

Title

Los Angeles County Public Works

2025 ATP Medium Infrastructure Application

ACTION REQUIRED: ATP Cycle 7 Project Awardee Application

Score

n/a

ATP: Previously Submitted Applications

08/19/2024

Score

n/a

Has this project been submitted in a previous ATP cycle?

No

If there are any changes in the scope of work from the previous cycle, please provide a brief description.

N/A

ACTION REQUIRED: ATP Cycle 7 Project Awardee Application

11/19/2024

Score

n/a

REQUIRED: Update Funding Years and ATP Totals

[C7.atp-adopted-funds-template.xlsx](#)

ACTION REQUIRED: ATP Cycle 7 Project Application 7-Los Angeles County-1

11/19/20

Score

n/a

Inconsistencies within the application and attachments:

[7-_Los_Angeles_County_1-CrossingImprovements.pdf](#)

[7-Los_Angeles_County_1-PedestrianImprovements.pdf](#)

[7-Los_Angeles_County-1-Exhibit_25-I_-_PPR.pdf](#)

Original Submission

06/17/2024

Score	n/a
Part A: General Application Questions	
Part A1: Applicant Information	
Implementing Agency Name	Los Angeles County Public Works
Implementing Agency's LOCODE	5953, Los Angeles County
Implementing Agency's Address	900 S Fremont Ave Alhambra CA 91803 US 34.08561 -118.14861
Implementing Agency's Primary Contact Person	Manuel Torres
Primary Contact Person's Title	Associate Civil Engineer
Primary Contact Person's Phone Number	+16264583988
Primary Contact Person's Email Address	mantorres@dpw.lacounty.gov
Implementing Agency's Secondary Contact Person	Leslie Schenk
Secondary Contact Person's Title	Management Specialist II
Secondary Contact Person's Phone Number	+16264585946
Secondary Contact Person's Email Address	lschenk@pw.lacounty.gov

Does the implementing agency currently have a Master Agreement with Caltrans?

Yes

Implementing Agency's Federal Caltrans Master Agreement Number

Implementing Agency's State Caltrans Master Agreement Number

Does this project have a Project Partnering Agency?

No

Part A2: General Project Information

Project Name: West Rancho Dominguez Walks: Providing Safer Access to Schools/Parks

Summary of Project Scope: West Rancho Dominguez Walks: Providing Safer Access to Schools and Parks Project proposes pedestrian and traffic safety enhancements including curb extensions, ADA curb ramps, high-visibility crosswalks, pedestrian warning devices, leading pedestrian intervals, yield markings, and mini-roundabout.

Summary of Outcomes/Outputs: Project focuses on pedestrian safety by reducing fatal and severe injury collisions, closing gaps, creating new routes, connectivity, and linkages throughout West Rancho Dominguez. Provides residents infrastructure to utilize active transportation to travel to destinations.

Federal Transportation Improvement Program (FTIP) Project Description: Project seeks full funding for all aspects of the project including PAED, PS&E, R/W and Construction. Project seeks to implement traffic safety enhancements in 17 locations.

Project Location: Project location will be in Unincorporated Community of West Rancho Dominguez in Los Angeles County:
Avalon Bl, Central Av, Stanford Av, El Segundo Bl, San Pedro St

Attach a project location map

[WRD_Project_Location_Map.pdf](#)

List all cities that the project will affect. All cities must be located within the State of California.

[Cities.xlsx](#)

Infrastructure Project 33.917122

Coordinates -

Latitude

Infrastructure Project -118.26133

Coordinates -

Longitude

Is this project located No
within 500 feet of a
freeway or roadway
with a traffic volume
over 125,000 annual
average daily traffic
(AADT)?

Enter the 2010 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

[2010 Census Tracts.xlsx](#)

Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

[2020 Census Tracts.xlsx](#)

Caltrans District: 7

Congressional 43
Districts (Select all
that apply):

State Senate 35
Districts (Select all
that apply):

State Assembly 65
Districts (Select all
that apply):

County Los Angeles

Metropolitan Planning SCAG
Organization (MPO)

Regional None
Transportation
Planning Agency
(RTPA)

Urbanized Zone Area Project is located within one of the ten large MPOs
(UZA) Population:

Within the last ten years, have there been any previous State or Federal ATP, SRTS, SR2S, BTA, or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of the project scope of this application?

Yes

Please list the projects below:

[Previous Projects.xlsx](#)

Part A3: Project Type

Select the plans your agency currently has (select all that apply):

Pedestrian Plan
Vision Zero

Is the proposed project in a current plan?

Yes

Select project subtypes (select all that apply):

Pedestrian Transportation

Pedestrian Transportation - % of Project

100

Part A4: Project Details

Indicate the project improvement types included in the project/program/plan:

Pedestrian Improvements
Crossing & Intersection Improvements

Note: When quantifying the active transportation improvements proposed by the project, do not double-count improvements — list each planned improvement in only one category. For example, please do not list a new Class I trail as both a Bicycle and Multi-Use Improvement. Please use the optional “Other Improvements” fields to provide specific details for improvements already listed in existing categories. For example, if constructing 10,000’ of Class II bike lanes — of which 2,000’ is buffered and the rest is standard — input 10,000 in the New Bike Lanes/Routes Class II field, and enter “Class II buffered bike lane: 2000 linear feet” in the Other Bike Improvements field.

Pedestrian Improvements

What percentage of 45
pedestrian-related
project costs are
going towards closing
a gap in
infrastructure?

Please complete the table below:

[Pedestrian Improvements.xlsx](#)

Crossing and Intersection Improvements

Please complete the table below:

[Crossing Improvements.xlsx](#)

Right-of-Way (R/W) Impacts

Is 100% of the
project within the
Implementing
Agency's R/W and/or
is within their control
at the time of
application?

Yes

Part A5: Project Schedule 1. Per the 2025 ATP Guidelines, all project applications must be submitted with the expectation of receiving federal funding. Therefore, the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including NEPA environmental clearance. Each CTC allocation must also have a Notice to Proceed with Federally Reimbursable Work. 2. Prior to estimating the duration of the project delivery tasks below, applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff. 3. The proposed CTC Allocation dates must be between July 1, 2025 and June 30, 2029 to be consistent with the available ATP funds for Cycle 7. 4. PS&E and R/W phases can be allocated at the same CTC meeting.

Project Approval & Environmental Document (PA&ED) Project Delivery Phase:

Will ATP funds be
used in the PA&ED
phase of the project?

