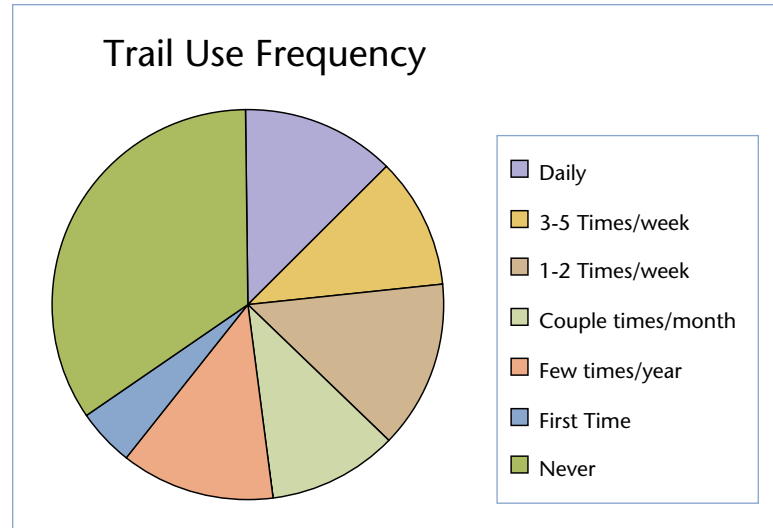
Compton Creek Bike Path and Multit-use Trail Analysis of Survey Data

SURVEY HIGHLIGHTS:

- 91 percent of survey respondents said they would use the Trail or use it more if maintenance, safety and cleanliness issues were addressed.
- Most respondents want to see the Trail extended and connected to regional trails.
- The Trail is used more for health and recreation than for transportation.
- The top destination that respondents would like to see the Trail connect to is a park or playground.

ABOUT THE SURVEY TAKERS:

- 87 individuals answered all or part of the survey: 25 from the Compton High School Recycling Club program; 21 from INMED; seven from the Washington Elementary PTA; and 34 from the Jr. Posse equestrian event. Respondents were split about evenly between male and female.
- The survey asked the ZIP code of the respondent; 70 were from ZIP codes 90220, 90221 and 90222, with 11 from eight other ZIP codes.



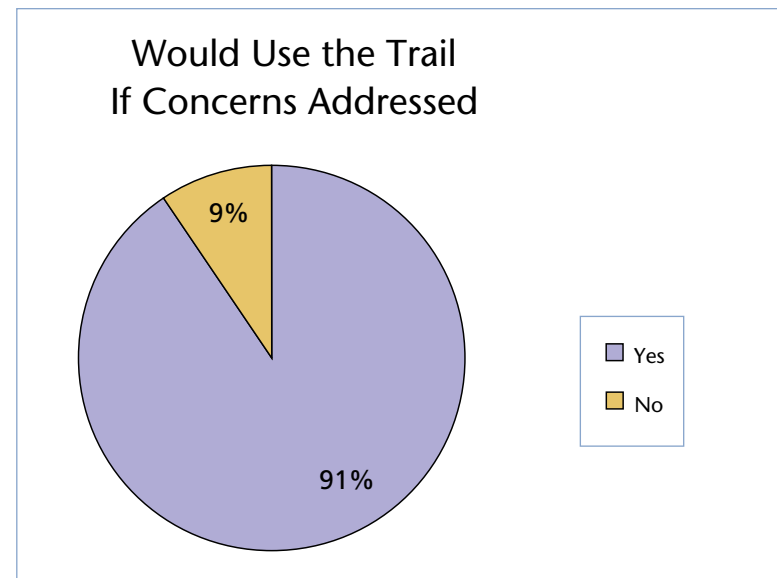
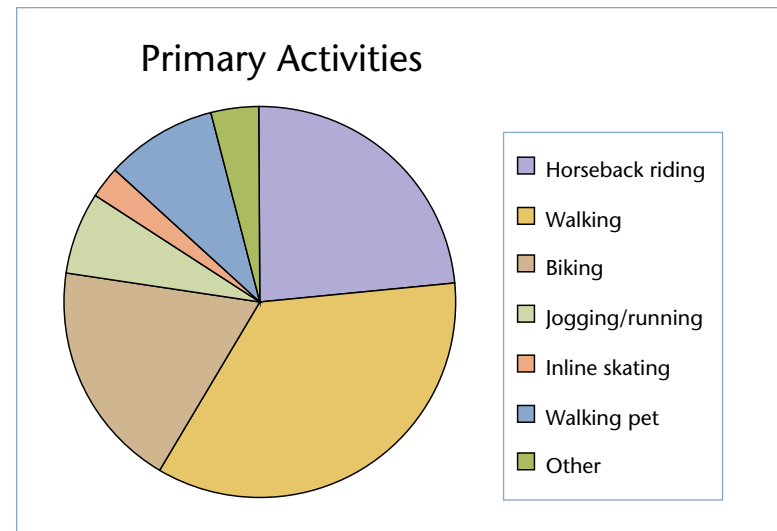
- 30 of the survey takers (23 of those from the recycling club and INMED), or 35 percent, had never used the Trail. Of the 32 who said they used the Trail daily to at least once a week, 21 were at the Jr. Posse event.
- Of respondents, 20 were discouraged by safety issues and 11 by issues of cleanliness.
- The largest group of respondents was in the age group of 16 to 25 (30 respondents).
- The survey results indicate children are often part of the trail experience, with 33 respondents indicating they were accompanied by children under 15.

