

Title

City of Inglewood

2025 ATP Medium Infrastructure Application

ATP: Previously Submitted Applications

08/13/2024

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.

ACTION REQUIRED: ATP Cycle 7 Project Awardee Application

11/15/2024

Score

n/a

REQUIRED: Update Funding Years and ATP Totals

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

ACTION REQUIRED: ATP Cycle 7 Project Application 7-Inglewood, City of-1

11/22/2024

Score

n/a

Application Issues:

Inconsistencies within the application and attachments:

[Exhibit\\_25-I\\_PPR.pdf](#)

Deliverability/Constructability: 1. 3.5% contingencies were added to account for elevated construction costs recently and elevated costs that may occur by FY 28/29.; 2. CON FY has been moved to 28/29.

Please update Funding Table Allocations Years:

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

## Original Submission

06/18/2024

Score	n/a
Part A: General Application Questions	
Part A1: Applicant Information	
Implementing Agency Name	City of Inglewood
Implementing Agency's LOCODE	5164, Inglewood
Implementing Agency's Address	1 Manchester Boulevard Inglewood CA 90301 US 33.96368 -118.35449
Implementing Agency's Primary Contact Person	Peter Puglese
Primary Contact Person's Title	Principal Traffic Engineer
Primary Contact Person's Phone Number	+13104125607
Primary Contact Person's Email Address	ppuglese@cityofinglewood.org
Implementing Agency's Secondary Contact Person	Raquel Mendez
Secondary Contact Person's Title	Associate Engineer
Secondary Contact Person's Phone Number	+13104124305
Secondary Contact Person's Email Address	rmendez@cityofinglewood.org

Does the implementing agency currently have a Master Agreement with Caltrans?	Yes
Implementing Agency's Federal Caltrans Master Agreement Number	07-5164F15
Implementing Agency's State Caltrans Master Agreement Number	
Does this project have a Project Partnering Agency?	No
Part A2: General Project Information	
Project Name:	Westchester/Veterans Station Multimodal Connection Project

Summary of Project Scope:	<p>The active transportation improvements for the Westchester/Veterans Station will provide a separated Class IV bikeway and pedestrian pathway to close the accessibility gap for residents traveling east-west between Hindry Avenue and Ash Avenue on Florence Avenue to access the light-rail station. The project will be 0.3 miles long and on the north side of Florence Avenue, crossing I-405 on an existing bridge, and the unoccupied space between the light-rail retaining wall and the curb face.</p> <p>The project will provide a low-stress environment to encourage individuals to use active transportation modes to reach the Metro station. The project corridor has a speed limit of 40 miles-per-hour and there are currently no bicycle or pedestrian facilities on the north side of the street. Many of the access ramps along this segment, where sidewalks do exist, are not ADA-compliant. The sidewalk on the south side of Florence Avenue is 5' width with existing utility obstructions. The existing conditions are unsafe and are a direct hinderance to walking and biking.</p> <p>Other project elements include high-visibility crosswalks, ADA-compliant access ramps, sidewalk improvements, landscaping, new guardrail to separate the active transportation pathway and the light-rail track, leading pedestrian interval signal timings, a new traffic signal at Florence Avenue and Hyde Park Boulevard, and stormwater management best practices. These improvements occur fully within a disadvantaged community and will benefit over 16,000 residents by providing a safer and more comfortable route of travel to the Westchester/Veterans Metro station and for those traveling east-west on Florence Avenue. Other anticipated outcomes include further promoting connectivity to the Metro K-Line, using active transportation modes of travel to/from this area, improved safety at intersections along this corridor, improved bicycle and pedestrian safety, and creating new green space.</p>
Summary of Outcomes/Outputs:	Construct 14 curb ramps, 11 crosswalks, 0.9 lane-miles of bicycle and pedestrian facilities, 285' guardrail, 2,850 SF raised curb, and 1 traffic signal to close the active transportation infrastructure gap to the LA Metro station.
Federal Transportation Improvement Program (FTIP) Project Description:	Construct curb ramps, high-visibility crosswalks, a traffic signal, and separated bike and pedestrian bikeway/sidewalk. Improve existing sidewalk surfaces and curb ramps.
Project Location:	The improvements will be made on 0.35 miles of Florence Ave from Ash Ave to Hindry Ave. The project will also occur underneath and next to the existing elevated light-rail track.

Attach a project location map

[Project\\_Map.pdf](#)

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

[Cities.xlsx](#)

Infrastructure Project 33.964118

Coordinates -

Latitude

Infrastructure Project -118.368724

Coordinates -

Longitude

Is this project located Yes  
within 500 feet of a  
freeway or roadway  
with a traffic volume  
over 125,000 annual  
average daily traffic  
(AADT)?

Please describe any  
project design  
elements intended to  
minimize exposure to  
air pollution and  
circumstances that  
make locating project  
components in close  
proximity to heavily  
travelled freeways or  
roadways  
unavoidable, and  
explain why this  
project location was  
chosen.

This project will provide a crucial west-east Class IV bike lane and better corridor walkability to increase accessibility to the existing Westchester/Veterans transit station along Florence Avenue. This project is part of the 2018 Inglewood First/Last Mile Plan, which aimed to improve accessibility to the LA Metro stations that would be built within Inglewood in 2022. The station's location necessitates use of Florence Avenue.

The Westchester/Veterans transit station is located 3 intersections west of Interstate-405. The location was chosen based on the Metro rail station and the community's needs. This project location was developed to address a lack of accessible biking and walking infrastructure in this area, specifically on the segment spanning over I-405. The Class IV bike lane will go on a bridge that supports the LA Metro K-Line, separate from the bridge that supports Florence Avenue over I-405. Also, ladder crosswalks and ADA-compliant ramps are being installed along Florence Avenue, where it intersects Hindry Avenue, Glasgow Avenue, La Cienega Boulevard, Hyde Park Boulevard, and Ash Avenue. The project will also add greenspace to mitigate some of the greenhouse gas emissions.