Yes

Proposed CTC
PA&ED allocation
date:

7/1/2025

Notice to Proceed
with Federally
Reimbursable ATP
Work:

8/31/2025

Expected or past start date for PA&ED activities: 9/1/2025

Number of months to complete CEQA and NEPA studies and approval: 6

Expected or past completion date for the PA&ED phase: 12/31/2025

Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:

Plans, Specifications, and Estimates(PS&E) Project Delivery Phase:

Will ATP funds be used in the PS&E phase of the project? Yes

Proposed CTC PS&E allocation date: 1/1/2026

Notice to Proceed with Federally Reimbursable ATP Work: 3/1/2026

Expected or Past Start Date for PS&E Activities: 3/2/2026

Number of months to complete PS&E: 18

Expected or past completion date for the PS&E phase: 6/30/2027

Right-of-Way (R/W) Project Delivery Phase:

Will ATP funds be used in the R/W phase of the project? Yes

Proposed CTC R/W allocation date: 1/1/2026

Notice to Proceed with Federally Reimbursable ATP Work: 3/1/2026

Expected or past start date for R/W activities: 3/2/2026

Number of months to complete the R/W engineering, acquisition, and utilities: 15

Expected or past completion date for the R/W phase: 3/30/2027

Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:

Construction (CON) Project Delivery Phase:

Will ATP funds be used in the CON phase of the project? Yes

Proposed CTC CON Allocation Date: 7/1/2027

Notice to Proceed with Federally Reimbursable ATP Work: 9/1/2027

Expected start date for construction activities: 9/2/2027

Number of months needed to complete construction activities: 24

Expected completion date for the CON phase: 6/30/2029

Part A6: Project Funding

Total Project Cost 9990

Total ATP Request 7990

Please complete the table below in thousands:

[Funding Table.xlsx](#)

ATP Funding Type Requested Per the 2025 ATP Guidelines, all ATP projects with construction capital values of \$1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.

Do you believe your project warrants receiving state-only funding? No

ATP Project Programming Request (PPR)

Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

[Exhibit_25-I_-_Project_Programming_Request_PPR.pdf](#)

Part A7: Screening Criteria The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program? No

Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? No

Are adjacent properties undeveloped or under-developed where standard “conditions of development” could be placed on future adjacent redevelopment to construct the proposed project improvements?	No
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Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?	Yes
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Provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent.

[Regional_Transportation_Plan_-_Connect_SoCal_ATP.pdf](#)

Is the implementing agency Caltrans?	No
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Part B: Narrative Questions

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

Does this project qualify as benefitting a Disadvantaged Community?	Yes
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A. Disadvantaged Community Map (0 points)

Attach a map of the project boundaries, disadvantaged community access points, and destinations:

[Attachment_1A_-_WRD_CalEnviroScreen4.0_Project_Map.pdf](#)

B. Identification of Disadvantaged Community (0 points)

Select one of the following tools to identify the disadvantaged community:	CalEnviroScreen (CES) 4.0
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CalEnviroScreen 4.0: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping tool can be found [here](#), and the list can be found under “SB 535 List of Disadvantaged Communities”.

CalEnviroScreen (CES) 4.0

[CES.xlsx](#)

Highest CES Score from table above: 72.25

CES Score for census tract(s) that the project benefits (cell B38 in table above): 60.12097631099413

Please attach a copy of CalEnviroScreen page for each census tract listed above. Attach all pages as one pdf.

[Attachment_1B_-_CalEnviro_Census_Tracts.pdf](#)

C. Direct Benefit (0-4 Points)

C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.

CLOSES GAPS AND DEFICIENCIES:

The project targets transportation gaps in the disadvantaged community of West Rancho Dominguez (WRD). According to CalEnviroScreen, WRD falls within the 91st to 99th percentile for pollution and poverty (Attachment 1B). About 57% of residents rely on walking, cycling, and transit for their daily commutes, making them vulnerable to severe injury collisions.

WRD contains eleven roadways in the County’s high-injury network (Collision Concentration Corridors), with two ranking among the top 20 in unincorporated Los Angeles County. Poor existing infrastructure and high-speed roadways create barriers for residents traveling safely to parks, schools, and commercial areas.

During engagement for the Pedestrian Plan (see section C3 for details on Pedestrian Plan) and this project, residents identified several challenges: unsafe walking conditions for students, the need for better routes to parks, libraries and bus stops, and improved connections between Willowbrook and WRD (Attachment 1C).

The project will install pedestrian enhancements including curb extensions and pedestrian warning devices to eliminate gaps and address mobility deficiencies. These improvements will allow pedestrians to safely cross wide, high-speed streets like Avalon Blvd, Main St, and El Segundo Blvd to access parks and schools.

PROVIDES CONNECTIONS:

Community meetings highlighted the need to improve walkability and connectivity to destinations like Magic Johnson Park, commercial areas like Payless, CVS and Centennial High School. Park access is vital: closer proximity increases usage. According to Los Angeles County Park Needs Assessment, 54% of WRD residents live within half-mile of a park, higher than the County average of 49%. However, the southwestern part of WRD has “High” need for park access (Pedestrian Plan).

Access to healthy food is also crucial. For those without cars, walkable, bikeable or transit-accessible grocery stores are essential. Food deserts, where healthy food access is limited, are a concern. In WRD 26.3% of residents live more than half a mile from a grocery store (Pedestrian Plan). The main grocery store within in walking distance is Smart & Final near Central Ave and El Segundo Blvd.

The Project aims to enhance pedestrian routes to these destinations. Enhancements are strategically placed around Avalon Blvd, El Segundo Blvd, and Central Ave, featuring pedestrian safety improvements to ensure safe travel.

ADDRESSES AN IDENTIFIED NEED:

WRD residents identified a need to improve safety. Since 2013, there have been 57 fatal and severe injury collisions, with fatalities rising from an average of 2 to 4 over the past decade. Pedestrians have been disproportionately affected, accounting for 80% of all severe injury and 76% of fatalities, with these incidents increasing by over 150%, (VZAP).

Community concerns include speeding cars and street racing. At a recent Street Racing Symposium held in the area, residents highlighted increased street racing and sideshows at Avalon Bl & 135th St. This project is proposing to tighten the intersection to discourage such behaviors.

Other concerns include crime, lack of shade, and illegal dumping. The County has been developing solutions through the Pedestrian Plan. This project is essential to improve infrastructure and enhance safety for those walking/rolling in the community.

C2. Explain how disadvantaged community residents will have physical access to the project.

PHYSICAL ACCESS TO POINTS OF INTEREST:

The disadvantaged community residents will have direct physical access to the project and experience its benefits as all 17 project locations are fully within the disadvantaged community.

More importantly, the project will provide residents direct physical access to three parks in WRD whose amenities provide residents greater opportunities for recreation, exercise, and civic engagement.

As mentioned before, proximity to a park and recreational areas significantly increases the likelihood of regular usage by individuals residing nearby.

