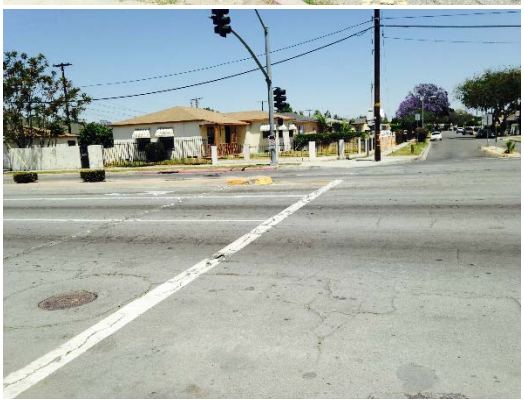

CALTRANS

ACTIVE TRANSPORTATION PROGRAM

Cycle 1

GRANT APPLICATION FOR

CITY OF COMPTON

Wilmington Avenue Safe Streets Pedestrian and Bicycle Safety Improvements

May 21, 2014

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CITY OF COMPTON, Wilmington Avenue Safe Streets Pedestrian and Bicycle Safety Improvements

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ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements

For Caltrans use only: ____TAP _____STP_____RTP ____SRTS ____SRTS-NI ____SHA ____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name:	Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Compton (disadvantaged community)	2. PROJECT FUNDING ATP funds Requested $ 995,195.00 Matching Funds (If Applicable) $ 0.00 Other Project funds $ 0.00 TOTAL PROJECT COST $ 995,195.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Glen Kau, P.E., Public Works Director gkau@comptoncity.org (310) 605-5625	
4. APPLICANT CONTACT (Address & zip code) 205 South Willowbrook Ave, Compton, CA 90220	5. PROJECT COUNTY(IES): Los Angeles
6. CALTRANS DISTRICT #- Click Drop down menu below District 7	7. Application # 1 -of 1 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governr
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 00355S
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00355S

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☒ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name:	Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☒ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☒ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☒ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☒ Class I ☒ Class II ☐ Class III
    Ped/Other: ☒ Sidewalk ☒ Crossing Improvement ☐ Multi-use facility

    Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

Project name:	Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

Project name:	Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	**Amount**
PE Phase (includes PA&ED and PS&E)	$ 46,649
Right-of-Way Phase	$ 0
Construction Phase-Infrastructure	$ 948,546
Construction Phase-Non-infrastructure	$
Total for ALL Phases	**$** 995,195

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
	$
	$
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 995,195
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$
Request for Safe Routes to Schools Infrastructure work	$
Request for Safe Routes to Schools Non-Infrastructure work	$
Request for other Non-Infrastructure work (non-SRTS)	$
Request for Recreational Trails work	$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E	10/15/2014	12/30/2014
Right-of-Way		
Construction	06/30/2015	08/15/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name:	Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables

Project name: Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: May 21, 2014
Name: G. Harold Duffey Phone: 310/605-5585
Title: City Manager e-mail: gduffy@comptoncity.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: May 21, 2014
FOR Name: Glen Kau, P.E. Phone: 310/605-5625
Title: Director of Public Works e-mail: gkau@comptoncity.org

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Glen Kau, P.E. Phone: 310-605-5625
Title: Director of Public Works e-mail: gkau@comptoncity.org

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:	Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements

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Title: Director of Public Works e-mail: gkau@comptoncity.org

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date:
Name: Darin Brawley Phone: (310) 639-4321, Ext. 55125
Title: Superintendent e-mail: dbrawley@compton.k12.ca.us

Person to contact for questions:

Name: Glen Kau, P.E. Phone: 310-605-5625
Title: Director of Public Works e-mail: gkau@comptoncity.org

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

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Project name:
Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum photo size 3 x 5 inches
  - ☐ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☒ Must include a north arrow
  - ☒ Label the scale of the drawing
  - ☐ Typical Cross sections where applicable with property or right-of-way lines
  - ☒ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☒ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☒ Must identify all items that ATP will be funding
  - ☒ Contingency is limited to 10% of funds being requested
  - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☒ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 2
(Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. Project Location

Wilmington Avenue between El Segundo Boulevard and Rosecrans Avenue. Rosecrans Avenue between Wilmington Avenue and Compton Creek

2. Project Coordinates

Latitude	33° 54' 11.93" N
Longitude	118° 14' 20.70" W

3. Project Description

Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements is a pedestrian and bicycle safety improvement project at aims to improve pedestrian and bicycle safety for the communities adjacent to the Wilmington Avenue transportation corridor by developing safer pedestrian crossings and intersection as well as installing bicycle lanes to improve bicycle visibility and safety and, thereby, reducing collisions. Pedestrian and bicycle safety improvements include:

El Segundo Boulevard at Wilmington Ave – installation of wider and colored crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.

131st Street at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.

133rd Street at Wilmington Ave – Installation of wider sidewalks, pedestrian actuated traffic warning system, Rectangular Rapid Fire Beacon (RRFB) LED warning light and sign, and embedded LED flashing beacon.

Wilmington Avenue between 137th and 139th Streets – installation of sidewalks along the western side of Wilmington Street.

Stockwell St at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.

139th Street at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.

Wilmington Avenue from El Segundo Bl and Rosecrans Ave – installation of Class II bike lanes with advisory signage and installation of four solar powered speed feedback signage for speed control and attainment.

Rosecrans Avenue from Wilmington Avenue and Compton Creek – installation of Class II bike lanes with wayfinding signage to connect the Wilmington Avenue Class II and El Segundo Boulevard Class II bike lanes with the Class I Compton Creek Bike Path.

This project will enhance and encourage active transportation (bicycles and walking) travel and provide improved pedestrian and bicycle safety, improved bicycle and pedestrian circulation and connectivity provide incentives to walking and biking (installation of pedestrian lighting and bike lanes and connecting sidewalks) and reduced motorist/pedestrian and bicyclist collisions.

This project will improve bicycle safety to and from schools and parks by providing bicyclist with a Class II bike lane along Wilmington Avenue and improve pedestrian safety by closing sidewalk gaps and improve pedestrian crossings and both protected and unprotected intersections. Speeds would be reduced by installing speed feedback signs to alert motorist of their speed through this pedestrian and bicyclist active corridor.

4. Project Status

The City has received several complaints of dangerous pedestrian conditions along Wilmington Avenue. The complaints are 1) speeding motorists, 2) unsafe walking conditions at night, 3) unsafe pedestrian crossings, 4) unpaved sidewalks near schools, and 5) unsafe bike path conditions. There are ten nearby public and private schools and three neighborhood parks within close proximity of Wilmington Avenue. Currently, the City has no funding to improve the conditions along Wilmington Avenue and is seeking external funding source to assist in improving pedestrian and bicycle route conditions along this route. Location Map and Project Area maps show locations of pedestrian and bicycle improvements and its proximities to major transportation networks and employment centers.

III. SCREENING CRITERIA

1. **Demonstrate the Needs of the Applicant**
   Describe the need for this project and/or funding

The City of Compton proposes a project that can accomplish the city's goal of providing and improving pedestrian and bicycle safety, connectivity and mobility throughout Compton. Specifically, the project will address safety issues along Wilmington Avenue to ensure safe access to and from schools and public parks and provide incentives to walk and bike within this community as well as provide pedestrian and bicycle linkages through the installation of pedestrian crossing, intersection improvements, sidewalks and bike lanes.

Currently, Wilmington Avenue lacks adequate pedestrian crossings at signalized and non-signalized intersections and lacks safe street design. This corridor also does not provide safe access for pedestrians and bicyclists; all of which hinder and discourage the residents from walking and biking to surrounding and local destinations.

Safety improvements along the Wilmington Avenue corridor will also help to decrease pedestrian and bicyclist injuries and fatalities.

The need for this project came from concerned citizens and officials from the community and the Compton Unified School District regarding the safe crossings of students at these intersections, improvements to accessing the Compton Creek Bike Path and bike safety along Wilmington Avenue. Students from Willowbrook and Davis Middle Schools, Harriet Tubman High School, Cesar Chavez Continuation School and Washington Elementary School directly access the Wilmington Avenue corridor and a majority of the student walk or bike along this route. The installation of pedestrian activated crossing systems at unprotected intersections, improved pedestrian protection device at signalized intersections and bike lanes along Willington Avenue would provide safe travels for pedestrians along the corridor and provide safe and efficient commuter bicycle travels with important connections to the existing bike lanes and the Class I Bike Path along Compton Creek.

2. **Consistency with Regional Transportation Plan (100 words or less)**
   Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

This project is consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy in that it will address the goals of the Plan and provide the following:

- Help to support a safe transportation environment.
- Provide linkage and segments to a comprehensive regional active transportation plan.
- Address pedestrian safety
- Expand the Active Transportation Network
- Increase the usability and effectiveness of the active transportation network by bringing the sidewalks and intersections into compliance with ADA
- Supports a shift from single-occupancy vehicles to other active transportation alternatives
- Contributes to improved traffic flow, reduced air pollution, and improved accessibility and safety.