These project improvements are designed to create a low-stress environment for bicyclists and walkers, and to reduce the likelihood of crashes along the corridor. This corridor is projected to be heavily used by pedestrians because of its location near a disadvantage community with many nearby users who are reliant on mass transportation. The location is currently unsafe for pedestrian activity. These improvements will reduce the need for personal cars and vehicle miles traveled (VMT) because more people will be comfortable walking and biking to the transit station, making transit a more competitive travel mode for nearby residents. This will therefore reduce VMT and associated greenhouse gas emissions, while promoting beautification and increasing green space.

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

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Caltrans District:	7
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Congressional Districts (Select all that apply):	43 36
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State Senate Districts (Select all that apply):	28 35
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State Assembly Districts (Select all that apply):	61
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County	Los Angeles
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Metropolitan Planning Organization (MPO)	SCAG
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Regional Transportation Planning Agency (RTPA)	None
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Urbanized Zone Area (UZA) Population:	Project is located within one of the ten large MPOs
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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?	No
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### Part A3: Project Type

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Select the plans your agency currently has (select all that apply):	Safe Routes to School Plan Active Transportation Plan Other
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List other plans that include bicycle and/or pedestrian improvements:	Crenshaw Boulevard Streetscape Plan, First/Last Mile Plan
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Is the proposed project in a current plan?	Yes
Select project sub-types (select all that apply):	Bicycle Transportation Pedestrian Transportation
Bicycle Transportation - % of Project	40
Pedestrian Transportation - % of Project	60
Part A4: Project Details	
Indicate the project improvement types included in the project/program/plan:	Pedestrian Improvements Bicycle Improvements Crossing & Intersection Improvements Other Amenities (e.g., benches, shade trees, wayfinding, etc.)
<p>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.</p>	
Bicycle Improvements	
What percentage of the bicycle-related project costs are going towards closing a gap in infrastructure?	100
Please complete the table below:	
<a href="#">Bicycle Improvements.xlsx</a>	
Pedestrian Improvements	
What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure?	80

Please complete the table below:

**Pedestrian Improvements.xlsx**

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Crossing and Intersection Improvements

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Please complete the table below:

**Crossing Improvements.xlsx**

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Other Amenities

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Please complete the table below:

**Other Amenities.xlsx**

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Right-of-Way (R/W) Impacts

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

No

Select all that apply:

Project will likely require R/W in fee ownership, permanent easements, and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.  
Project will likely require R/W, easements, encroachment and/or approval involving governmental agencies (excluding Caltrans), environmental, or railroad owner's property.

Project will require private property R/W acquisitions or utility relocations:  
Note: The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.

Total number of private R/W parcels expected to be impacted:

0

Total number of utility companies expected to be impacted:

3

Total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations:

24

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Has the project schedule been developed to account for this time?

Yes

Project will require R/W or easements from governmental agencies (excluding Caltrans) or railroad companies: Note: See application instructions for more details on the required coordination and documentation from these agencies.

Attach a letter of support or neutrality from each separate agency. Combine all letters in one attachment:

[LA\\_Metro\\_Letter\\_of\\_Support.pdf](#)

Number of additional months needed (all project phases) for all of these agencies to complete their required oversight responsibilities and to complete any required actions that are necessary based on the expected R/W impacts?

24

Has the project schedule been developed to account for this time?

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?

No

Expected or past start date for PA&ED activities: 10/1/2025

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

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Expected or past completion date for the PA&ED phase: 4/1/2026

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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:

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

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Will ATP funds be used in the PS&E phase of the project? No

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Expected or Past Start Date for PS&E Activities: 4/2/2026

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Number of months to complete PS&E: 24

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Expected or past completion date for the PS&E phase: 4/2/2028

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

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

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Proposed CTC R/W allocation date: 4/2/2026

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Notice to Proceed with Federally Reimbursable ATP Work: 6/2/2026

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Expected or past start date for R/W activities: 6/3/2026

Number of months to complete the R/W engineering, acquisition, and utilities: 22

Expected or past completion date for the R/W phase: 4/2/2028

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: 4/3/2028

Notice to Proceed with Federally Reimbursable ATP Work: 6/5/2028

Expected start date for construction activities: 6/6/2028

Number of months needed to complete construction activities: 26

Expected completion date for the CON phase: 8/6/2030

Part A6: Project Funding

Total Project Cost 9013

Total ATP Request 7657

Please complete the table below in thousands:

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.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

Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?

Yes

Provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent.

[SCAG\\_Regional\\_Transportation\\_Plan.pdf](#)

Is the implementing agency Caltrans?

No

Part B: Narrative Questions

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

Does this project qualify as benefitting a Disadvantaged Community?

Yes

A. Disadvantaged Community Map (0 points)

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

[Disadvantaged\\_Community\\_Map.pdf](#)

B. Identification of Disadvantaged Community (0 points)

Select one of the following tools to identify the disadvantaged community:

CalEnviroScreen (CES) 4.0

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”.

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CalEnviroScreen (CES) 4.0

[CES.xlsx](#)

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Highest CES Score      98  
from table above:

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CES Score for              95.79159765095618  
census tract(s) that  
the project benefits  
(cell B38 in table  
above):

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

[CES\\_Data.pdf](#)

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C. Direct Benefit (0-4 Points)

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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.

This project will provide a safer means of connecting residents of the surrounding disadvantaged community to the Westchester/Veterans transit station, Big Blue Bus Route 14 bus stop, and LA Metro Bus 857 stop, located at Hindry Avenue and La Cienega Boulevard. The biking and pedestrian improvements will close a gap between the communities east of Interstate-405 to the LA Metro network (through the transit station), LAX (through LA Metro Bus 857), and Santa Monica (through Big Blue Bus Route 14). The project will run west-east along Florence Avenue, from Hindry Avenue to Ash Avenue, which already serves as an active transportation corridor for the region. Its proximity to several restaurants, parks, schools, and neighborhoods makes it a common route to drive and walk on.

Places of commerce within a 2-mile radius of the project scope include the Kia Forum, SoFi Stadium, the new Intuit Dome, Downtown Inglewood, Los Angeles Airport, and the US Veterans Affairs Facility. In the future, the Westchester/Veterans TOD Plan aims to bring a mixed-use arts district surrounding the transit station. This new entertainment district will bring more foot and bike traffic to the area, thus implementing a new bike lane and new crosswalks will improve accessibility to this district when it opens in the future.