The Project will improve access to three parks in WRD, each provide amenities and services to WRD, which include the following:

- Magic Johnson Park (Walking paths, fishing lakes, space for outdoor activities, and community meeting rooms)
- Enterprise Park (Gymnasium and swimming pool)
- Roy Campanella Park (Ballfields, shaded picnic areas, playgrounds, swimming pools, walking path, and exercise equipment)

The Project improves accessibility for students and parents to 13 schools in the West Rancho Dominguez area including access to Centennial High School in the Compton area located in the corner of El Segundo Blvd and Central Ave. .

PHYSICALLY CONVENIENT AND SAFE TO ACCESS OR USE

The Project prioritizes improving safety, comfort, and accessibility for people walking or rolling to ensure the project is safe to access and use. The project is largely concentrated on major streets throughout WRD including, El Segundo Bl, Avalon Bl, San Pedro St, Compton Bl, and 135th St. The work of the project, while largely focused on people walking, is complemented by the planned bikeway/roadway project (Rosewood/West Rancho Dominguez Vision Zero Traffic Safety Enhancements) along San Pedro St and El Segundo Bl that will reconfigure these streets for the addition of Class IV bikeways.

These streets experience heavy traffic, high speeds, and frequent collisions. They also provide access to many community destinations and services. During community meetings in Earvin “Magic” Johnson Recreation Area and Roy Campanella Park, residents voiced concerns about speeding, donuts, and street racing.

To make these roadways safer at crossings, the project proposes installing various safety measures at key intersections. High-visibility crosswalks will be added to make crossing points clear for both pedestrians and drivers, and to help slow down traffic. Additionally, curb extensions are planned at many of these intersections to shorten the distances pedestrians need to cross, providing a safer walking experience. Leading pedestrian intervals will also be implemented, allowing pedestrians greater to start crossing before vehicles get a green light, making them more visible to turning drivers.

C3. Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If	<p>WAS THE COMMUNITY ACTIVELY INVOLVED IN THE PROJECT DEVELOPMENT? DID THE COMMUNITY HAVE THE OPPORTUNITY TO PROVIDE THEIR INPUT ON COMMUNITY NEEDS?</p> <p>Public Works will implement the infrastructure Project identified by the community during the recent two-year Willowbrook/West Rancho Dominguez Community Pedestrian Plan (Pedestrian Plan). The Los Angeles County Board of Supervisors adopted the Pedestrian Plan in March 2024. This plan documented the community’s desires improvements. With this Project, Public Works will construct these improvements, realizing the residents’ vision for enhanced pedestrian safety and mobility (Attachment 4B).</p> <p>The Pedestrian Plan process was led by the Los Angeles Public Health</p>
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displacement is not an issue, explain why it is not a concern for the community. (Public Health) and was funded by Cycle 4 of the Active Transportation Program. Los Angeles Walks, a local community-based organization who seeks to train and mobilize Angelenos to advocate for safe walkable communities, led engagement efforts to gather residents and stakeholder input.

Community members participated in a decision-making capacity for the project through the Community Advisory Committee (CAC) or attending various community events, workshops and walk audits. Additionally, Public Works worked with community members at several events after plan development to ensure the recommendations in the Pedestrian Plan were their top priority.

The Pedestrian Plan underwent an extensive technical planning process, developed collaboratively with Public Health, Public Works, and LA Walks. LA Walks spearheaded engagement initiatives to collect input from residents. The community events allowed attendees to pinpoint obstacles and deficiencies in pedestrian mobility, such as speeding and hazardous driver conduct, while also expressing preferences for infrastructure improvements. Details of the engagement are described further in Question 4.

DISPLACEMENT:

The Project will not impact housing or housing related investment in the WRD Community. No policies that affect affordability of housing units or ability for the residents will be implemented. The focus of the Project is for members of the community to safely travel to points of interest as mentioned previously. Through community engagement, none of the community members identified displacement or housing as an impact regarding the Project.

The primary goal of the Project is to meet the active transportation safety and infrastructure needs expressed by the residents of the WRD community. The County is fully committed that all programs and project efforts discourage direct and indirect displacement. It is the practice of the County to address any issues of displacement in unincorporated communities through:

- Affirmatively Furthering Fair Housing (AFFH) – Place-based Strategies: The County will be implementing place-based strategies for community revitalization and conservation through updating several specific plans targeted at areas of high segregation and poverty and Racially and Ethnically Concentrated Areas of Poverty (RECAPS). Place-based strategies in these communities will include but are not limited to economic development, infrastructure improvements, displacement, and anti-gentrification strategies, and placemaking such as civic art and landscaping. As identified in the County's Assessment of Fair Housing, the need for improving these communities and providing equal access to opportunity is critical to overcoming patterns of segregation and inequities.

Attach documentation to show disadvantaged community support:

[Attachment_1C_-_Community_Support_Documents.pdf](#)

D. Project Location (0-2 Points)

Select the option that best describes the project location:

Project is fully in a disadvantaged community

D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-40 POINTS) Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of nonmotorized users.

A. Statement of Project Need (0-20 points)

Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?

COMMUNITY CHARACTERISTICS AND CONTEXT

West Rancho Dominguez (WRD) is in the South Los Angeles region, neighboring the more well-known city of Compton to the west. The community borders the I-110 and I-105 freeways and was largely developed at turn of the twentieth century. Originally marketed for its “wide and oiled” streets and a short 17-minute ride on the Pacific Electric Line to Downtown Los Angeles, the community was later impacted by redlining and the construction of the I-105 freeway. Today, WRD and its neighboring community, Willowbrook ,experience some of the highest rates of traffic deaths in the unincorporated areas of Los Angeles County.

WRD has a population of approximately 42,000 residents and features a mix of residential, industrial, and commercial zones. The community is racially diverse, with 43% African American and 50% Hispanic residents, significantly higher than the county average of 7% African American. The southwestern part of WRD is primarily industrial, while the northeastern region is mainly residential and public land. Over time, zoning practices have transformed WRD into a car-reliant community, making recreational spaces less accessible due to unsafe driving behavior.

IDENTIFIED ISSUES AND LACK OF CONNECTIVITY

Residents and students in WRD face a greater risk of fatal and severe injuries from collisions. The Los Angeles County Vision Zero Action Plan (VZAP) (Attachment K), adopted in August 2020, identified four WRD streets among the Top 200 roadways with a history of fatal and severe injury collisions: Central Ave (#5), 135th St. (#34), El Segundo Blvd (#40), and Avalon Blvd (#61). Addressing these safety concerns is urgent to protect residents and tackle historical inequities.

During the Community Pedestrian Plan process, the County engaged with residents from diverse backgrounds to understand their experiences and concerns, which included:

- Pushback from government agencies with traffic safety enhancements requests.
- Not understanding how each government agency operates on its own jurisdiction.
- Need for better walking routes to desired locations
- Fear of theft or robbery
- Speeding / Aggressive Driving
- Lack of Curb Ramps / ADA Detectable Warning Surfaces
- Faded Crosswalks
- Narrow sidewalks

WRD is served by a multimodal transportation network connecting residents and non-motorized users to educational, financial, and recreational opportunities throughout Los Angeles County. However, the wide, high-speed roadways hinder pedestrian connectivity to key destinations including schools, parks, and transit on foot.