IV. NARRATIVE QUESTIONS

1. **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 NON-MOTORIZED USERS.** *(0-30 POINTS)*

A. Describe how your project encourages increased walking and bicycling, especially among students.

The project will provide increased access to walking and bicycling by providing safe and accessible environment for both students and commuters along Wilmington Avenue. There are more than 10 public school either directly adjacent or within 1/10 mile from this corridor. Many of the students and commuters require crossing across Wilmington Avenue to get to their schools or other destinations. Most pedestrian commuters utilize Wilmington Avenue to access bus stop locations along Metro Bus Line 205 into the Metro Blue and Green Line Station at Wilmington Avenue and Imperial Highway to the north. Bicyclists would commute along Wilmington Avenue from downtown Compton, to the south, to the Blue and Green Line stations to the north. This project will increase the use of active transportation among students and commuters by improving safety for pedestrians and bicyclists who travel along and through Wilmington Avenue. Wilmington Avenue is heavily traveled by multiple travel modes and is used as a north-south connector street between Interstate 105 Freeway and the major Metro light rail hub (Blue and Green Lines) to the north and State Route 91 Freeway to the south. Major east-west arterials such as El Segundo Boulevard and Rosecrans Avenue provide accesses onto Interstate 110 to the west and Interstate 710 to the east. The installation of bike lanes, solar powered speed feedback signage, and pedestrian safety improvements (such as sidewalk gap closures, pedestrian activated crosswalk safety systems, countdown pedestrian signals, high visibility crosswalk striping and improved pedestrian lighting) will provide traffic calming and create an additional safety component for active transportation users along this corridor. These improvements will result in greater interests and incentives in utilizing alternative or active modes of transportation for both students and commuters.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

The proposed pedestrian and bicycle access and safety improvements would increase

pedestrian and bicycle usage because users will feel safer to walk on the streets by providing safety enhancements and removing physical barriers that currently prevent pedestrians and bicyclists from walking or biking. Completed sidewalks and connected bike lanes would also increase walking and bicycle trips to and from transit stops and thereby reducing the number of automobile trips. Metro Line 205 runs along Wilmington Avenue connecting the South Bay communities with the Metro Blue and Green Light Rail Lines. Eliminating barriers to walking and biking, whether physical or perceived, will encourage with walking and bike trips within this disadvantaged community. There are more than 10 schools that will directly benefit from the Wilmington Avenue Bicycle and Pedestrian Safety Improvements. These school are (enrollment): McNair ES (532), Dickison ES (856), Washington ES (478), MLK ES (612), Rosecrans ES (490), Davis MS (1,220), Willowbrook MS (490), Centennial HS (1,367), Cesar Chavez Continuation (342), Harriet Tubman HS (7). A recent count of pedestrian and bicyclist users found that more than 230 students (201 pedestrians/ 29 bicyclist) utilize Wilmington Avenue daily during peak school hours (7:30 am to 8:30 am and 2:30 pm to 3:30 pm). During non-school peak hours (9:30 am to 2 pm), there are more than 77 pedestrian (67 walking) and bicyclist (10 biking) utilizing this corridor daily.

Bicycling as a mode of transportation is low in the city at less than 1/2 percent utilizing bicycles as a mode of transportation (according to the 2010 Census). Walking faired better at 1.7 percent of the total Compton population. By providing the proposed improvement, the City would hope to encourage the City residents and commuter to seek alternative non-motorized forms of transportation as their travel mode of choice. The city is hopeful that these improvements will provide incentives and encouragement to seek out active transportation activities within this corridor. The City plans to combine efforts of outreach and advocacy activities within the city and the adjacent cities will reinforce the benefits of commuting by walking and biking. The installation of new bike lanes, gap closure of Compton Creek Bike Path (Class I) and sidewalk gap closures, and improved signage is expected to increase usage.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

In addition to improving walking and bicycling to nearby schools, this project will provide enhanced connectivity to local and regional activity centers and destinations within our community and adjacent jurisdictions. These destinations include: Metro Blue Light Rail Line, Metro Green Light Rail Line (.9 miles), Augustus Hawkins Mental Health Center (.5 miles), LA County King-Drew Medical Center (.5 miles), Compton Public Library (1.5 miles), Compton City Hall (1.5 miles), Cal State University Dominguez Hills (3.2 miles), Carson Shopping Mall (3.9 miles), Willowbrook Park (1.3 miles), Gonzalez Park (.2 miles), Sibrie Park (.4 miles), Enterprise Park (.8 miles), Compton Creek Class I Bike Path (.2 miles). The greatest non-student users along Wilmington Avenue would service employees of the LA County King-Drew Medical Center, located less than one mile north of the project area. This facility employees more than 2,500 full time staff at this Medical Center. Another high demand users of this corridor would be the users of the light rail transit lines also less than one mile north of this project area. The Metro Blue Line carries more than 92,000 passengers daily, travelling north-south from downtown Los Angeles to Long Beach. The Metro Green Line carries more than 43,000 riders daily, travelling east-west between Los Angeles International Airport to the Gateway Cities of Norwalk, Downey, Bellflower and Lakewood. Both pedestrians and bicyclists can easily walk or bike to the Medical Center or the Metro Light Rail Line Stations within minutes. By improving the walkability and bike safety of the Wilmington Avenue corridor, the City anticipates a marked increase in walking, biking and transit use.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The installation of the intersection improvements, sidewalks gaps and new Class II bike lanes will increase and improve connectivity by providing a local north-south connection to the regional Compton Creek Class I Bike Path. This project will also complete the unpaved portion of the Compton Creek Class I Bike Path at both Rosecrans Avenue (north side) and at Cressey Street (See Photo Summary). This Class II bike lane along both Rosecrans and Wilmington Avenues will connect the Compton Creek Bike Path with the existing El Segundo Class II Bike Lanes, completing the connection with the east-west bike lane route. The improvements will result in better protection of cyclists and reductions of vehicle speeds that will create a safer environment and remove a barrier to accessibility and

usability. Residents and students will be more willing to walk to destinations along and beyond Wilmington Avenue with the installation of safer signals, crossings and lighting as well as the installation of missing sidewalks, all to provide for a safer environment.

2. **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 potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

Collision data was collected from the Statewide Integrated Traffic Reporting System (SWITRS) for a four-year period (2008 – 2011). The data showed traffic collisions involving bicyclists and pedestrians along Wilmington Avenue between El Segundo Boulevard and Rosecrans Avenue. During this period, there were 14 incidence involving bicyclists and pedestrians. There were 13 injuries and 1 fatality. Of the 14 incidences, 7 involved bicyclists and 7 involved pedestrians. Of the pedestrians injured, 5 were injured while crossing in crosswalks and 1 involved crossing 'jaywalking' mid-block and 1 involved a motorist sideswiping a pedestrian. The installation of Class II Bike Lanes, improved bikeway conditions along Bike Paths and installing solar powered speed feedback signs will provide better safety and visibility for bicyclist traveling along Wilmington Avenue. Installation of high-visibility crosswalks, countdown pedestrian signals, pedestrian activated crosswalk warning system, and pedestrian lighting will improve the visibility of pedestrians as they cross the street. The installation of the bike lanes and signage will also help reduce the number of wrong-way cyclists.

B. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles
- Improves sight distance and visibility
- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions
- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

The project will reduce the speed of motor vehicles with a combination of infrastructure improvements, such as bike lanes, speed feedback signs, intersection and crosswalk improvements will provide safe traffic progression through the Wilmington Avenue corridor. Installation of signal control systems, bike lanes, speed feedback signage, and pedestrian lighting will improve conditions for bicyclists and pedestrians by curtailing

aggressive driving behavior and improving visibility and awareness as a result of constructing these improvements. The installation of high visibility thermoplastic pedestrian crossings, pedestrian lighting will also increase sight distance and visibility of a pedestrian crossing and bike lane will increase visibility for bicyclist traveling along this corridor.

Wilmington Avenue is currently operating at an 'E' level of service during peak periods (with average daily trip over 32,000) and consists of two travel lanes in each direction. Raised medians were installed more than 10 years ago in order to reduce mid-block collisions and 'jaywalking'; however, 'jaywalking' still occurs frequently. Currently, there are no bike lanes along Wilmington Avenue and all bicyclists travel on shared lanes. Vehicular traffic also includes buses and delivery trucks that serve local businesses at either end of the corridor (LA County King-Drew Medical Center, I-105 Freeway, Metro Light Rail Stations, downtown Compton, industrial/ commercial/retail core). The installation of a class II bike lane in each direction will provide bicyclists with an exclusive travel lane and thereby reduce the number of conflicts with vehicular traffic. A community outreach survey conducted in 2009 indicated major concerns for pedestrian and bicyclist safety were 1) speeding motorists, 2) personal safety, 3) sidewalk infrastructure conditions, 4) faded and unsafe crosswalks, 5) lighting at crossings, 6) need for more traffic signals, 7) education on crossing street, safe walking, and 8) education of bike safety.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

The following sources of data were used to identify the project improvements:

- State Wide Integrated Traffic Reporting System (SWITRS)
- Traffic study and analysis for Wilmington Avenue
- Non-Motorized Access Plan for Metro Blue/Green Line Station at Wilmington
- Community Outreach survey (25 interviews) for pedestrian and bicycle improvements along Wilmington Avenue
- Community Stakeholders meetings (2) on non-motorist access plan
- Pedestrian/Bicyclist counts along Wilmington Avenue.

3. **PUBLIC PARTICIPATION AND PLANNING** *(0-15 POINTS)*

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The community based public participation process that prioritized the selection of this project was many based on Metro's Imperial-Wilmington Non-Motorized Access Plan to study pedestrian and bicycle access and safety along Wilmington Avenue. Because of this plan, the City has taken a proactive approach to the concerns received from the Compton Unified School District and the community regarding the pedestrian (as well as student safety) and bicyclist safety along Wilmington Avenue and the need for pedestrian and bicycle safety improvements. There were also several community complaints and concerns such as speeding motorists, unsafe walking conditions at night, unsafe pedestrian crossings, unpaved sidewalks near schools, and unsafe bike path conditions; thereby, prompting local representatives to convene several community meetings and requesting staff for a solution to these issues. These concerns have resulted in this specific funding request along with the funding of additional traffic studies and safe routes programming for the Wilmington Avenue corridor.