Currently, there are no existing bike routes along Florence Avenue that lead to the Westchester/Veterans transit station and bus stops in the project area. The project proposes installing 0.3 miles of a two-way Class IV bike lane along the northern side of Florence Avenue from Hyde Park Boulevard to Hindry Avenue, where the Westchester/Veterans LA Metro K-Line station is. Dual arm streetlights with enhanced safety lighting will also be installed on the buffer between the bike lane and travel lane from Hindry Avenue to La Cienega Boulevard. Because Interstate-405 bisects the project corridor, the installed bikeway will help provide connection and fluidity for the communities on either side of the freeway. The Class IV specification will allow bikers to experience safety and comfort when taking this route.

The project will upgrade the existing standard crosswalks on the intersections of Florence Avenue and Hindry Avenue, Florence Avenue and La Cienega Boulevard, and Florence Avenue and Ash Avenue to be ladder crosswalks. New ladder crosswalks will be installed at the unsignalized intersection of Hyde Park Boulevard and Augusta Street. Also, a new signalized intersection and ladder crosswalks will be installed at the current unsignalized intersection of Florence Avenue and Hyde Park Boulevard.

The southern sidewalks from Hindry Avenue to La Cienega Boulevard will be repaved. Both Big Blue Bus Route 14 and LA Metro Bus 857 have a stop on the southeast corner of Florence Avenue and Hindry Avenue, while Big Blue Bus Route 14 has an additional stop at the southwest corner of Florence Avenue and La Cienega Boulevard. Improving these crosswalks and sidewalks will allow pedestrians to access these bus stops more safely, encouraging higher bus usage among the community.

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

This project resides in 2 census tracts with a CalEnviroScreen 4.0 percentile of over 94. According to this metric, both census tracts are considered disadvantaged communities and contain pollution burden percentiles over 91. These census tracts contain about 13,300 residents living directly or within walking distance to the project. Also, according to this metric, community residents face other barriers including linguistic isolation, low education rates, high rates of hazardous waste, and high amount of groundwater threats. This project will better connect residents with better biking and walking access points to important destinations such as markets, laundromats, schools, churches, and restaurants. People who do not live within these census tracts will still have access to the project's improvements. The project will be accessible by anyone who walks or bikes along Florence Avenue from Hindry Avenue to Ash Avenue. Florence Avenue is a popular travel corridor for the community, thus making the project improvements easily accessible by residents who live around it.

There are numerous safety improvements to promote accessibility to the bikeway for residents of the surrounding disadvantaged communities. Ladder crosswalk improvements and new ADA-compliant ramps on Florence Avenue and Hindry Avenue, Florence Avenue and La Cienega Boulevard, and Florence Avenue and Ash Avenue will improve walking accessibility to the project. The existing southern sidewalks from Hindry Avenue to La Cienega Boulevard will also be repaved. Another proposed safety improvement is a new signalized intersection complete with ladder crosswalks and ADA-compliant ramps at Florence Avenue and Hyde Park Boulevard. The traffic signal will create traffic gaps and provide protection for pedestrians and bikers crossing the street. The two-way Class IV bikeway will start at Hyde Park Boulevard and go along Florence to the transit station at Hindry Avenue. This type of bicycle facility will provide a safer corridor to ride bicycles on, separate from the driving travel lanes that automobiles ride on.

The project will be accessible by the LA Metro K-Line, Big Blue Bus Route 14, and LA Metro Bus 857, where they have stops at Florence Avenue and Hindry Avenue. Local community members who use the K-Line or ride the bus will have connected access to the entire LA Metro light-rail network, Santa Monica, LAX, and the various improvements along the project corridor.

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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 displacement is not an issue, explain why it is not a concern for the community.	<p>The Westchester/Veterans Active Transportation Improvements project team engaged with community residents during the planning and design process. On March 10, 2018, community members and stakeholders conducted a walk audit around the Westchester/Veterans transit station. Auditors consisted mostly of high school students who were familiar with the surrounding area and public transit. Other members included the Inglewood Police and the Inglewood One-Stop Business &amp; Career Center. A second audit occurred on March 12, 2018, and consisted of 26 attendees from the City of Inglewood, LA Metro, SoFi Stadium, and the Inglewood Community Emergency Response Team. Each walk audit lasted 1 hour and 15 minutes, and both audits led to consistent observations and comments regarding the corridor's barriers, strengths, and ideas for improvement.</p> <p>Auditors proposed ideas for a high visibility crosswalk for the visually impaired, ADA access, and signage at the unsignalized intersection of Hyde Park Boulevard and Florence Avenue. These concerns, along with past pedestrian and bicyclist crashes, led to the project scope of transforming Hyde Park Boulevard and Florence Avenue to become a fully signalized intersection.</p>
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After the walk audits, LA Metro created an online survey to receive more community input. 862 people responded. The improvements that were most requested were pedestrian lighting (75%), improved sidewalks (70%), and signalized crosswalks (67%). These community needs are reflected in the project design improvements, with new ladder crosswalks proposed at intersections, improved bicyclist and pedestrian lighting along the north side, and a repaved southern sidewalk.

This project will not create displacement concerns for the surrounding community. The project scope involves street improvements such as repainting crosswalks, installing ADA-access ramps, and installing traffic signal equipment. These various upgrades will not infringe on resident property. The repaved southern crosswalk along Florence Avenue is within the City of Inglewood's right-of-way and will not displace any resident. Lastly, the new two-way Class IV bike lane will be located on the northern side of Florence Avenue, where it borders light-rail transit infrastructure and not residential property. Therefore, no community member is at risk of displacement due to the project's improvements.

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Attach documentation to show disadvantaged community support:

[Inglewood\\_First-Last\\_Mile\\_Plan\\_Disadvantaged\\_Community\\_Support.pdf](#)

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D. Project Location (0-2 Points)

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Select the option that best describes the project location:	Project is fully in a disadvantaged community
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D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.

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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.

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

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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?