LACK OF MOBILITY TO COMMUNITY KEY DESTINATIONS

This project focuses on non-motorized transportation, pedestrian, and student safety in WRD, particularly along Avalon Bl and additional CCCs including Central Ave, El Segundo Blvd, and 135th St. Key community destinations include:

Parks:

- Earvin "Magic" Johnson Park
- Enterprise Park
- Roy Campanella Park

Schools:

- 122nd Street Elementary
- Animo Watts Charter High
- Animo Mae Jemison Charter Middle
- Barack Obama Charter Elementary
- Centennial High
- Ingenium Clarion Charter Middle
- Los Angeles Adventist Academy
- McKinley Elementary
- New Designs Charter
- Options for Youth Charter
- St Albert the Great
- Vanguard Learning Center Middle
- Wonderland Pre-K

Groceries:

- CVS
- Payless Foods
- Smart and Final

INCREASED WALKING AND MOBILITY

This Project aims to promote walking among residents and students in WRD. Most collisions occurred during daylight hours between 9:00AM and 5:00PM. Implementing the proposed enhancements will improve pedestrian routes to

schools, parks, and transit connection areas, encouraging more walking, mobility and physical activity.

LOCAL HEALTH CONCERNS:

SPECIFIC:

WRD faces significant health challenges that could be alleviated with promoting walking and physical activity. The community has higher rates of diabetes and obesity compared to the County average. Enhancing pedestrian infrastructure within this community will aim to enhance routes and provide safer access and connectivity, potentially improving health outcomes.

Health Comparisons (California Health Interview Survey):

Diagnosed with Diabetes

- West Rancho Dominguez: 16%
- California: 11.1%

Regular Physical Activity (ages 5-17)

- West Rancho Dominguez: 12.8%
- California: 16.5%

Walked at least 150 Minutes (ages 18+)

- West Rancho Dominguez: 33.9%
- California: 38.9%

Adult Obesity:

- West Rancho Dominguez: 37.6%
- California: 28.2%

Children Ages <17 years diagnosed with asthma

- West Rancho Dominguez: 13.4%
- California: 12.3%

Adults Ages >18 years diagnosed with asthma

- West Rancho Dominguez: 17.0%
- California: 16.1%

These comparisons highlight the urgent need for more physical activity opportunities within the community. With no gyms or fitness centers available, residents depend on public outdoor spaces for exercise. Magic Johnson Park located along Avalon Blvd, Central Ave and El Segundo Blvd offers fitness facilities, walking paths, and soccer fields for community use. This project will also improve access to Roy Campanella Park, which features a pool, playground, children's climbing equipment, exercise equipment, and walking path for them to engage in physical activity.

LOCAL PUBLIC HEALTH DATA:

Additionally, CalEnviroScreen 4.0 tool (Attachment 1B) indicates that the WRD community faces disproportionate exposure to pollution burden due to concentration of polluting industries and heavy motorized transportation. Most census tracts in this community rank above the 90th percentile for pollution burden. Notably Particulate Matter 2.5 (PM2.5) which is emitted by diesel vehicles like trucks is particularly high. Diesel Particulate Matter (DPM) levels are also above the 80th percentile for all tracts within WRD. These pollutants are hazardous as they can cause asthma, chronic heart and lung disease, lung cancer, decreased lung function in children, and, in some

cases, premature death.

B. Describe how the proposed project will address the active transportation need: (0-20 points)

Select all options that apply:	The project closes a gap The project creates new routes The project removes a barrier to mobility The project implements other improvements to existing routes
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Number of Gaps:	9
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Total length of gap in feet:	650
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Type of barrier(s) (select all that apply):	Safety
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List other types of improvements here:	Pedestrian Warning Devices, Curb Extensions, Pedestrian Refuge Island, raised crosswalks, Traffic Circle - Enhancements maximizing pedestrian safety, comfort, and traffic calming benefits.
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Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.	<p>CREATING AND IMPROVING LINKS/CONNECTIONS</p> <p>WRD's current infrastructure presents challenges for pedestrians. Collision data indicates safety enhancements are needed to encourage community members to walk and travel without using a car. This is especially important for students who frequently commute on foot or are escorted by parents to school.</p> <p>The proposed improvements aim to enhance pedestrian safety along existing routes by implementing traffic calming measures to close gaps in the current infrastructure. The Gap and Barriers Closure Map (Attachment 2B) provides further details.</p> <p>ADDRESSING BARRIERS:</p> <p>WRD infrastructure currently presents several barriers for pedestrians, including traffic safety issues and inadequate infrastructure. These barriers deter residents from using pedestrian facilities. The most prevalent issues include speeding and aggressive driving. Implementing enhancements such as curb extensions, high visibility crosswalks and leading pedestrian intervals will provide traffic calming effects and increase pedestrian visibility.</p> <p>Key barriers identified and addressed:</p> <ul style="list-style-type: none">- Avalon Blvd and 126th St: Location lacks pedestrian visibility. Project will install curb extensions and high visibility crosswalks making pedestrians more visible to drivers.- Central Ave and El Segundo Blvd: Intersection lacks pedestrian visibility. Project will install Leading Pedestrian Intervals (LPIs) ensuring pedestrian visibility.
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These locations with gaps and barriers are frequently travelled locations by

residents, especially students who walk to schools and parks for learning and recreation. Many of these students have expressed the necessity for improved accessibility and movement towards their intended destinations, and this project aims to address their needs for active transportation throughout the various desired destinations of WRD.

IMPROVING TRANSIT LINKS

The Project aims to close gaps and barriers in the active transportation network, enhancing pedestrian infrastructure to improve access to transit connections, jobs, education, and green spaces. The proposed improvements are near transit stops that connect WRD residents to the broader Los Angeles area:

- Metro 51 – CalState University Dominguez Hills, Downtown LA, Metro C-Line, Magic Johnson Park, Animo Watts Charter High School and local schools in the WRD area.
- Metro 53 - CalState University Dominguez Hills, Downtown LA, Metro C-Line, A Line, Centennial High School.
- Metro 125 - Metro A-Line, C-line, J-Line, Beach cities, McKinley Elementary
- G-Trans 5 – Metro A-Line, C-Line, LAX Airport, Magic Johnson Park
- Willowbrook “The Link” – Magic Johnson Park, Enterprise Park, Metro A-Line, C-Line, MLK Hospital, Hahn Plaza, 122nd St Elementary, Animo Watts Charter High School and local schools in the WRD area.
- Metro C-Line (Light-Rail) – Connection to LA Metro’s rail network.

Future construction of Class IV bikeways along San Pedro St and El Segundo Blvd will also increase connectivity to transit stops.