Additionally, the City Council and staff have taken the initiative and responsibility to address community concerns as they are brought to their attention either at the public counter or during the public comments at a City Council Meeting.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

The City Council and city staff, particularly the public works staff, has been proactive when it comes to addressing pedestrian and bicycle safety. All community and District concerns are immediately investigated and studied. When these conflicts are justified and validated, staff immediately implements remedies, when funding becomes available. Because of the recent economic downturn, the City has placed projects such as pedestrian and bicycle project 'on-hold' until funds become available. Projects requiring higher expenditures, such as the said proposal, justify pursuing outside funding.

C. Is the project cost over $1 Million? Y/N

No. This project is under $1 million.

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a

general plan, or other publicly approved plan that incorporated elements of an active transportation plan?

The need for the project is prioritized in the goals and objectives of the City's General Plan Circulation Element. The proposed Class II bike lane on Wilmington Avenue is proposed in the General Plan as a proposed route for bicycle travel in the community. This route is also identified in Metro's Non-Motorized Access Plan for pedestrian and bicycle improvements. In addition, the County of Los Angeles' Bicycle Master Plan adopted in 2012 identifies bicycle facilities improvements within the City.

The City of Compton General Plan's Transportation Element identifies an overall goal of designing and maintaining a complete streets transportation system that supports a active transportation as well and improved mobility. The city's goal for an efficient and effective transportation system is to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel.

4. COST EFFECTIVENESS *(0-10 POINTS)*

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

The proposed improvements represent locations that will help provide safe, convenient and interconnected pedestrian and bicycle infrastructure that is desperately needed. During the development of the proposed project scope, several alternatives were considered.

The City considered a smaller scaled pedestrian and bike improvement project that would benefit Compton's Enterprise Middle School on Compton Avenue because of its large student enrollment and fairly high traffic volumes. However, the City received repeated calls for improvements along Wilmington Avenue with collisions with both bicyclists and pedestrians and even one fatality. Staff reviewed the collision data and performed a field review of the corridor. It was found that more than 10 schools were within close proximity of the Wilmington Avenue corridor. This means that more students, pedestrians and bicyclist would benefit from the improvements to this corridor than along Compton Avenue where only two schools were within walking distance (1/4 mile) from the corridor.

In addition, because of the closeness to both a major employment center and transportation hub, north of the Wilmington Avenue project area, this option to improve this corridor would become more regional as an active transportation project. More commuters would benefit this Wilmington Avenue corridor travels between work and home than if the City were to choose Compton Avenue for active transportation improvements. In addition, the Wilmington Avenue pedestrian and bicycle improvements are calculated to be 25% less costly than the alternative Compton Avenue project with more emphasis to be placed on high visibility striping and signage than roadway infrastructure.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds

The following three data sources were used to estimate this project's benefits:

1. Bicycle/Pedestrian demand forecast
2. This project's Detailed Engineer's Cost Estimate
3. The Victoria Transportation Policy Institute's (VPTI) Benefit Factor

The demand forecast estimated increased bicycle and pedestrian miles traveled and reduced VMT. These estimates were then multiplied by VTPI's economic benefits. The VTPI benefits include changes in human travel behavior (increased walking and bicycling, reduced driving, air quality improvement), transportation/land use integration (i.e. development of more walkable communities within project areas), and other active-transportation-related economic benefits (reduced VMT, parking costs, congestion reduction, energy conservation). The benefits were then compared to the direct project costs resulting in a Lifetime Benefit Cost Ratio (BC Ratio).

The estimated ratio of the project benefits relative to the total project cost is summarized in the table below. The City of Compton is not required to provide a local match contribution since this project is located within a disadvantaged community. As a result,

the BC calculation is only based on total project cost.

BC Ratio Summary	Total Project Cost
Benefits	$2,340,211
Direct Costs	$969,786
Benefit/Cost	3.45

*Benefits must directly relate to the goals of the Active Transportation Program.

5. IMPROVED PUBLIC HEALTH *(0-10 points)*

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

This project has a very high potential to address public health issues currently faced by Compton residents. The Los Angeles County Department of Public Health's Key Indicators of Health by Service Planning Area report (LACDPH 2010) analyzed statistics in order to identify the relative health of each of the County's eight Service Planning Areas (SPA) in relation to the entire County. Compton is located in the LACDPH's South SPA 6. The study found that the SPA 6 population has a high percentage of overweight children and overweight obese adults (25.5 percent and 35 percent). The South SPA also has a lower percentage of its population who are physically active with a high percentage of sedentary adults than that of Los Angeles County.

According to the Overweight and Obesity among Children by California Cities study (UCLA Center for Health Policy and Research and the California Center for Public Health Advocacy, 2012), 50.8 percent of Compton's 5th, 7th, and 9th grade school children are overweight or obese. This ranks Compton as the city with the 3rd highest percentage of overweight school children within California. This study's policy recommendations include implementing complete streets policies to provide safe and convenient roadway access for all users. (See attached statistics.)

The proposed project will have a significant impact on public health by supporting increased access and use of active transportation among the city's residents and especially its school children, and help reduce the frequency and severity of traffic collisions

involving pedestrians and bicyclists. In addition, by providing a safer environment for walking and bicycling, residents would be more willing to replace short trips, usually made with a vehicle, with a non-motorized mode and would be more willing to walk or bike for physical activity as opposed to driving.

6. BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 POINTS)*

			Yes	No
A.	I.	Is the project located in a disadvantaged community?	Yes	
	II.	Does the project significantly benefit a disadvantaged community?	Yes	

a. Which criteria does this project meet? (Answer all that apply)

• Median household income for the community benefited by the project:	$42,335
• California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:	44.90 to 56.10 (top 10%)
• For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:	85% average Eligible

b. Should the community benefitting from the project be considered to be disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

This project significantly benefits the disadvantaged community of Compton and the Project area.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit the community. For projects using the school based criteria, specifically describe the school students and community that will benefit from the project.

The Project meets all of the criteria above. The City of Compton' s median household income is $42,335, which is below 80% of the County of Los Angeles's median household income. The County's median household income is $56,241 and 80% is $44,992. The City's zip codes have CalEnviroScreen scores between 44.90 and 56.10, which is in the top 10 percentile. Eighty-five percent (85%) of students within schools in the Compton Unified School District are eligible for the free or reduced price meals program. Several schools within the project vicinity have a student body that is 99 percent eligible for this program. The threshold for a disadvantage community is that at least 75 percent of students in the project area are eligible for free or reduced meal prices.

The Project's bicycle and pedestrian improvements will make it safer for users selecting these modes of transportation for preference or necessity. The Project will encourage more active transportation in Compton citywide and make it safer. The extremely high

costs of private automobile transportation make this mode not possible for a large number of lower and very low-income households. The City's median household income is less than 80 percent of the County's median and a very large percentage of the student population is eligible for free or reduced school meals. The Project improvements will accommodate disadvantage community members who may often access to other forms of transportation and offer alternatives to connecting to the nearby Metro Blue and Green Line station (only ½ mile north of the project area). Many disadvantage residents are employed by the LA County King-Drew Medical Center (a major regional employer) and improvements to Wilmington Avenue will provide incentives to utilizing alternative non-motorized modes of transportation.

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS *(0 to -5 points)*

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

- Project Description
- Project Map
- Detailed Estimate
- Preliminary Plan
- Project Schedule

The corps agencies can be contacted at:
California Conservation Corps: www.ccc.ca.gov
Community Conservation Corps: http://calocalcorps.org

		Yes	No
A.	The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner in the project.	Yes	
B.	The applicant has coordinated with the California Association of Local Conservation Corps (CALCC) to identify how a state conservation corps can be a partner in the project.	Yes	
C.	The applicant intends to use the CCC or a certified community conservation corps on all items where participation is indicated?	Yes	

D. Name, email, and phone number of the corps contact person contacted that the date the project information was submitted.

Virginia Clark, Virginia.clark@ccc.ca.gov (916) 341-3147
Cynthia Vitale, calocalcorps@gmail.com, (916) 558-1516

I have coordinated with a representative of the CCC; and they are qualified to partner on the following projects:

Wilmington Safe Streets Pedestrian and Bicycle Improvements

I have coordinated with a representative of the CALCC; and they are qualified to partner on the following projects:

Wilmington Safe Streets Pedestrian and Bicycle Improvements

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*.