The Westchester/Veterans Station Active Transportation Improvements Project is located entirely within Inglewood, California, and spans 2 disadvantaged community tracts, according to the criteria in CalEnviroScreen 4.0. The Healthy Places Index (HPI) also indicates these 2 tracts to be in the bottom 28.5 percentile of health community conditions of all other California tracts. The project corridor runs along Florence Avenue from Hindry Avenue to Ash Avenue. Interstate-405 runs through both of these communities, thus these residents suffer from high exposure to carbon emissions and other particulate matter. This project will provide greater biking and walking access to local entertainment centers, Los Angeles International Airport (LAX), the Westchester/Veterans transit station, and to bus stops along Big Blue Bus Route 14 and LA Metro Bus 857.

1. Lack of Connectivity

Given its proximity to the Westchester/Veterans transit station and the bus stops along Florence Avenue, the project improvements have the potential to serve a high proportion of community members that rely on transit or bus transportation. However, the current high traffic volumes, lack of a bike lane, and obsolete pedestrian infrastructure discourage residents from doing so. The project improvements can make biking and walking along the corridor safer for a broader range of residents by age and ability. For example, there are numerous schools ranging from elementary to adult schools within a 2-mile radius of the project corridor. Some include Oak Street Elementary School and Inglewood High School. Students and their families will benefit from this project because of the added safety measures made for walking or biking to school. Florence Avenue is an important access route to the surrounding neighborhoods because of its proximity to places of interest. Within a 2-mile radius, some places of interest include but are not limited to: SoFi Stadium, LAX, Kia Forum, Downtown Inglewood, the new Intuit Dome, restaurants, places of worship, markets, parks, and Inglewood City Hall.

2. Health Concerns

The local community experiences emissions from high volumes of cars and trucks, due to the project's proximity to Interstate-405 and LAX. Air pollution from high traffic volumes impact the health of residents and raise concerns for asthma and cardiovascular disease. According to CalEnviroScreen 4.0, both surrounding census tracts have an asthma-sensitive population percentile over 90, and a cardiovascular disease-sensitive population over 81. Both surrounding census tracts also experience a diesel particulate matter percentile higher than 81 and contain a pollution burden percentile higher than 91. The project improvements will reduce VMT, create green space, and also promote more walking and biking, creating a healthier environment for the surrounding community.

### 3. Safety Concerns

This project will contain design elements to promote safer biking and walking for all users. Over the last 11 years, there have been total 3 pedestrian crashes and total 2 bicycle crashes that have occurred within the project limits (TIMS). 1 pedestrian crash occurred 20 feet north of the unsignalized intersection of Hyde Park Boulevard and Augusta Street. The project will install new ladder crosswalks across Augusta Street to give pedestrians a highly visible, safe means of crossing the street. This safety measure will reduce the chance of a crash from occurring again.

2 of the 3 pedestrian crashes and 1 of the 2 bicycle crashes have occurred at the intersection of Florence Avenue and La Cienega Boulevard (TIMS). The bicyclist crash and 1 of the pedestrian crashes were fatal. To reduce the crash rate at this intersection in the future, the project will implement a two-way Class IV bike lane and upgrade the 2 existing standard crosswalks to become ladder crosswalks. A new ladder crosswalk will be installed along the north side of Florence Avenue to improve accessibility and visibility across the intersection. These same improvements will be done at Florence Avenue and Hindry Avenue.

1 bicyclist crash occurred at the intersection of Florence Avenue and Ash Avenue. There are no existing striped crosswalks at this intersection. This project will implement new ladder crosswalks across Ash Avenue to enhance safety and visibility for both bikers and pedestrians crossing the street.

Lastly, new ADA-compliant access ramps are being installed along every intersection along the project area. These will improve walkability and safety measures for the elderly and those who experience disability.

### 4. Lack of Mobility

The project improvements will provide more access to public transportation to a disadvantaged community that would benefit from it through access to economic and social opportunities. According to the Healthy Places Index, the 2 surrounding community tracts lay in the bottom 24th percentile of automobile access of all California tracts. The project will benefit community members who do not have a vehicle by creating better biking and walking access to the existing transit and bus stations at Florence Avenue and Hindry Avenue, as there are no current bike lanes on this travel corridor. Bikers and pedestrians will experience increased mobility to nearby trip generators such as schools, recreational centers, restaurants, SoFi Stadium, Intuit Dome, and LAX.

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

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Select all options that apply:

- The project creates new routes
  - The project removes a barrier to mobility
  - The project implements other improvements to existing routes
  - The project closes a gap
- 

Number of Gaps: 1

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Total length of gap in feet: 1700

Type of barrier(s)  
(select all that apply): Freeway  
Railroad tracks  
Safety

List other types of improvements here: Upgrading existing pedestrian infrastructure (access ramps, crosswalks, sidewalks), adding pathway lighting, traffic signal improvements (new signal and implementing leading pedestrian intervals), landscaping for bicycle/pedestrian facilities along the corridor

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.

The Westchester/Veterans Station Multimodal Connection Project will connect community residents to local and regional destinations by providing safe biking and walking infrastructure. Florence Avenue currently has limited pedestrian crossing intersections and lacks the infrastructure for people to walk and bike comfortably. Cars are prioritized over people, which further discourages walking and biking. The project aims to increase bikeability and walkability of the corridor by upgrading and altering the infrastructure already in place.

1. Schools:  
The project is within a 2-mile radius of Hudnall Elementary, Oak Street Elementary, Kelso Elementary, Payne Elementary, Highland Elementary, Inglewood High, Crozier Middle, Inglewood Adult, Westport Heights Elementary, Carousel, and Open Magnet Charter Schools. The project's bike lane, sidewalk, and crosswalk improvements will provide students and families a safer route for walking or biking to school.

2. Transit Facilities:  
The Westchester/Veterans transit station resides on the west-end of the project limit, at Florence Avenue and Hindry Avenue. This station is on the LA Metro K-Line and provides residents greater access to the entire Metro light-rail network and Greater Los Angeles. Bus stops for Big Blue Bus Route 14 and LA Metro Bus 857 also reside along this intersection on the southeast corner. These bus lines provide residents access to Westside Los Angeles and LAX, respectively. Safer access to these transit and bus stops will improve mobility for residents who do not have access to a car or rely on public transportation.