The goal of the Project is to provide safer access to these connections. Implementing pedestrian safety enhancements will improve comfort along routes to transit services, enabling residents to access jobs and services in the Los Angeles area without relying on cars.

EXISTING / NEW ROUTES:

This project will improve existing routes and create new ones providing safer and more convenient paths to key destinations. Traditional curbs and crosswalks in WRD do little to calm traffic, and most fatal and severe collisions occur at major intersections like Avalon Blvd and El Segundo Blvd. Key Improvements:

- Existing Routes: Enhancements will augment pedestrian comfort and safety, encouraging walking to parks, schools, and services. Improvements will upgrade infrastructure conditions along residential routes.
- New Route at El Segundo Blvd and Wadsworth Ave: This route will feature a pedestrian refuge island, median, and pedestrian warning device, allowing

students from Los Angeles Adventist Academy to cross safely to Magic Johnson Park.

- Enhancements near Roy Campanella Park: Improved routes will remove accessibility barriers, with ramp upgrades and raised crosswalks enhancing routes leading to McKinley Elementary.

Enhancing connectivity will benefit those traveling near major intersections, known transportation hubs with bus stops connecting WRD to various locations outside the community.

IMPROVING LINKS TO COMMUNITY IDENTIFIED DESTINATIONS

The project focuses on key WRD destinations along Avalon Blvd, Central Ave, El Segundo Blvd, and 135th St. These destinations include parks, schools, and grocery stores, many within half a mile of proposed pedestrian safety enhancements. The project will provide safer access for residents of all physical abilities to these destinations (see Pedestrian Plan).

Key Improvements:

- Curb Extensions, High-Visibility Crosswalks, and Pedestrian Warning Devices: Enhancing safety for those walking and rolling along routes to key destinations.

- ADA Components and Access Points: Providing assistance to people with disabilities.

The WRD Walks Project aims to improve pedestrian safety, accessibility, and connectivity, encouraging physical activity and enhancing the quality of life for all residents.

Please provide a map of each gap closure, new route location, barrier, and/or new improvement:

[Attachment_2B_-_WRD_Gap_Barrier_Routes_Maps.pdf](#)

QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points) Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applicants using the TIMS ATP tool, attach the items listed below:

2a. For applicants using another data source, attach relevant documents below:

[Attachment_3A_-_Collision_Maps_Trends_Data.pdf](#)

2b. Data and corresponding methodologies in written form can be included here (optional):

The California Highway Patrol (CHP) is responsible for responding to traffic collisions along the unincorporated county-maintained roadways. When a CHP officer responds to a crash, they generate a Traffic Collision Report/CHP 555 Form (TCR) which is provided to Public Works to be entered into its local collision database. Attachment 3A shows the list of the collisions from Public Works collision database, including report number and agency.

The West Rancho Dominguez community is among the County's top priorities for traffic safety. Los Angeles County's Vision Zero Action Plan (VZAP), adopted in August 2020, identifies the top 200 streets that experience highest rates of fatal and severe injury crashes. These roadways make up the County's high-injury network and were prioritized for Vision Zero efforts based on crash severity, health equity, and crashes involving pedestrians and bicyclists. Greater detail of this analysis available on the County's VZAP website (VisionZeroLACounty.com). Four of the top 200 roadways are in the WRD project area:

- Central Av (#5/200)
- 135th St (#34/200)
- El Segundo Bl (#40/200)
- Avalon Bl (#61/200)

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

[Collision Summary.xlsx](#)

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

COLLISION INJURY TRENDS

Addressing deaths and severe injuries on County-maintained roadways is the County's top priority. Tables 1 and 2 in (Attachment 3A) demonstrate the severeness of injury per collisions involving pedestrians and cyclists. Since 2013, there have been 13 pedestrian deaths and 4 bicyclist deaths in the West Rancho Dominguez community. The overall trend shows that pedestrian collisions occur nearly at twice the rate and are often more prone to suffer fatal injuries versus cyclists involved in collisions. For this reason, the project improvements are heavily focused on implementing pedestrian safety infrastructure and elements with traffic calming abilities. Table 1 demonstrates how the Project improvements target locations where pedestrian-involved collisions have been reported in the last 10 years. The project area collisions make up roughly a third of all collisions in the WRD community. Pedestrian safety enhancements aim to reduce nearly one third of all pedestrian collisions resulting in an injury or fatality in the WRD community.

COLLISIONS TRENDS OVER TIME

Collisions occurring in WRD were separated to represent the collision frequency and changes throughout the years from 2013 to 2023. Figure 1 and Figure 2 (Attachment 3A) demonstrate how the number of pedestrian and cyclist injury-collisions have increased or decreased throughout the decade. Figure 1 represents pedestrian collisions; it is observed that numbers have remained consistently high at around 11 to 15 injuries per

year. While other years have recorded less deaths, the average injury per year remains high at 12.7. In the last two years, pedestrian injury collisions have remained higher than average at 13 collisions. To mitigate these collisions, it is imperative that pedestrian safety enhancements are implemented in WRD. Figure 2 shows cyclist injury-collisions observed throughout the decade. Comparing Figure 1 and 2 shows how pedestrians are impacted on a larger scale when it comes to injury-collisions. Furthermore, the observed trend in Figure 2 over the last 2 years has shown lower than average cyclist collision-injuries.

VEHICLE MOVEMENT PATTERNS

Vehicle Movements preceding pedestrian and cyclist collisions were analyzed to better understand motorist actions leading up to these incidents. For pedestrian collisions (Figure 3), the three main vehicle movements observed were proceeding straight (73%), making a left turn (11%) and making a right turn (16%). The majority of pedestrian collisions (73%) occurred when a vehicle was proceeding straight. This suggests that motorists often fail to yield to pedestrians.

The high incidence of pedestrian collisions with vehicles proceeding straight highlights the need for additional safety measures in the WRD community. Implementing safety countermeasures such as pedestrian warning devices, high visibility crosswalks and curb extensions can make pedestrians more visible to motorists and reduce their exposure to the road when pedestrians cross the street. These enhancements will help raise pedestrian presence and elevate motorist awareness, ultimately improving pedestrian safety.

Figure 4 shows the breakdown of vehicle movements preceding bicycle collisions. Similar to pedestrian collisions, the main movements noted were proceeding straight (40%), making a right turn (27%), entering traffic (20%) and being stopped in road (13%). The Project will aim to implement traffic safety enhancements that raise motorist awareness and improve pedestrian and cyclist visibility. This project has the potential to reduce collisions where vehicles fail to see pedestrians and cyclists on the road.

COLLISION TRENDS BY LOCATION AND TIME

Table 3 shows pedestrian and cyclist collision trends observed based on location of occurrence. For the WRD community as a whole and the project area, it was noted that intersection and midblock locations were amongst the most prevalent locations where collisions occurred. Collisions noted with “miscellaneous” reported locations involved cyclist collisions.