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

8. APPLICANT'S PERFORMANCE ON PAST GRANTS *(0-10 points*)

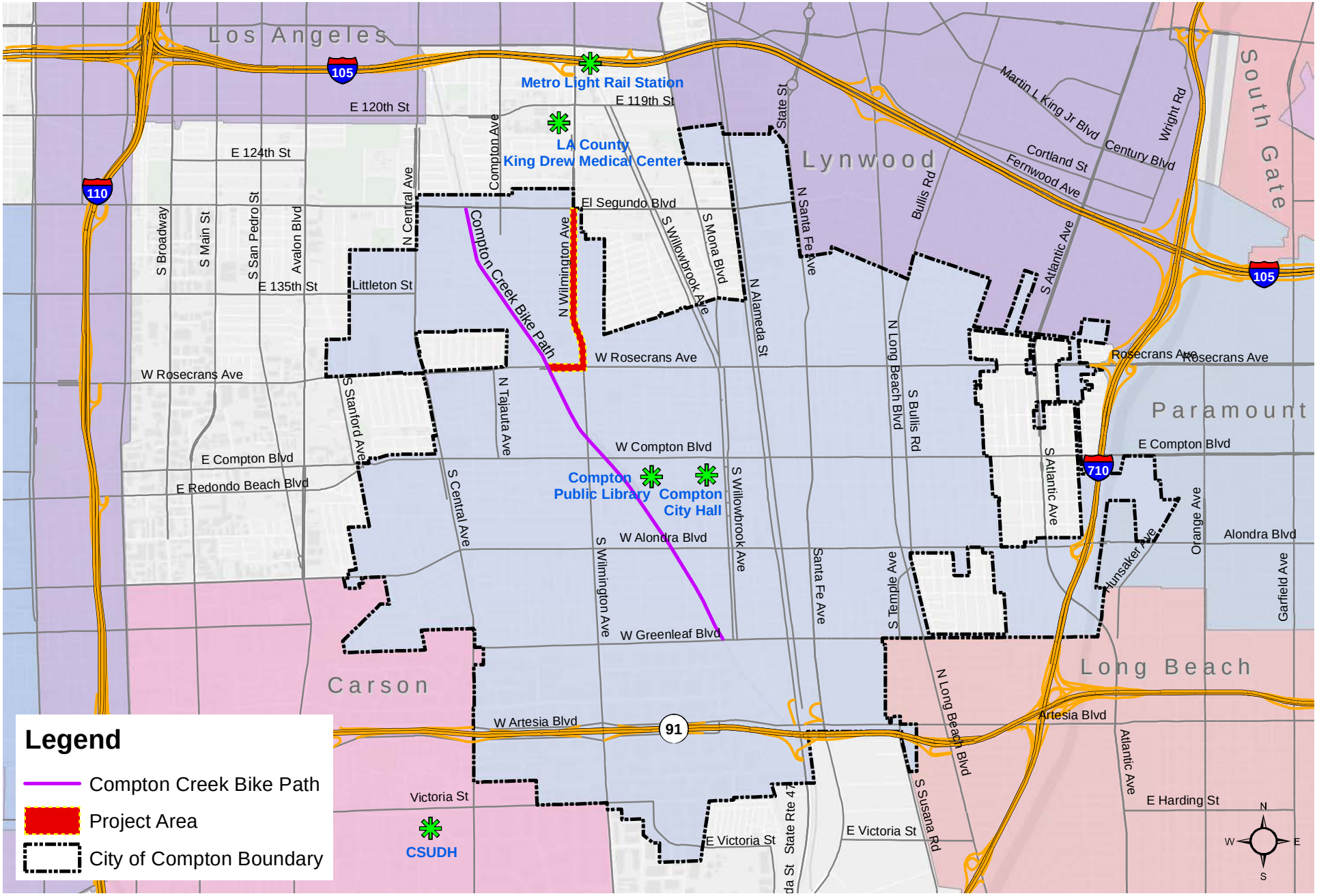
A. Describe any of your agency's ATP type grant failures during the past five years and what changes your agency will take in order to deliver this project.

The City of Compton has NOT defaulted or failed on past ATP or SRTS/SR2S type grants.

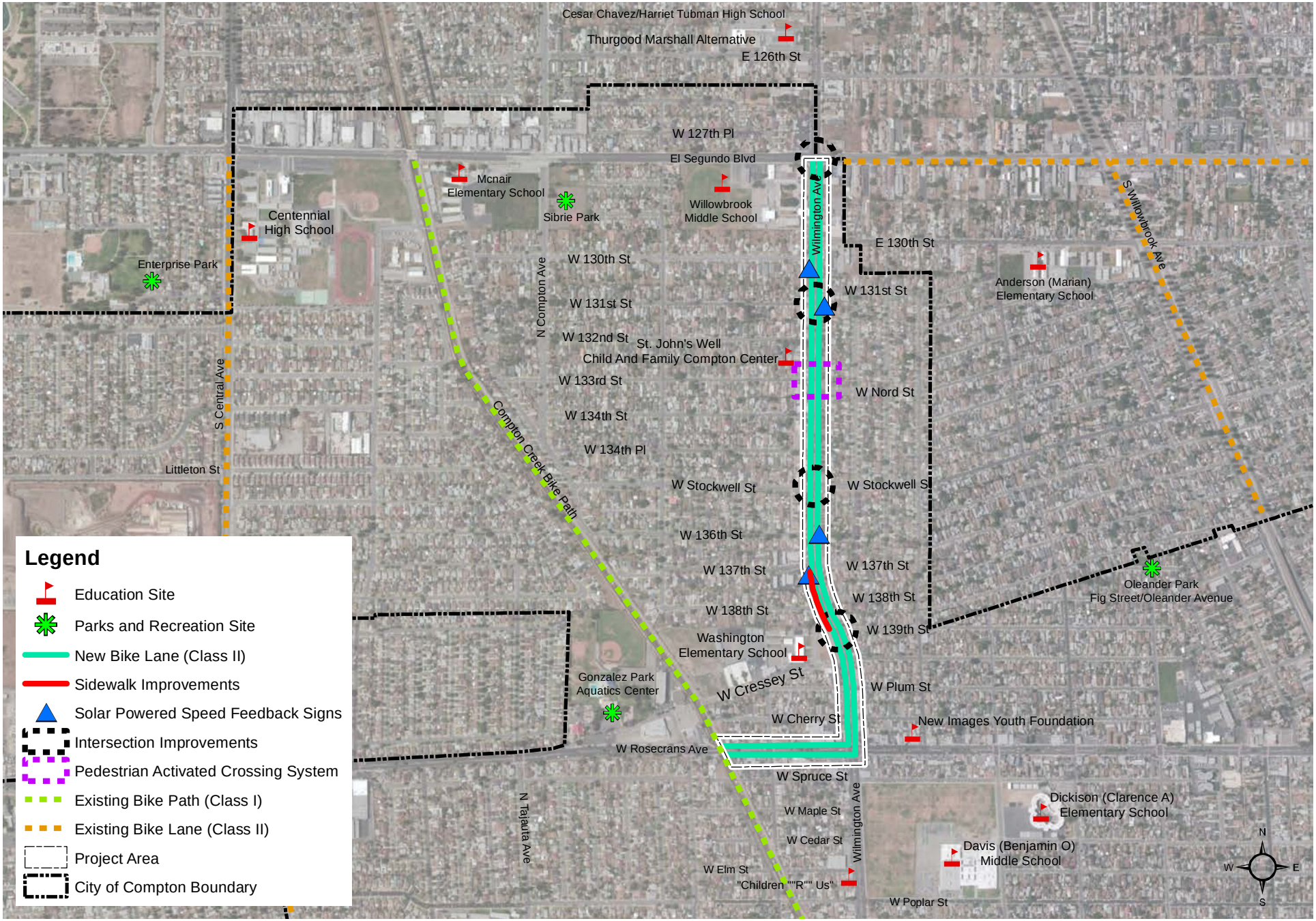
City of Compton

ATTACHMENTS

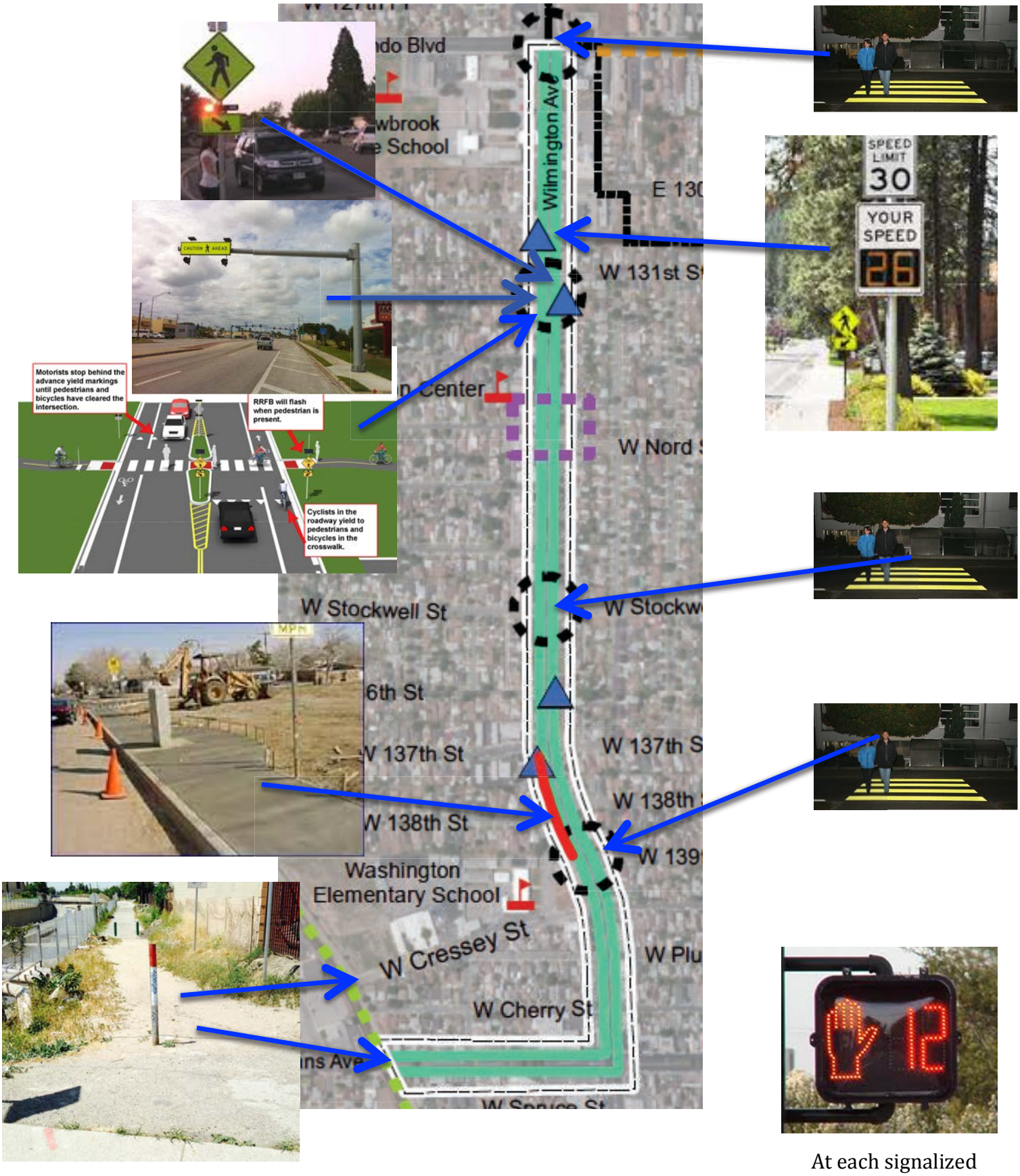
City of Compton - Location Map



City of Compton - Project Map



Wilmington Avenue Safe Streets Improvements



At each signalized intersection.