3. Community, Social Service, and Medical Centers:  
A number of community, social service, and medical centers are within a 2-mile radius from the project limits. Some include, but are not limited to, the YMCA, Inglewood City Hall, Judith and Thomas L. Beckmen YOLA Center, Inglewood Public Library, Faithful Central Bible Church, Inglewood Courthouse, Hawthorne Spanish SDA Church, U.S. Post Office, Centinela Hospital Medical Center, U.S. Veterans Affairs Facility, and Holy Faith Episcopal Church. Community members will have better access to these facilities after project implementation.

4. Regional Trail Systems:  
The project will be within 0.5 miles of another bikeway located on Manchester Avenue, from Lincoln Boulevard to Osage Avenue. This bike

path on Manchester Avenue connects to popular destinations such as Loyola Marymount University and Howard Hughes Entertainment Center. Bikers who live near the project will have greater access to these destinations and others because of the project's vicinity to the Manchester Avenue bike network.

5. Recreational and Visitor Destinations:

The project is located within 2 miles of Ashwood, Centinela, Rogers, Carl E Nielsen and Grevillea Park. Due to the urban nature of the surrounding landscape, these parks are the only local green spaces for community residents. These parks also provide recreation centers for the community to use. Located within a 3-mile radius are the Kia Forum, SoFi Stadium, Youtube Theater, and the new Intuit Dome. These venues host a variety of sporting events, concerts, and conferences throughout the year, thus increasing the foot traffic within the project limits when they occur. Lastly, according to the Westchester/Veterans TOD Plan, a new mixed-use district will be constructed surrounding the Westchester/Veterans Station in the future. This will increase the foot traffic around the station and will thus increase the use of the surrounding transit and bus stops when it is built.

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

[Gap\\_Closure\\_Map.pdf](#)

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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)

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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.

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

[TIMS\\_ATP\\_Los\\_Angeles\\_Inglewood\\_2024\\_04\\_18.pdf](#)

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

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

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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.

As shown on the TIMS heat map, the Westchester/Veterans Station Active Transportation Improvements project area has experienced 3 total pedestrian crashes and 2 total bicycle crashes in the last 11 years. This includes 1 pedestrian fatality and 1 bicyclist fatality. Creating a two-way Class IV bike lane and improving crosswalks along Florence Avenue will reduce the risk of crashes and injuries in the future. One transit station and two bus stops reside on the west end of the project limits at Florence Avenue and Hindry Avenue; thus, the project will provide safe access to these stops for both bikers and pedestrians. Project improvements will also benefit those who have mobility and vision impairments.

The proposed two-way Class IV bike lane will provide a safe and comfortable corridor for bikers along Florence Avenue, from Hindry Avenue to Hyde Park Boulevard. This separated bike lane will run through the intersection of Florence Avenue and La Cienega Boulevard, which was the location of 1 bicyclist fatality in 2021. Currently, no bike lanes exist within the project limits, meaning that bikers must travel alongside cars in a through lane. This provides a high-stress environment for bikers, as the corridor experiences high traffic volume and a high-speed limit of 40 miles-per-hour. Creating a separate bike lane can reduce the chances of crashes and bicyclist fatalities.

The project will upgrade existing standard crosswalks to ladder crosswalks at the intersections of Florence Avenue and Hindry Avenue, Florence Avenue and La Cienega Boulevard, and Florence Avenue and Ash Avenue. Florence Avenue and La Cienega Boulevard was the site of 2 pedestrian crashes, with 1 resulting in a fatality. One bicyclist crash occurred at Florence Avenue and Ash Avenue in October 2021. The proposed ladder crosswalks will add more visibility to pedestrians and bicyclists crossing the street and will lower the chance of crashes and fatalities in the future.

Also, the project proposes to add a signalized intersection, complete with a ladder crosswalk, to the unsignalized intersection of Florence Avenue and Hyde Park Boulevard. This unsignalized intersection is a high stress area for pedestrians because there is no safe means to cross the street and because of high traffic volumes and speeds. A new signalized intersection, complete with new ladder crosswalks, will provide traffic control and allow pedestrians to cross the street safely. These improvements will reduce the chance of a pedestrian crash occurring and will provide pedestrians a low stress walking environment.

The curb on the northeast corner of Florence Avenue and Hindry Avenue and the curb on the northwest corner of Florence Avenue and La Cienega Boulevard will be extended out. These curb extensions will accommodate space for the new bike lane, shorten the crossing distance for pedestrians, and narrow driving travel lanes to encourage cars to drive slower.

New ladder crosswalks will be installed across Augusta Street at the unsignalized intersection of Hyde Park Boulevard and Augusta Street. 1

pedestrian crash occurred 20 feet north of the intersection in November 2015. This pedestrian crash occurred here because there is a lack of crosswalks at the intersection, causing pedestrians to cross the street without adequate visibility to drivers. These new ladder crosswalks will provide a safe means of crossing the street to minimize the chances of another pedestrian crash occurring.

New ADA-compliant ramps will be installed along all the intersection ramps in the corridor. These new ramps will provide more accessibility and safety measures targeted towards older adults and persons with disabilities. Also, the implementation of leading pedestrian intervals provides a period where pedestrians can cross the street with less vehicle conflict points. Regarding students, the bike lane, crosswalk, and ADA-ramp improvements will provide safer walking and biking access to the 11 schools located within a 2-mile radius of the project limits.

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#### B. Safety Countermeasures (0-13 points)

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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.

The Westchester/Veterans Station Active Transportation Improvements project will improve safety for all walkers, bicyclists, and drivers who commute along the corridor. The project contains safety enhancements that are known to reduce the number and severity of crashes. Some improvements include slowing down traffic speeds, increasing pedestrian visibility to drivers, and providing a separated space for bicyclists along the corridor. All of this will reduce the risk of crashes and improve crossing conditions at intersections.