Enhancements proposed for the project will be implemented along intersections and midblock crossings. Improvements such as curb extensions, medians, and pedestrian refuge islands will provide additional protection to both pedestrians and cyclists and help with current conflict zones at intersection crossings. Most collisions have been reported to occur during daytime (Table 4). For the project, proposed enhancements were focused on raising pedestrian safety, comfort, and presence during the daytime.

COLLISION TRENDS BY AGE

For the Project, identifying vulnerable age groups was crucial to understanding who was most affected by collisions in this community. Figure 5 reveals that the age group most impacted by collisions is residents aged 20 to 34. Collisions involving other age groups were nearly identical, indicating that adults are the most impacted group.

Figure 5 also highlights the age group 5 to 19, which can be assumed to represent the student population. In the overall WRD community, collisions involving residents aged 5 to 19 accounted for approximately 16% of all collisions. While this group was not the most vulnerable, students often commute with their parents, potentially putting two different age groups at risk.

The project will address the needs of these vulnerable groups by implementing pedestrian enhancements near schools to ensure the safety of both students and adults who accompany them. This targeted approach aims to reduce collisions and improve overall pedestrian safety in the community.

B. Safety Countermeasures (0-13 points)

1. Describe how the project improvements will remedy one or more potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

Collision trends suggest that pedestrians are typically much more vulnerable than cyclists. Primary safety hazards observed from the TCR data were vehicles failing to yield, vehicles turning without noticing pedestrians, and conflict zones along intersection and midblock crossings. Community members have also provided input as to what types of safety hazards are experienced daily. Many residents noted speeding and aggressive driving maneuvers as safety hazards witnessed in the community.

The sections below provide further detail as to how the proposed enhancements will remedy the safety hazards that are currently most prevalent in the WRD community. This project will seek to implement features recognized by the National Association of City Transportation Officials’ (NACTO) and Federal Highway Administration (FHWA). Attachment K contains a compilation of NACTO and FHWA publications showing the benefits of the proposed enhancements.

IMPROVEMENTS TO SIGHT DISTANCE AND VISIBILITY

Primary hazards identified in the TCR reports dealt concern the visibility and sight distance of pedestrians and cyclist crossing the road. To address these issues, the project will implement several enhancements, including 21 curb extensions. Of these, 10 will be at unsignalized intersections and 11 at signalized intersections. According to studies by NACTO, curb extensions are effective measures to improve pedestrian visibility at intersections. They do this by aligning the pedestrian with the parking lane and reducing the distance they need to cross the road. Installing curb extensions at unsignalized intersections will provide additional visibility benefits since there is no traffic control to stop vehicles.

A total of 12 high visibility crosswalks will be implemented for the scope of this project. Both NACTO and FHWA transportation organizations have performed studies showing that high visibility crosswalks promote pedestrian

visibility to oncoming motorists. Continental style crosswalks provide added visibility through vertical bars markings that stand out compared to the traditional crosswalk markings. FHWA has reported high visibility crosswalks provided reductions in collisions up to 28 to 48%.

Leading pedestrian intervals (LPIs) will be implemented across 4 signalized intersections. LPIs provide pedestrians with the opportunity to enter the crosswalk at intersections before vehicles are given a green light to follow through. Pedestrians can establish their presence before vehicles are prompted to move. This is critical for pedestrian visibility especially for vehicles attempting to negotiate a turn at intersections.

ELIMINATING OR REDUCING BEHAVIORS THAT LEAD TO COLLISIONS, ACCOUNTING CONFLICT ZONES AND CREATING PHYSICAL SEPARATION

The collision data showed most pedestrian collisions occurred along midblock and intersection crossings. This trend calls for additional separation and accounting for conflict zones within the WRD community.

Curb extensions proposed for this project will provide additional physical separation between pedestrians and motorized users. Sidewalks will have the opportunity to be widened at these intersections and thus increase physical separation to vehicles on the roadway. This removes pedestrians from direct line of danger and reduces their exposure to the open road.

Medians in combination with pedestrian refuge islands provide a physical barrier safeguarding pedestrians crossing the road. Existing traffic conditions along roadways such as El Segundo Blvd and Wadsworth Ave reveal how vehicles typically travel at higher speeds than the posted speed limit of 40 mph. Pedestrians determine acceptable gaps in oncoming traffic when trying to cross safely. Refuge islands can help improve safety and allow pedestrians to cross one direction of oncoming traffic at a time. Both NACTO and FHWA have documented the efficacy of pedestrian refuge islands. The FHWA has reported that pedestrian refuge islands have a potential of reducing pedestrian collisions by up to 56%

This project proposes a mini roundabout at the intersection of Towne Ave and 129th St. Implementing roundabouts usually involves creating curved approaches and placing conflict zones at the center of the intersection. These curved approaches help calm traffic and require vehicles to yield to circulating traffic, enhancing right-of-way navigation. According to the FHWA, roundabouts at two-way stop intersections can reduce fatal and injury crashes by up to 82%.

REDUCES SPEED OR VOLUME OF MOTOR VEHICLES IN CLOSE PROXIMITY

WRD has identified speeding as a primary safety hazard along the project locations. Speeding greatly impacts a pedestrian's and cyclists' ability to negotiate with oncoming traffic when crossing the road. The Project proposes a total of 21 curb extensions ("bulb-outs), 2 raised crosswalks, 755 feet of median and 1 pedestrian refuge island along several

intersections in the WRD community. NACTO’s Urban Street Design Guide publication shows how these enhancements provide safety benefits to pedestrians. Curb extensions typically tighten intersections by adjusting the curb radii such that it protrudes the curb into the road and encourages slower turning and through maneuvers. Raised crossings provide a physical obstacle for vehicles to reduce speeds as they approach the crosswalk. The FHWA and NACTO both have publications (Attachment K) showing that medians in combination with pedestrian refuge islands reduce vehicle speeds and increase pedestrian safety when crossing the road. This is because there is a physical barrier limiting vehicles from traveling at higher speeds and performing dangerous maneuvers such as a U-turns.

IMPROVES COMPLIANCE WITH LOCAL TRAFFIC LAWS FOR BOTH
MOTORIZED AND NON-MOTORIZED USERS

WRD emphasized aggressive driving behaviors from motorized users as a primary concern to their overall safety. Speed is a reoccurring safety concern for this community. There is a need to provide additional traffic safety infrastructure in the WRD area since the posted speed limits are being constantly violated.

The proposed improvements will assist facilitating compliance with local traffic laws dealing with vehicle speeds. Implementation of permanent pedestrian safety infrastructure elements such as curb extensions, pedestrian refuge islands and raised crosswalks will compel drivers to slow down as they approach intersections and midblock crossings. This will encourage compliance with local speed limits and enhance pedestrian comfort when traveling to their destinations.