City of COMPTON
2014 Active Transportation Program

Wilmington Avenue Safe Bicycle and Pedestrian Improvement Project

SCOPE - ENGINEERS ESTIMATE 5/21/14

	PROPOSED SCOPE ESTIMATE			
DESCRIPTION	EST QTY	UNIT	UNIT AMT	TOTAL
Mobilization & Demobilization	1	LS	$ 11,000	$ 11,000
Construction Surveying	1	LS	$ 9,000	$ 9,000
Traffic Control Plan	1	LS	$ 6,000	$ 6,000
Traffic Control	30	DAY	$ 200	$ 6,000
Roadway Excavation (Haul and Disposal)(ADA Ramps)	600	CY	$ 8	$ 4,800
Sawcut & Remove PCC Sidewalk/Gutter/Curb Ramp (ADA)	600	SF	$ 8	$ 4,800
ADA concrete ramps at Kemp Ave	1400	CY	$ 11	$ 15,400
Install Asphalt approach ramps (Class I entry)	1800	CY	$ 8	$ 14,400
Pedestrian Activated Crosswalk Warning Signal System	1	LS	$ 80,000	$ 80,000
Removal Striping (for realignment)	12112	LF	$ 6	$ 72,672
Lane Restriping and Pavement Legends	12112	LF	$ 4	$ 48,448
Pedestrian Countdown Signal and Installation	44	EA	$ 900	$ 39,600
ADA compliant Pedestrian Pushbuttons	44	EA	$ 400	$ 17,600
Solar Powered Speed Feedback Signs	4	EA	$ 9,900	$ 39,600
Pedestrian Warning Signage	4	EA	$ 300	$ 1,200
Bike Lane and Wayfinding Signage	18	EA	$ 300	$ 5,400
Install Electric Service Pedestral & Connection (Ped Lighting)	14	EA	$ 4,000	$ 56,000
Supply and Install Ped Light Conduit, Pull Box & Conductors	14	LS	$ 19,684	$ 275,576
Supply and Install Pedestrian Light Assembly & Foundation	14	EA	$ 5,000	$ 70,000

Sub total		$ 777,496
Contingency	10%	$ 77,750
Total Construction Cost		$ 855,246
Preliminary Design Engineering (% of construction)	6%	$ 46,649.76
Construction Engineering (% of construction)	12%	$ 93,300
TOTAL (PE, Construction and CE)		$ 995,195

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☒ New Project					Date:	5/18/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**	
07						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
LA	NA	NA	NA	City of Compton	
				MPO	**Element**
				SCAG	

Project Manager/Contact	Phone	E-mail Address
Glen Kau, P.E.	310-605-5625	gkau@comptoncity.org

Project Title

Wilmington Avenue Safe Streets Pedestrian and Bicycle Improvements

Location, Project Limits, Description, Scope of Work ☐ See page 2

Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements is a pedestrian & bicycle safety improvement project at aims to improve pedestrian & bicycle safety for the communities adjacent to the Wilmington Avenue transportation corridor by developing safer pedestrian crossings & intersection as well as installing bicycle lanes to improve bicycle visibility and safety, thereby, reducing collisions. Pedestrian & bicycle safety improvements include: El Segundo Boulevard at Wilmington Ave – installation of wider and colored crosswalks, high visibility crosswalk striping, countdown pedestrian signals & enhanced pedestrian lighting. (continued below)

☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of Compton
PS&E	City of Compton
Right of Way	City of Compton
Construction	City of Compton

Purpose and Need ☐ See page 2

This project will provide the environment to encourage pedestrians and bicyclists to use non-motorized modes of transportation by increasing the safety of the corridor. By installing bike lanes along Wilmington Avenue, this will help this region increase bike travels and improve connectivity and safety for bicyclists. By improving pedestrian crossings, this project will influence travel behaviors and encourage walking while providing safety for pedestrians.

Project Benefits ☐ See page 2

This project improves bicycle/pedestrian safety by providing non-motorized alternatives and enhancing safety to both pedestrians and bicyclists. Benefits include an overall reduction in traffic congestion, increased air quality and reduced vehicular trips. Bike lanes provide regional north-south connectivity to the Metro Blue and Green Light Rail Lines. Pedestrian improvements provide safe crossings and encourage walking.

☒ Supports Sustainable Communities Strategy (SCS) Goals ☒ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			**08/14/14**
Begin Environmental (PA&ED) Phase			08/14/14
Circulate Draft Environmental Document	**Document Type**	CE	09/01/14
Draft Project Report			09/01/14
End Environmental Phase (PA&ED Milestone)			10/15/14
Begin Design (PS&E) Phase			01/15/15
End Design Phase (Ready to List for Advertisement Milestone)			05/15/15
Begin Right of Way Phase			NA
End Right of Way Phase (Right of Way Certification Milestone)			NA
Begin Construction Phase (Contract Award Milestone)			10/10/15
End Construction Phase (Construction Contract Acceptance Milestone)			01/20/16
Begin Closeout Phase			02/21/16
End Closeout Phase (Closeout Report)			03/01/16

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

☒ New Project					Date:	5/18/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**	
07						

Project Title

Wilmington Avenue Safe Streets Pedestrian and Bicycle Improvements

Additional Information

131st Street at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting. 133rd Street at Wilmington Ave – Installation of wider sidewalks, pedestrian actuated traffic warning system, Rectangular Rapid Fire Beacon (RRFB) LED warning light and sign, and embedded LED flashing beacon. Wilmington Avenue between 137th and 139th Streets – installation of sidewalks along the western side of Wilmington Street. Stockwell St at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting. 139th Street at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting. Wilmington Avenue from El Segundo Bl and Rosecrans Ave – installation of Class II bike lanes with advisory signage and installation of four solar powered speed feedback signage for speed control and attainment. Rosecrans Avenue from Wilmington Avenue and Compton Creek – installation of Class II bike lanes with wayfinding signage to connect the Wilmington Avenue Class II and El Segundo Boulevard Class II bike lanes with the Class I Compton Creek Bike Path. This project will enhance and encourage active transportation (bicycles and walking) travel and provide improved pedestrian and bicycle safety, improved bicycle and pedestrian circulation and connectivity provide incentives to walking and biking (installation of pedestrian lighting and bike lanes and connecting sidewalks) and reduced motorist/pedestrian and bicyclist collisions.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date:

District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA	NA				
Project Title:	Wilmington Avenue Safe Streets Pedestrian and Bicycle Improvements					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E		46						46	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			949					949	
TOTAL		46	949					995	

Fund No. 1:	ATP Cycle 1 (disadvantaged community status)								Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E		46						46	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			949					949	
TOTAL		46	949					995	