##### 1. Proposed Two-Way Class IV Bike Lane

Within the last 11 years, 2 bicyclist crashes have occurred inside the project limits: 1 at Florence Avenue and La Cienega Boulevard and 1 at Florence Avenue and Ash Avenue. Currently, bikers experience a high stress environment when traveling along the corridor due to a lack of a bike lane, and high traffic speeds and volumes on the driving lanes. To mitigate bike crashes and enhance safety in the future, a two-way Class IV bike lane will be installed on the north side of Florence Avenue from Hindry Avenue to Hyde Park Boulevard. The separated bike lane will provide a corridor for bikers away from the motor vehicle lane. In addition, the bike lanes will be installed mostly on unoccupied space between the northern side of Florence Avenue and the LA Metro K-Line retaining wall. Utilizing this empty space will mitigate conflict points between motorized and non-motorized users and will also not alter any existing car travel lanes. Installing a Class IV bike lane has a crash reduction factor (CRF) of 45% for crashes involving bicyclists and pedestrians (CMF). The CRF is an expected crash reduction percentage after implementing a safety countermeasure, and the CRF values are from the CMF Clearinghouse (CMF).

New dual arm streetlights will also be installed from Hindry Avenue to La Cienega Boulevard to provide light for riding at night.

Green bicycle crossing striping will be installed next to pedestrian crosswalks when crossing Hindry Avenue and La Cienega Boulevard. This type of striping consists of green rectangles spaced at even intervals and can provide more visibility and safety for bicyclists entering the intersection by making the conflict area between bicyclists crossing and turning vehicles more apparent to drivers.

## 2. Proposed Ladder Crosswalks

Within the last 11 years, there were 3 pedestrian crashes occurred inside the project limits: 1 at Hyde Park Boulevard and Augusta Street, and 2 at Florence Avenue and La Cienega Boulevard. To address conditions associated with these crashes, standard crosswalks will be upgraded to ladder crosswalks on Florence Avenue and Hindry Avenue, Florence Avenue and La Cienega Boulevard, and Florence Avenue and Ash Avenue. New ladder crosswalks altogether will be installed at the unsignalized intersections of Florence Avenue and Hyde Park Boulevard and Hyde Park Boulevard and Augusta Street. Ladder crosswalks are more visible than standard ones and have a better stopping sight distance when compared to standard crosswalks. Additionally, advanced limit lines will be installed with the crosswalks to provide space between the crossing and vehicles. These new crosswalks will provide a lower stress environment for pedestrians and will reduce crash rates. According to CMF Clearinghouse, installing ladder crosswalks will result in a crash reduction factor of 19% for crashes involving pedestrians (CMF).

## 3. Proposed Curb Extensions

The curb will be extended out at the intersection of Florence Avenue and Hindry Avenue. The curb extensions will provide more room for the proposed shared-use bike and pedestrian path and will narrow the vehicle lane width from 12' to 10'. The narrower lane width will help slow down vehicle speeds at the respective intersections. The curb extensions will also shorten the crossing distance for pedestrians and bicyclists crossing the street, cutting down the amount of time a person is in the street. According to CMF Clearinghouse, narrowing a 12' travel lane to 10' will result in a crash reduction factor of 42% for all crash types (CMF).

## 4. Proposed Traffic Signal Intersection/Modifications

A new traffic signal intersection will be implemented on Florence Avenue and Hyde Park Boulevard, complete with new ladder crosswalks. These new crosswalks will give pedestrians a protected and safe way to cross the street. A traffic signal intersection will create traffic breaks for cars and leading pedestrian intervals. These improvements will allow for pedestrians to safely cross the intersection. Leading pedestrian intervals are also being proposed at the intersections of Florence Avenue and Hindry Avenue, and Florence Avenue and La Cienega Boulevard to further improve pedestrian safety. According to CMF Clearing House, installing a traffic signal in an unsignalized intersection will result in a crash reduction factor of 44% for all crash types, greatly reducing crash rates for pedestrians and automobiles (CMF).

## 5. Proposed ADA-Compliant Access Ramps

Installing new access ramps will help improve safety and accessibility for pedestrians with disabilities, such as those who use wheelchairs or walkers. This safety measure will construct ramps that comply with ADA requirements and will improve crosswalk accessibility for all types of users.

## 6. Proposed Sidewalk Repaving

The southern sidewalks will be repaved from Hindry Avenue to La Cienega Boulevard. This improvement can provide pedestrians comfort when walking



along the corridor. The current sidewalk slabs are uneven, could cause injury, and provide discomfort to those walking on them.

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2. Does this project propose new or improved bike facilities?

Yes

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2a. Describe the issues that were considered when evaluating and selecting the project's bikeway facility type (i.e., Class I, II, III, and/or IV).

The 2018 Inglewood First/Last Mile Plan is a community-backed initiative that calls for a bicycle connection across Interstate-405 and along Florence Avenue to provide a route that residents can use to bike to Downtown Inglewood and neighborhoods east of the freeway safely. The project design includes a two-way Class IV bike lane along the northern side of Florence Avenue from Hindry Avenue to Hyde Park Boulevard.

Several factors were considered when choosing a two-way Class IV bike lane for this project. First, the project corridor is a high-speed zone with a speed limit of 40 miles-per-hour in an urban environment. This corridor also experiences high traffic volume because it is located near I-405 and Los Angeles International Airport. The high speed and volumes of the corridor create a high-stress environment for bikers. Implementing a separated barrier between the bike lane and travel lane will offer bikers the safest biking support along this stretch.

The two-way Class IV bike lane was chosen for this project due to the existing conditions of the corridor. The LA Metro K-Line runs parallel north of Florence Avenue, along the entire project corridor. At its narrowest point, there is a 12' gap of empty space between the northern side of Florence Avenue and the K-Line retaining wall. This is more than enough room to install two-way bike lanes (4' per lane), with space for a barrier between the bike lanes and the street.

Installing the bike lane will narrow the lane width of the outermost, westbound vehicle travel lane just before the intersection of Florence Avenue and Hindry Avenue. Narrowing the lane at this point will encourage drivers to slow down when approaching the intersection, creating more safety for both bikers and pedestrians.