2. Does this project propose new or improved bike facilities?	No
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QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS)
Describe the community-based public participation process that culminated in the project.

<p>A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 points)</p>	<p>PROCESS OF DEFINING DESIGNS FOR FUTURE NEEDS AND ALTERNATIVES ANALYZED ON THE TRANSPORTATION SYSTEM TO INFLUENCE BENEFICIAL OUTCOMES:</p> <p>The Pedestrian Plan was developed through a comprehensive technical planning process in a collaboration with the Public Health and Public Works, and LA Walks which led engagement efforts to gather resident input. Through community workshops attendees identified barriers and gaps walking in the community including speeding and dangerous driver behavior along with desired infrastructure. The community was asked to provide feedback on enhancements that would help address the deficiencies in the project area. Adjustments were made based on their recommendations and preferences.</p> <p>Future multimodal needs will be implemented with population changes since Willowbrook/ West Rancho has experienced a fluctuation of growth in the last decade ranging from approximately 21,000 in 2014 to 24,500 in 2020. Better access to bus lines and transit options will be needed with population changes. More innovative solutions, such as the addition of roundabouts, bike lanes and aesthetic features, will be considered to enhance the appeal and safety of the WRD community. The Pedestrian Plan already identifies 154 enhancements, of which 63 are implemented in this Project.</p> <p>The VZAP will be updated starting in 2025/2026 to address traffic-related fatalities and severe injuries that occur throughout the unincorporated County communities. It will be used to evaluate the future needs of WRD . The eleven CCC's located in WRD will be assessed and the community will be revaluated to see if there are additional problem areas. Any newly identified CCCs will serve as a focus for any forthcoming design processes and later as an important part of the outreach and engagement of the WRD Community. When combined with effective design strategies and engagement initiatives, it will target the needs of the WRD Community.</p>
<p>B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the feedback received during the stakeholder engagement process. If applicable, describe any unique engagement challenges that the community faced and</p>	<p>WRD STAKEHOLDERS ENGAGED IN THE IDENTIFICATION AND DEVELOPMENT OF THE PROJECT. THE FEEDBACK RECEIVED DURING THE STAKEHOLDER ENGAGEMENT PROCESS:</p> <p>The Pedestrian Plan formed the Community Advisory Committee (CAC) to provide direction on community engagement and outreach efforts and informed the Project planning process. Multiple factors were taken into consideration from community concerns to priorities and preferences.</p> <p>The CAC stakeholders included:</p> <ul style="list-style-type: none"> - Seniors - Business owners - Parents - Homeowners - Community representatives - Members of local organizations and advocacy groups such as West Rancho Advisory Group and the Concerned Citizens of Athens Village. <p>Understanding that getting a full grasp of the community's needs was</p>

how they were addressed. (0-4 points)

important for the Pedestrian Plan, the project team joined in existing WRD events that offered avenues to engage stakeholders of the community. The project team was aware of the importance of informing the residents about the proposed enhancements planned for community but also receiving feedback. At each event, stakeholders were encouraged to provide feedback and offer additional suggestions on a map of WRD, identifying challenges to walking, safety, and access to various locations of interest.

Through community workshops in the Pedestrian Plan, attendees identified barriers and gaps in walking and biking in the community. The community was asked to vote on improvements from a list of enhancements called the County's "toolbox" and contribute additional insights to the project and filled out community surveys, resulting in modifications aligned with their suggestions. Public Works then developed a project based on Pedestrian Plan recommendations and attended outreach events where the community was directly engaged on the proposed enhancements.

Existing needs noted by residents throughout engagement:

- "People should share the road; street racers are adding to the noise pollution..."
- "Paint the lines in the road with paint that glows to help people see in the dark..."
- "Potholes, street racing, speeding over 100 mph, hit & run, roads require paint..."
- "Speeding at night."
- "Risky passing (crossing the street)."

Public Works, LA Walks, and Public Health engaged the community in various events to acquire their input. The most recent events included:

- Magic Johnson Park – Parks After Dark (6/15/2023)
- Magic Johnson Park – Parks After Dark (6/24/2023)
- Magic Johnson Park – Parks After Dark (7/01/2023)
- Magic Johnson Park – Parks After Dark (4/06/2024)
- George Washington Park – WWRD CAC (4/27/2024)

During recent feedback (2024) the CAC has shown that the Project is still a high priority for the community.

Through interaction with the WRD residents, elected officials, other County departments and community organizations there has been positive feedback for the Project. Letters of support have been written by the following organizations:

- Los Angeles Metro
- Los Angeles County Department of Public Health
- Los Angeles County Department of Regional Planning

STAKEHOLDERS WILL CONTINUE TO BE ENGAGED IN THE IMPLEMENTATION OF THE PROJECT.

Design plans will be created and presented to the community. These plans will be further developed before construction to establish a more finalized scope for engagement and outreach within the WRD community. We will use the contacts acquired during CAC meetings for any further engagement required.

The current strategy involves outreach that includes a presentation to WRD residents about our process for developing the Project plans. We will then engage WRD members to discuss any potential conflicts they see with the proposed enhancements. If necessary, the project will be adapted to ensure maximum community support. Major revisions are not anticipated due to the extensive outreach and engagement efforts previously undertaken.

Once the Project is implemented, its success will be evaluated by community feedback, pedestrian counts, and collision metrics including the number of fatal and severe collisions. In the long term the updated VZAP will be used as part of the evaluation process of WRD, along with ongoing community engagement.

Attach any applicable public participation & planning documents:

[Attachment_4B_-_Willowbrook_West_Rancho_Dominguez_Draft_Community_Pedestrian_Plan.pdf](#)

QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context?

The proposed project is focused on enhancing pedestrian and non-motorized safety and comfort on streets with high speeds (some over 47 MPH) with posted speed limit of 40 and high volumes of traffic (some over 28,800 ADT) streets using the best practices to maximize user comfort. An integrated design approach is crucial for achieving this goal. We also observed an increase of collisions in the CCC's which were addressed below.

The primary streets of focus were the CCC's:

Avalon Blvd (47 MPH) (17,967 ADT)
El Segundo Blvd (42 MPH) (22,072 ADT)
Central Ave (42 MPH) (28,800 ADT)
135th St (41 MPH) (11,182 ADT)

Key Elements and Practices

The key elements proposed in this project have been recognized as best practices by several national transportation agencies such as the National Association of City Transportation Officials (NACTO) and Federal Highway Administration (FHWA). These elements are proven to provide pedestrians with physical separation, traffic calming and increase in overall presence to motorized users. These beneficial impacts will improve pedestrian's comfort

levels when traveling on existing routes or new routes created through this project.