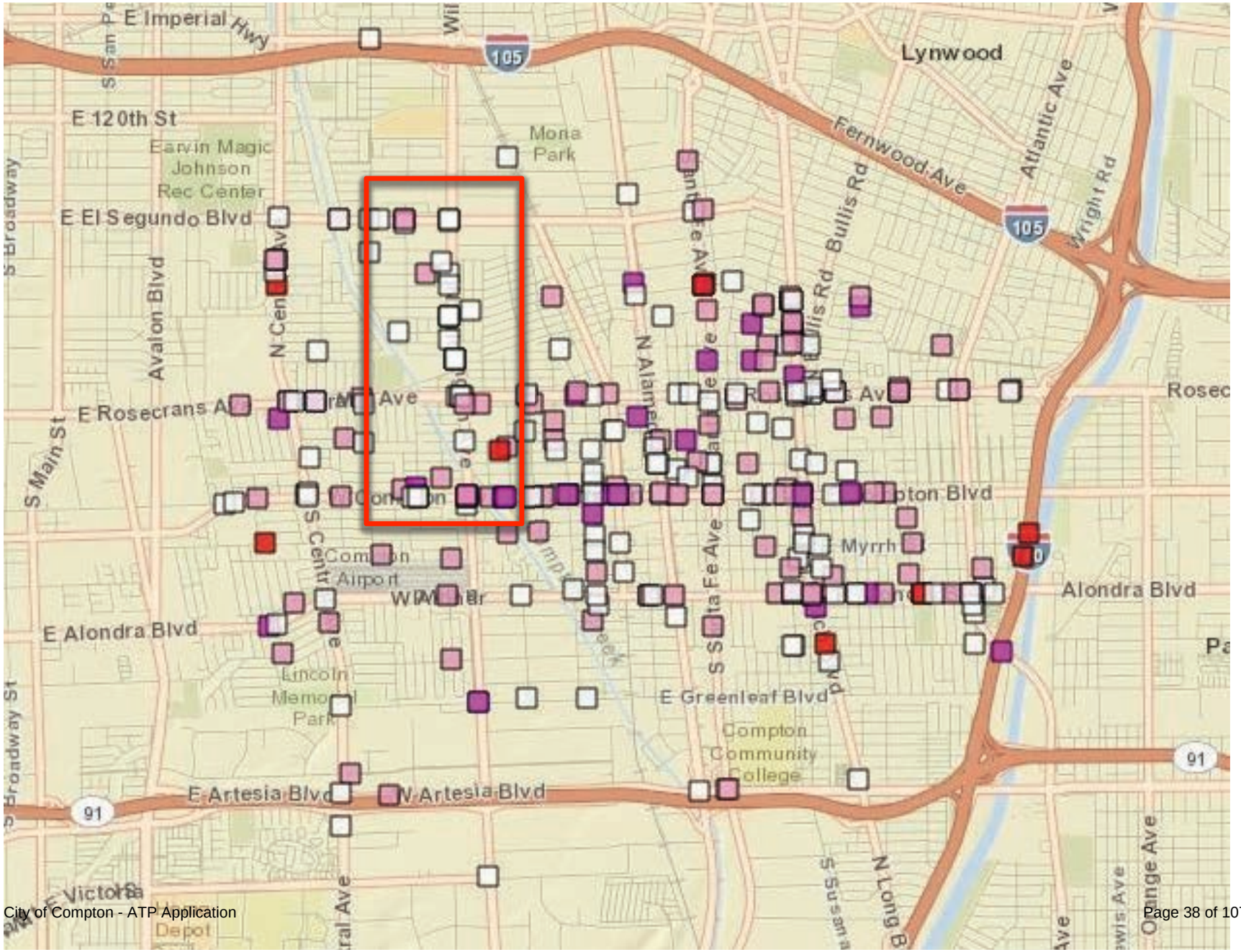
Fund No. 2:	No Local Match (Disadvantaged Community Status)								Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

City of Compton

COLLISION DATA

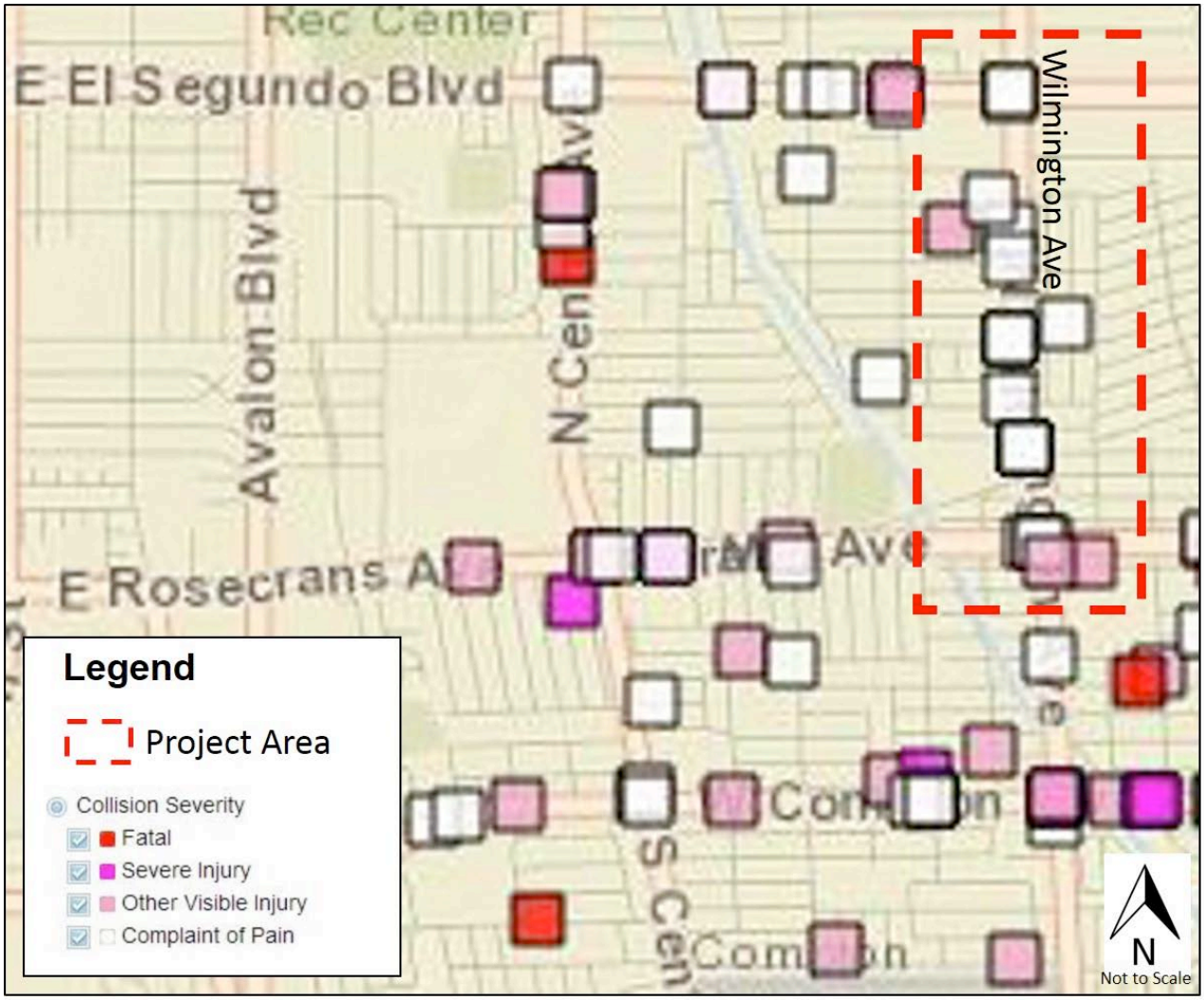
City of Compton Traffic Collisions involving Bicycles and Pedestrians, 2008-2012

Source: SWITRS Transportation Injury Mapping System



City of Compton Traffic Collisions involving Bicycles and Pedestrians, 2008-2012

Source: SWITRS Transportation Injury Mapping System



Collision Diagram

Primary Street:
Wilmington Ave

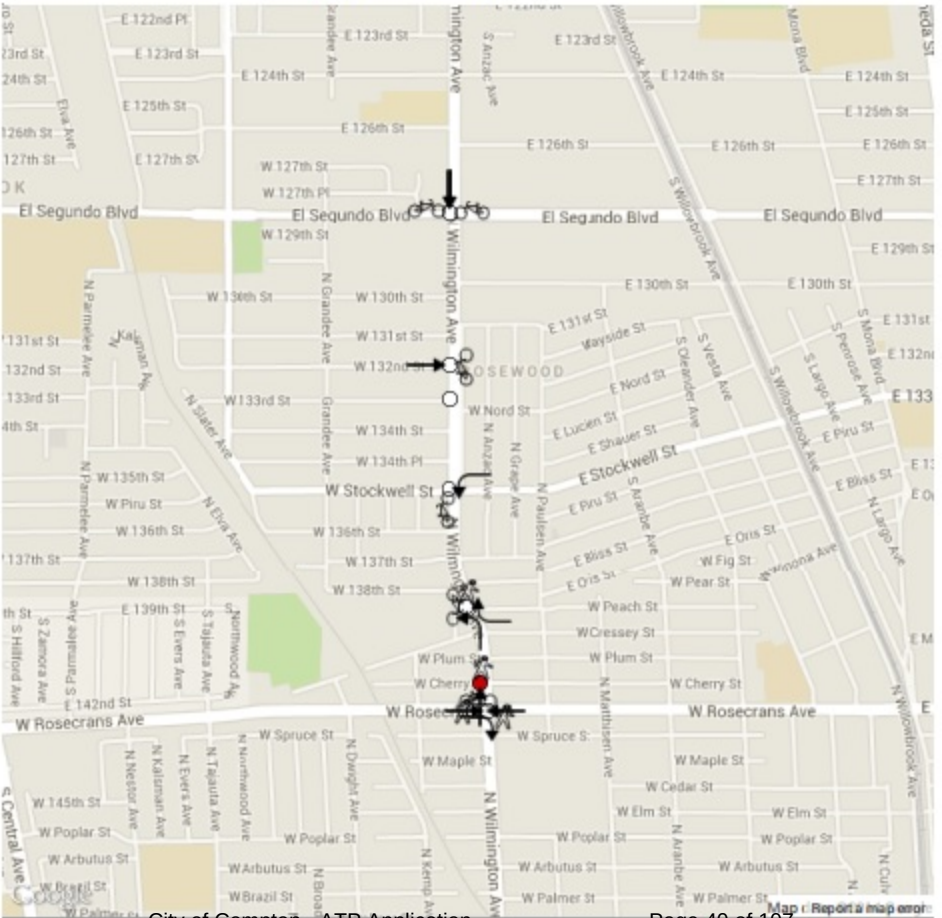
Secondary Street:
El Segundo Bl

Time Period:
Rosecrans Bl

Agency Name:
City of Copton

Mapping Summary	
Fatal Collision	1
Injury Collision	12
Mapped	13
Not Drawn	3
Total	16

- Straight
- Left Turn
- Right Turn
- U-Turn
- Pedestrian
- Object
- Fatal Crash
- Overturned
- Ran Off Road
- Stopped
- Parked
- Bicycle
- Injury Crash