The two-way cycle track also accommodates the need for eastbound bicyclists that do not have enough room to be accommodated on the south side of Florence Avenue. The existing outermost lane on the southern side is 10' at its narrowest point, which leaves just enough room for vehicular traffic, but not for bicyclists.

When crossing over Interstate-405, the two-way Class IV bike lane will go over the bridge that supports the K-Line Overpass. This is a separate bridge from the one Florence Avenue goes over on the same freeway. Implementing a two-way Class IV bike lane will prevent cars from encroaching on bike lanes, keeping bicyclists out of conflict areas with vehicles. This maximizes safety for bicyclists and will reduce the stress levels of bicyclists when traveling over the freeway.

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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.

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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)

The project is part of the bigger 2018 Inglewood First/Last Mile Plan, where LA Metro and the City of Inglewood worked together to create better accessibility to the City's LA Metro stations that would be constructed in 2022. Accessibility improvements were catered towards the needs of the surrounding community to maximize transit ridership of the Westchester/Veterans transit station.

Community representatives conducted two walk audits of the surrounding area in March 2018, with representatives from the City of Inglewood, SoFi Stadium and LA Metro. These audits were conducted to assess accessibility to the Westchester/Veterans transit station and focused on barriers that needed to be addressed, ideas for improvements, and elements would like to see more of. At the time, SoFi Stadium was still under construction, so representatives of the stadium focused on how potential improvements would accommodate increased foot traffic in the area due to stadium events.

Once the walk audits were complete, stakeholder conversations were held to match the project improvements with the needs of the surrounding communities. Project improvements were developed to incorporate feedback from the walk audits and stakeholder conversations.

Initial conceptual plans were displayed at a community workshop held at the US Veterans Facility, which is close to the transit station, throughout the spring and summer of 2018. Participants at the workshop most supported enhanced sidewalks, pedestrian lighting, and bicycle facilities. LA Metro developed an online survey with the same questions from the workshop. 862 people filled out the online survey and the top 3 responses for what was most needed were pedestrian lighting (75%), improved sidewalks (70%), and signalized crosswalks (67%). Respondents also stated they would use the K-line to go to special events (50%) and work (48%).

The project improvements therefore place a large emphasis on repaving the sidewalks, adding more pedestrian and bicyclist lighting, and upgrading the standard crosswalks to ladder crosswalks. These proposed improvements are a direct result of the community's involvement in this design process.

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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 how they were addressed. (0-4 points)

The Westchester/Veterans Station Active Transportation Improvements project is a community-focused initiative that first took shape in 2018 as part of the Inglewood First/Last Mile Plan. Stakeholders ranged from community members to government entities, including but not limited to the Inglewood Police Department, Inglewood One-Stop Business & Career Center, City of Inglewood, Inglewood Community Emergency Response Team, LAX Chamber of Commerce, and LA Metro. LA Metro initiated this plan to upgrade street network accessibility around Inglewood's existing light-rail stations as part of its ongoing vision of making transit travel safe, comfortable, and convenient. The City of Inglewood is committed to funding 3% of the project's improvements, as part of its local funding contribution to LA Metro projects within city limits.

Walk audits were conducted in the area around the transit station to better understand its accessibility from a variety of perspectives and ability levels. The first audit was held on March 10th, 2018, and consisted of community members and stakeholders. The majority of the members were local high school students and members of a local non-profit organization named "One For All". The second audit was held on March 12th, 2018, and consisted of 26 members from the City of Inglewood, Inglewood Community Emergency Response Team, SoFi Stadium, and LA Metro. Walk audit participants documented strengths, barriers, and areas of improvement. Once the audits were complete, stakeholder conversations were held with community members who were knowledgeable of the area, including religious leaders and local advocates. These conversations gave firsthand accounts of the transit access challenges residents faced and gave insight on how to improve the areas surrounding the station. Conceptual draft plans to improve accessibility were created using the content generated from the walk audits and stakeholder conversations.

The project recommendations were displayed to the community throughout the spring and summer of 2018 at the US Veterans Facility, located near the station. Community members answered a survey regarding the project recommendations and the most supported improvements included enhanced sidewalks, pedestrian lighting, and bicycle facilities. LA Metro developed an online survey with the same questions from the workshops to receive more community input. 862 people participated in the survey and 50% of respondents stated they would use the light-rail for special events and 48% stated they would use it for work. Moreover, when asked which improvements were most needed, 75% stated pedestrian lighting, 70% stated improved sidewalks, and 67% stated signalized crosswalks. Input from the survey and workshops was used to adjust the project recommendations from the first draft.

Stakeholders and community input had a direct impact on the project design. The current project recommendations include enhancing sidewalks, upgrading crosswalks, installing traffic signal equipment, and upgrading pedestrian lighting to accommodate the various requests of the community.

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Attach any applicable public participation & planning documents:

[Inglewood\\_First-Last\\_Mile\\_Plan\\_Westchester-Veterans\\_Station.pdf](#)

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

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

This project design was optimized using components of the City of Inglewood's First/Last Mile Plan (FLM). The plan aims to make Inglewood's existing LA Metro stations more accessible to the public by making them more pedestrian and bike-friendly. More specifically, the FLM improvements are intended to promote walking access within 0.5 miles within each station and biking access within 3 miles within each station. Each transit station has proposed improvements based on the context of the existing conditions and the surrounding communities.

The Westchester/Veterans transit station sits just west of Interstate-405, alongside Florence Avenue. The immediate land-use around the facility is commercial-based, yet the nearest residential neighborhoods lie east of I-405, alongside Florence Avenue, and north of W 83rd St, 1 street north of the transit station. The proposed improvements to this station will make this station more accessible to these specific neighborhoods.

The project area is currently a high-stress environment for pedestrians due to a lack of crosswalk infrastructure and high speeds along the corridor. For example, the speed limit along the entire corridor is 40 miles-per-hour, and drivers currently drive at or around that speed near the intersection of Florence Avenue and Hyde Park Boulevard. Currently, there is no safe way to cross the street in that area. The project proposes to add a new signalized intersection and ladder crosswalks at that intersection to provide a safe means to cross the street and to force cars to slow down. Standard crosswalks at the intersections of Florence Avenue and Hindry Avenue, Florence Avenue and La Cienega Boulevard, and Florence Avenue and Ash Avenue will be upgraded to ladder crosswalks to provide extra visibility for pedestrians. The extra visibility will provide a lower stress environment for pedestrians and will help reduce crashes between vehicles and pedestrians. ADA-compliant installed ramps on every corner will also help alleviate pedestrian stress, especially for those with disabilities.