An integrated approach will be used to implement more than one of these key elements along project sites and consider alternative approaches as to how to best protect non-motorized users from traveling vehicles, shorten crossing lengths, and provide accessible and equitable infrastructure for all residents. Due to the extensive community engagement efforts in the community pedestrian plan, this project is expected to be in harmony with the community and preserve or improve their current environment and aesthetics.

Implementing traffic calming measures such as raised crosswalks and traffic circles can help slow down traffic, making the environment more conducive to walking and biking. The WRD Walks Project is seeking to implement raised crosswalks at the two high pedestrian volume intersections of Stanford Ave at Lennon St and Stanford Ave at Roy Campanella Park. This will help pedestrians and students walk safely to desired locations such as McKinley Elementary School and Roy Campanella Park. A traffic circle is proposed at Towne at 129th St due to donuts being performed in the residential street and cars speeding causing a severe danger to WRD residents.

Enhancing intersections with features like pedestrian refuge islands, curb extensions and leading pedestrian intervals (LPI) will improve safety for those crossing streets or transitioning between different modes of transportation. Shortening crossing lengths lessens a pedestrian's exposure to the open road and oncoming traffic. This was applied in multiple intersections in the WRD Walks Project area. This will make pedestrians, or any non-motorized users be more visible when crossing an intersection. This was done in intersections like Central Ave and El Segundo Blvd where residents can easily access Magic Johnson Park and commercial areas with grocery options like Smart & Final.

Ensuring that facilities are accessible to all users, including those with disabilities, is critical for creating an inclusive and user-friendly environment. To increase accessibility, American with Disabilities Act (ADA) considerations will be integrated with proposed improvements. Accessibility provided by improvements such as pedestrian warning devices, ADA detectable warning surfaces, and ADA curb ramps. This was applied in areas like El Segundo Blvd and Wadsworth Ave making it easier to cross so that all residents can access Magic Johnson Park and commercial areas like Smart & Final.

Providing separate lanes or paths for pedestrians and cyclists can greatly enhance safety and comfort. This separation reduces the risk of conflicts with vehicles and increases safety for users. The Rosewood/West Rancho Vision Zero Traffic Safety Enhancement Project in the WRD area, which complements this project, is in pre-design and will implement separate facilities including bike lanes and two road diets along San Pedro St and El Segundo Bl. The WRD Walks Project builds upon this investment in active transportation in the community.

Involving the community during the entire design process and considering their feedback can help identify specific needs and preferences, ultimately leading to a more successful and well-received project. This was accomplished with the Pedestrian Plan and several CAC meetings so we can receive feedback on design considerations. The contacts made through community input will be leveraged when the plans are developed prior to construction.

B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected.

The West Rancho Dominguez Walks project will implement a mini roundabout/traffic circle at the intersection of Towne Av and 129th St. The West Rancho Dominguez community currently does not have any mini roundabouts/traffic circles in their community. Mini roundabouts are progressive in the region and are not yet considered ubiquitous in South LA. Residents can greatly benefit by the traffic calming effects that mini roundabouts/traffic circles have due to curved approaches that reduce vehicle speeds, entry yield that gives right-of-way to circulating traffic and flow around a central island that minimizes conflict points. This type of improvement is proven to be effective at managing speed transitions from high speeds to low speeds environments. Towne Ave and 129th St is an intersection that connects residents traveling along El Segundo Bl. Since El Segundo Bl is a major street, vehicles typically enter Towne St at higher rates of speed. This will lower the stress environment for people walking and riding bikes along Towne Av allowing them to have a more pleasant experience while traveling to their destination.

Other improvements listed for the West Rancho Dominguez Walks project may not be considered innovative for the LA County region but the overall process for identifying the locations and improvement types was. This Project builds on an innovative process of inter-agency collaboration and community engagement for the County. Led by Public Health, the extensive community engagement effort to develop the Pedestrian Plans was focused on engaging community members who may not typically engage in County efforts, such as stakeholders who don't speak English, those who are renters, working parents, youth, may not be documented, etc. In addition, Public Health funded a local community-based organization to assist with outreach rather than a consultant planning firm as is typically done.

QUESTION #6: LEVERAGING FUNDS (0-5 POINTS)

A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands?

No

B. Does the applicant have any leveraging funds?

Yes

C. Based on the project funding information provided earlier in the application (Part A6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding:

[Leveraging 1.xlsx](#)

D. Please complete the table below:

[Leveraging 2.xlsx](#)

Leveraging Letter of Commitment

[Attachment_6D_-_Leveraging_Letter_of_Commitment.pdf](#)

Other leveraging
documentation
(optional)

Optional: If desired,
clarifications can be
added to explain the
leveraging funding
and its intended use
on the ATP project.

QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY (0-5 POINTS)

The evaluators will consider the following: Consistency between the layouts/maps, Engineer's Estimate, and proposed scope Compliance with the Engineer's Checklist Complete project schedule

QUESTION #8: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)

Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.

Step 1: Corps Consultation The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to application submittal. The CCC and CALCC will respond within ten (10) business days from receipt of the form. The ATP Corps Consultation Form and additional instructions can be found at: California Conservation Corps ATP website Certified Local Conservation Corps ATP website

Please select one of the following: Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)

Attach submittal email, response email, and any attachment(s) from the CCC:

[Attachment_8A_-_CCC_Rep_Conservation_Corps_WRD.pdf](#)

Attach submittal email, response email, and any attachment(s) from the CALCC:

[Attachment_8B_-_CALCC_Rep_Conservation_Corps_WRD.pdf](#)

Attach submittal email, response email, and any attachment(s) from the Tribal Corps (If applicable):

Step 2: Use of Corps

The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:

No corps can participate in the project (0 points)

QUESTION #9: APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 POINTS) Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

Part C: Application Attachments Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C. Depending on project type, some attachment fields will not be available to the applicant.

Attachment A: Application Signature Page

[Attachment_A_-_Application_Signature_Page.pdf](#)

Attachment B: Engineer's Checklist

[Attachment_B_-_Engineers_Checklist.pdf](#)

Attachment C: Project Location Map

[Attachment_C_-_Project_Location_Map.pdf](#)

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

[Attachment_D_-_WRD_Walks_Conceptual_Plans.pdf](#)

Attachment E: Photos of Existing Conditions

[Attachment_E_-_Photos_of_Existing_Conditions.pdf](#)

Attachment F: Project Estimate

[Attachment_F_-_Project_Estimate.pdf](#)

Attachment G: Non-Infrastructure Work Plan	Not applicable to this application type.
Attachment H: Plan Scope of Work	Not applicable to this application type.
Attachment I: Letters of Support (10 maximum) and Support Documentation Attachment_I_-_Letters_of_Support.pdf	
Attachment J: State-Only Funding Request (if applicable)	
Attachment K: Additional Attachments Attachment_K_-_Additional_Attachments.pdf	

Internal Form

Score	n/a
CTC Application ID	7-Los Angeles County-1