Date Created: 05/05/2014

Created by TIMS (http://tims.berkeley.edu) © UC Regents, 2013

SWITRS Collision Data 2007 - 2011
Wilmongton Avenue: El Segundo Bl to Roasecrans Bl
City of Compton, CA

Case ID	Year	Date	Day	Time	Primary RD	Secondary RD	Distance	Direction	Crash Type	Viol. Cat.	Involved W/	Severity	Ped Action	Party #	Type	At Fault	Sex	Age	Direction	Movement
3763264	2008	4/11/08	Fri	1000	WILMINGTON AV	139TH ST	0		Broadside	Wrong side of Road	Bike	Other Visible Inj	No Ped	1	Driver	N	F	36	W	R-Turn
														2	Bike	Y	M	38	S	Proc. Straight
3772329	2007	10/7/07	Sun	2107	WILMINGTON AV	CHERRY ST	0		Veh/Ped	Ped Violation	Ped	Fatal	Xing not in Xwalk	1	Ped	Y	M	36	E	Not Stated
														2	Driver	N	M	20	N	Proc. Straight
3792890	2008	5/5/08	Mon	1430	WILMINGTON AV	132ND ST	0		Broadside	Unsafe Speef	Bike	Comp. of Pain	No Ped	1	Driver	Y	-	998	E	Proc. Straight
														2	Bike	N	F	37	N	R-Turn
3937155	2008	8/21/08	Thu	2013	ROSECRANS BL	WILMINGTON AV	0		Head-on	Traffic Signal/Sign	Ped	Comp. of Pain	Xing in Xwalk	1	Driver	Y	F	21	W	Proc. Straight
														2	Ped	N	M	11	N	Proc. Straight
3987787	2008	6/14/08	Sat	1430	WILMINGTON AV	EL SEGUNDO BL	10	N	Other	Imp Turn	Bike	Comp. of Pain	No Ped	1	Bike	Y	M	86	E	L-Turn
														2	Driver	N	M	57	S	Proc. Straight
4274684	2008	8/26/08	Tue	1630	WILMINGTON AV	139TH ST	10	N	Veh/Ped	Ped ROW	Ped	Other Visible Inj	Xing in Xwalk	1	Driver	Y	M	31	N	L-Turn
														2	Ped	N	F	31	W	Proc. Straight
4365639	2009	7/5/09	Sun	2100	WILMINGTON AV	EL SEGUNDO BL	80	S	Sideswip	Auto ROW	Ped	Comp. of Pain	In Road	1	Driver	Y	F	38	N	Proc. Straight
														2	Driver	N	F	26	N	Proc. Straight
														3	Ped	N	F	33	-	Other
														4	Parked Veh	N	-	998	N	Parked
4549773	2009	12/14/09	Mon	1510	WILMINGTON AV	EL SEGUNDO BL	0		Head-on	Wrong side of Road	Bike	Comp. of Pain	No Ped	1	Bike	Y	M	17	W	Proc. Straight
														2	Driver	N	M	24	S	Proc. Straight
4577094	2010	1/14/10	Thu	1553	WILMINGTON AV	STOCKWELL ST	0		Head-on	Ped ROW	Bike	Comp. of Pain	No Ped	1	Driver	Y	F	998	W	L-Turn
														2	Bike	N	F	10	N	Proc. Straight
4888281	2010	9/20/10	Mon	1800	WILMINGTON AV	STOCKWELL ST	0		Broadside	Other Hazard Violation	Bike	Comp. of Pain	No Ped	1	Driver	N	-	998	-	L-Turn
														2	Bike	Y	M	37	E	Proc. Straight
4943166	2010	9/27/10	Mon	1546	WILMINGTON AV	ROSECRANS AV	3	S	Broadside	Wrong side of Road	Bike	Comp. of Pain	No Ped	1	Driver	N	F	40	N	Not Stated
														2	Bike	Y	F	11	E	Not Stated
5091952	2011	2/2/11	Wed	1401	WILMINGTON AV	133RD ST	0		Veh/Ped	Unsafe Starting/Backing	Ped	Comp. of Pain	Xing in Xwalk	1	Driver	Y	M	42	N	Backing
														2	Ped	N	F	7	E	Not Stated
5091964	2011	2/9/11	Wed	1546	WILMINGTON AV	STOCKWELL ST	0		Veh/Ped	Ped ROW	Ped	Comp. of Pain	Xing in Xwalk	1	Driver	Y	F	20	S	L-Turn
														2	Ped	N	M	18	E	Proc. Straight
5469649	2011	12/30/11	Fri	745	WILMINGTON AV	139TH ST	13	N	Veh/Ped	Ped ROW	Ped	Other Visible Inj	Xing in Xwalk	1	Driver	Y	F	52	E	L-Turn
														2	Ped	N	F	45	W	Proc. Straight

1	2	3	4	5	6	7	8
Cased ID	**Party#**	**Party Type**	**Fault**	**Gender**	**Age**	**Direction**	**Movement**
CASEID	PARNUM	PTYPE	ATFAULT	PSEX	PAGE	PDIRECT	MOVEMENT
3763264	1	Driver	N	F	36	W	R-Turn
3763264	2	Bike	Y	M	38	S	Proc. Straight
3772329	1	Ped	Y	M	36	E	Not Stated
3772329	2	Driver	N	M	20	N	Proc. Straight
3792890	1	Driver	Y	-	998	E	Proc. Straight
3792890	2	Bike	N	F	37	N	R-Turn
3817890	1	Driver	Y	M	45	E	R-Turn
3817890	2	Bike	N	M	49	E	Proc. Straight
3937155	1	Driver	Y	F	21	W	Proc. Straight
3937155	2	Ped	N	M	11	N	Proc. Straight
3987787	1	Bike	Y	M	86	E	L-Turn
3987787	2	Driver	N	M	57	S	Proc. Straight
4274684	1	Driver	Y	M	31	N	L-Turn
4274684	2	Ped	N	F	31	W	Proc. Straight
4360810	1	Ped	Y	F	49	S	Not Stated
4360810	2	Driver	N	M	31	E	Proc. Straight
4365639	1	Driver	Y	F	38	N	Proc. Straight
4365639	2	Driver	N	F	26	N	Proc. Straight
4365639	3	Ped	N	F	33	-	Other
4365639	4	Parked Veh	N	-	998	N	Parked
4549773	1	Bike	Y	M	17	W	Proc. Straight
4549773	2	Driver	N	M	24	S	Proc. Straight
4577094	1	Driver	Y	F	998	W	L-Turn
4577094	2	Bike	N	F	10	N	Proc. Straight
4888281	1	Driver	N	-	998	-	L-Turn
4888281	2	Bike	Y	M	37	E	Proc. Straight
4943166	1	Driver	N	F	40	N	Not Stated
4943166	2	Bike	Y	F	11	E	Not Stated
5091952	1	Driver	Y	M	42	N	Backing
5091952	2	Ped	N	F	7	E	Not Stated
5091964	1	Driver	Y	F	20	S	L-Turn
5091964	2	Ped	N	M	18	E	Proc. Straight
5469649	1	Driver	Y	F	52	E	L-Turn
5469649	2	Ped	N	F	45	W	Proc. Straight

City of Compton

Public Participation

IMPERIAL-WILMINGTON ROSA PARKS METRO BLUE LINE RAIL STATION

NON-MOTORIZED ACCESS PLAN

CITY AND COUNTY OF LOS ANGELES

Metro

LOS ANGELES COUNTY BICYCLE COALITION

BUILDING A BETTER BIKE-ABLE LA COUNTY

WWW.LA-BIKE.ORG

Funded by Caltrans Community Based Transportation Planning Environmental Justice Grant

April 2009

SETTING

Imperial-Wilmington Rosa Parks Metro Blue Line Rail Station
11611 Willowbrook Ave.
Los Angeles 90059

Introduction

The Imperial-Wilmington Rosa Parks Station is a major transfer station between the Metro Blue and Green light rail lines. The Los Angeles City neighborhood of Watts, Imperial Courts Housing Projects, Imperial Hwy and 105-Century Freeway are located to the north of the station. The Los Angeles County unincorporated Willowbrook neighborhood, King-Drew Medical Center, Medical Magnet High School, and Kenneth Hahn Shopping Plaza are located to the south of the station.

The following table lists the schools in the area:

School	Address	Distance from Station
Lincoln Drew Elementary School	1667 E. 118th St., Los Angeles	<.5 miles
King Drew Magnet Medical High School	1601 E.120th St., Los Angeles	<.5 miles
Amino Watts Charter High School	1625 E. 112th St., Los Angeles	<.5 miles
Martin Luther King Elementary School	2270 E. 122nd St., Compton	~.7 miles
Grape Street Elementary School	1940 E. 111th St., Los Angeles	.5 miles
Kedren Imperial Court Preschool	11513 Gorman Ave., Los Angeles	~.7 miles

Demographics and Ridership

The median income of $33,743, for the area around Imperial-Wilmington Rosa Parks Station, is lower than the LA County household median of $43,518. Less than half of the population speak English as their primary language. More than half of the population speak Spanish as their primary language.