TRAIL USAGE:

- Respondents indicated their primary trail activities were: walking (44); horseback riding (30); and biking (24). When asked the purpose of their trail use, 46 percent responded for health and exercise.
- Respondents used the Trail at all times of the day and on weekdays and weekends.
- Most respondents use the Trail for 30 minutes or more, with 37 percent indicating they use the Trail for one or more hours.
- 32 of 77 respondents used the Trail to get to other destinations. When asked what future destinations they would like to see the Trail connect to, 56 percent cited other trails (such as the LARIO trail) or recreation sources, rather than businesses or services.

TRAIL MAINTENANCE AND OVERALL CONDITION:

- 50 respondents rated the Trail maintenance as fair to poor; 54 felt that safety and security was fair to poor; and 52 rated cleanliness fair to poor, representing more than 60 percent.



- 64 of the 74 respondents said they would use the Trail or use it more if the maintenance, safety and cleanliness issues were addressed.
- Respondents were generally interested in safety training programs, and promoting a walk or bike to school day in the area schools.

FUTURE ENHANCEMENTS:

- 64 of 73 respondents were interested in seeing the Compton Creek Trail extended, and 60 of 64 respondents wanted to see the Trail made part of a regional, non-motorized, multi-use path system.
- In terms of amenities or improvements, major areas of interest among respondents were:

Fitness Equipment (24)

Lengthening Trail (38)

Community Garden (29)

Benches and Shade Structures (41)

Lighting (40)

INDIVIDUAL COMMENTS:

A number of individual respondents chose to provide written comments, and these have been compiled along with the other survey data.

Comments of particular note include: 1) the Trail needs more promotion; and 2) the Trail needs to be cleaner and safer.

Comments also reflect that the Jr. Posse is an active user group, and several responders would like to see the facilities for horseback riders improved.

APPENDIX C: BIBLIOGRAPHY



rails·to·trails
conservancy
25 years

Western Regional Office / 235 Montgomery Street, Suite 769 / San Francisco, California 94104
tel 415.814.1100 / fax 415.989.1255 / www.railstotrails.org

National Headquarters / 2121 Ward Court, NW, 5th Floor / Washington, DC 20037
tel 202.331.9696 / fax 202.223.9257 / www.railstotrails.org