The existing southern sidewalks along Florence Avenue from Hindry Avenue to La Cienega Boulevard, and from I-405 Overpass to Ash Avenue will be repaved. This renovation will provide comfort for pedestrians walking alongside this side of the street, especially for those who use the bus stop located at southeast corner of Florence Avenue and Hindry Avenue.

The curbs ramp alongside the intersections of Florence Avenue and Hindry Avenue, and Florence Avenue and La Cienega Boulevard will be extended out to accommodate the new proposed bike lane. This enhancement will provide separated space for bikers and will also reduce the travel lane width for cars at the intersection. The lane reduction can lead to a reduction in speed, which will further reduce stress for bikers and pedestrians. The curb extension will also shorten the crosswalk distance for pedestrians, further reducing the time pedestrians are in the street crossing.

The LA Metro K-Line runs parallel to the corridor with retaining walls and abutments supporting it over I-405. The project proposes to install roughly 0.3 miles of a two-way Class IV bike lane (5' per lane) north of Florence

Avenue, alongside the retaining walls and infrastructure supporting the K-Line. A 3-6' barrier is being proposed between the bike lane and the street. Currently, the corridor is a high stress environment for bikers, as they must share travel lanes with cars. A separated Class IV bike lane will greatly reduce the stress that bikers experience and will provide safety when traveling on this corridor. The bike lane will also continue under the K-Line overpass when going over I-405, which uses a separate bridge from Florence Avenue.

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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 project derives from the City of Inglewood's 2018 First/Last Mile Plan, which focuses on infrastructure improvements at and around LA Metro stations that would later be built in 2022. This project's improvements will increase the accessibility of the Westchester/Veterans Station to promote transit ridership and to reduce dependence on cars.

Within the City of Inglewood and the surrounding area, there is no existing two-way cycle track. In general, there is currently very little bicycle infrastructure in the area. This project will implement a two-way Class IV bike lane as one improvement on the north side of Florence Avenue. This project will be a case study for how to install a two-way Class IV bike lane within existing infrastructure. It will also serve as a case study for how this specific bike lane will impact bicyclist safety before and after implementation. The project improvements include signage and pavement markings to simplify guidance for drivers and bicyclists.

As part of implementing the two-way Class IV bike lane, this project will utilize a bridge that supports the LA Metro K-Line, spanning over Interstate-405. Using the LA Metro bridge as part of the bike lane is an innovation because there are no such other gap closures in Inglewood or the surrounding area. The bike lane will be installed on the bridge that has the abutment; therefore, it will lie underneath the light-rail overpass. This bridge is separate from the bridge that supports Florence Avenue over the same freeway. There are no other bike lanes in the City of Inglewood that are on a light-rail abutment-support bridge, like this project proposes to do. Leading up to the bridge are retaining walls that support the light-rail track that runs parallel to Florence Avenue, and the bike lane will run alongside these retaining walls. Altogether, the added bike lane will improve safety for riders along the corridor, especially over Interstate-405.

Another crucial element of the project is upgrading the standard crosswalks to ladder crosswalks. There are very few ladder crosswalks within the City of Inglewood and the surrounding region, in general. In locations where there are ladder crosswalks, they exist at single intersections and not along consecutive intersections in a corridor. The project proposes to implement 3 ladder crosswalks at consecutive intersections along Florence Avenue from Hindry Avenue to Ash Avenue.

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

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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

[Leveraging\\_Funds\\_Letter\\_of\\_Committment.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

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Please select one of the following:	Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)
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Attach submittal email, response email, and any attachment(s) from the CCC:

[CCC\\_RE\\_\\_ATP\\_Cycle\\_7\\_-\\_Westchester\\_Veterans\\_Station\\_Multimodal\\_Connection\\_Project.pdf](#)

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

[CALCC\\_Re\\_\\_ATP\\_Cycle\\_7\\_-\\_Westchester\\_Veterans\\_Station\\_Multimodal\\_Connection\\_Project.pdf](#)

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

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## Step 2: Use of Corps

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The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:	The applicant intends to utilize the CCC, CALCC, or the Tribal Corps for the project (0 points)
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How will the Corps participate?	The City of Inglewood has coordinated with the CCC and CALCC, and has determined that the CCC and CALCC can assist with landscaping work in the project if awarded funding. Their percentage of construction costs is outlined in the project estimate.
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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.

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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.

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Attachment A: Application Signature Page

[Attachment\\_A\\_-\\_Application\\_Signature\\_Page.pdf](#)

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Attachment B: Engineer's Checklist

[Attachment\\_B\\_-\\_Engineers\\_Checklist.pdf](#)

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Attachment C: Project Location Map

[Attachment\\_C\\_-\\_Project\\_Location\\_Map\\_and\\_DAC\\_Map.pdf](#)

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

[Attachment\\_D\\_-\\_Westchester-Veterans\\_Station\\_Multimodal\\_Connection\\_Project\\_Plans.pdf](#)

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Attachment E: Photos of Existing Conditions

[Attachment\\_E\\_-\\_Photos.pdf](#)

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Attachment F: Project Estimate

[Attachment\\_F\\_-\\_Project\\_Estimate.pdf](#)

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Attachment G: Non-Infrastructure Work Plan      Not applicable to this application type.

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Attachment H: Plan Scope of Work      Not applicable to this application type.

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Attachment I: Letters of Support (10 maximum) and Support Documentation

[Attachment\\_I\\_-\\_Letters\\_of\\_Support.pdf](#)

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Attachment J: State-Only Funding Request (if applicable)

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Attachment K: Additional Attachments

[Attachment\\_K\\_-\\_Traffic\\_Signal\\_Warrant\\_Study.pdf](#)

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## Internal Form

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Score      n/a

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CTC Application ID      7-Inglewood, City of-1

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