The following table, from 2000 Census Data and Metro Ridership Data, illustrates local demographics and transit ridership, all within one-mile of the station:

Population within 1-mile radius of station	94,525
Households	22,235
Median household income	$33,743
English as primary language (households)	45.3%
Spanish as primary language (households)	52.1%
Percent individuals White	22.8%
Percent individuals Latino/a	42%
Percent individuals African American	30%
Percent individuals Asian/Pacific Islander	<1%
Percent individuals other	4.2%
Average weekday Metro Rail ridership	19,804

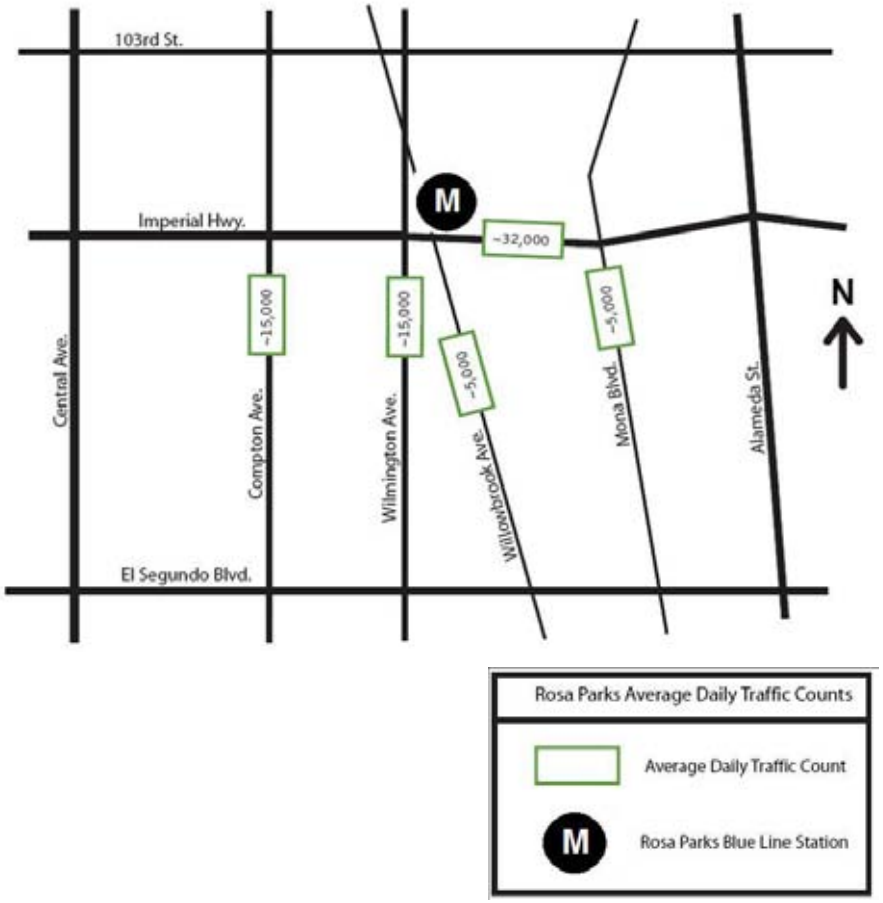
Purpose and Methodology

The purpose of this study was to assess existing conditions and make recommendations to improve pedestrian and bicycle access to the Imperial-Wilmington Rosa Parks Station. This station was chosen because it serves a lower income population that is heavily transit dependent. Community involvement and input was a key element of the study.

The methodology consisted of a site audit of the station area, an analysis of site access, field work, bilingual interviews and two stakeholder meetings. The site audit was conducted within one-half mile and one-mile of the station area to assess walking and biking conditions to the station. The following pages present the results of that research, and recommendations to improve walking and biking access to the Imperial-Wilmington Rosa Parks Station.

SITE ACCESS: STREET OVERVIEW AND CONDITIONS

The Imperial-Wilmington Rosa Parks Station is located directly underneath the 105 Freeway at Wilmington Ave. Freeway "on/off-ramps" are located near the station facilitating rush-hour traffic as well as anxious drivers quickly accelerating and decelerating to and from the freeway. The nearby medical center, shopping center and schools also generate traffic. Near the station, Willowbrook Ave., Imperial Hwy., and Wilmington Ave. are difficult to navigate, because the railroad tracks are located at a diagonal to the streets, creating many confusing intersections and crossings.



The table and below illustrates street data in area:

Street	Posted Speed	ADT	Street Width	# of Lanes	*Street Classification
Imperial Hwy.	45 mph	~32,000	92'	6 w/ parking and median/turn lane	Class II
Wilmington Ave.	35 mph	~15,000	54'	2 w/ parking and median/turn lane	Secondary
El Segundo Blvd.	35 mph	~12,000	78'	4 w/ parking and median/turn lane	Secondary
Compton Ave.	30 mph	~8,000	45'	2 w/ parking	Secondary
Willowbrook Ave.	35 mph	~5,000	54'	2 w/ parking and turn lane	Secondary
111th, 112th, 113th, 114th, 115th, 118th, 119th, 120th St.	25 mph	>3,000	40'	2 w/ parking	Residential

***City of LA Street Classifications**

Class I Major Highways: ADT of over 50,000, 126' right of way (ROW), 6 full-time through lanes .
Class II Major Highway: ADT between 30-50,000 ADT, 104' ROW, 4 full-time through lanes.
Secondary highway: ADT between 20-30,000, 90' ROW, 4 full-time through lanes.
Collector streets: ADT up to 10,000, 50-64' ROW, 2 full-time through lanes.
Residential streets: ADT of less than 10,000, usually less than 5,000, less than 50' right of way, two full-time through lanes.

SITE ACCESS: TRANSIT OVERVIEW

The area is well served by transit, with many local and regional connections. The Imperial-Wilmington Rosa Parks Station is a unique transfer point where the Green and Blue Metro Rail Line intersect providing service between Long Beach and Downtown Los Angeles and between Redondo Beach and the City of Norwalk. There is also access to the LAX airport via the shuttle bus from the Green Line Aviation Station. Almost 20,000 people access this transit hub daily, transferring to and from various rail and bus stops.

The table below illustrates the connecting lines near the Imperial-Wilmington Rosa Parks Station. Buses are outfitted with double bike racks unless otherwise noted.

Service Provider	Line
Metro Local	55, 120, 121, 124, 202, 205, 305, 355, 612
Metro Rapid	600 Special
LADOT Dash (no bike racks)	Watts
Hahn Trolley (no bike racks)	LH1, LH2, LH3
Lynwood Trolley (no bike racks)	LT D

Bus terminal at station *Image Credit: LACBC*

SITE ACCESS: PEDESTRIAN OVERVIEW AND CONDITIONS

Pedestrian access to the station is challenged by lack of infrastructure at and around the station. The station entrances lack proper signage, curb ramps, and sidewalks. Many walking areas that pedestrians use are unpaved dirt paths with poor lighting. The study area also includes faded crosswalks, trash and debris at and around the station and overall lack of landscaping. These conditions, along with street conditions, create an unpleasant and unsafe environment for the many pedestrians, including small children, the elderly and the disabled in the area.

Debris, poor lighting, lack of landscaping at station. *Image Credit: LACBC*

Debris on freight train right of way, near station *Image Credit: LACBC*

SITE ACCESS: BICYCLE OVERVIEW

There are no on-street bikeways in the study area, and streets, such as Wilmington Ave. and Imperial Hwy., have high auto traffic volume and speed. Many cyclists in the area ride on the sidewalk or ride on the wrong side of the street.

Bicycle Parking

The Imperial-Wilmington Rosa Parks Station does not have enough bike rack parking capacity for the growing demand of cyclists in the area. Many bikes are parked on the fence near the entrance of the station.

A park and ride lot provides station access for motorists.

Below is a table, which displays the parking capacity and usage for the Imperial-Wilmington Rosa Parks Station:

Type of Parking/Storage	Capacity	Usage
Bike lockers	6	.17%
Bike rack spaces	30	75%
Park and ride lot spaces	975	Unknown

Bikes parked on fence near entrance to the Imperial-Wilmington Rosa Parks Station
Image Credit: LACBC

Recommendations

There is much potential for improving bicycle access to the Imperial-Wilmington Rosa Parks Station. Willowbrook Ave., among others, has strong potential to be a signed bike route, because it is a through street and has relatively low traffic volumes. Specific recommendations are detailed later in this report.

COMMUNITY OUTREACH

ON-SITE INTERVIEWS

At the Imperial-Wilmington Rosa Parks Station, twenty-five on-site interviews of pedestrians and bicyclists were conducted in both English and Spanish. The interviews aimed to gauge the concerns and experiences of people who walk or bike to access the station. Interview questions were developed to understand community conditions, concerns, and trends. Examples of interview questions were: What routes did people take to the station? What obstacles did they encounter? How could their experience be improved?

Major Concerns Identified:

- **Speed of auto traffic**
  - Most people mentioned concerns about speeding cars and the need for motorists to slow down to increase safety for pedestrians and cyclists.
- **Personal security (petty crime/beggars/loiterers)**
  - Interviewees communicated that there were some loiterers near the station.
  - They expressed a need for more security and patrolling, especially on foot and bike, and outside of patrol car.
- **Sidewalk infrastructure and condition (crossings, pavement, intersections)**
  - People wanted more visible and less confusing intersections
  - Many crossings are faded, lack curb ramps or paint.
- **Lighting**
  - People wanted more lighting near the station at night and in the neighborhood streets.
- **More traffic signals**
  - Interviewees wanted more traffic signals near the station especially at current uncontrolled crossings.
- **Education on crossing/walking for pedestrians and for motorists**
  - People said that motorists and pedestrians both need to be educated on how to interact with each other
  - Motorists need to speed less and pedestrians need to cross at the designated crossings.

Other Findings:

- More interviewees were concerned about personal security at this station than any other station studied.
- Many cyclists expressed a need for basic education on bicycle riding due to the prevalence of bicyclists riding on the wrong side of the street and riding without lights.

COMMUNITY OUTREACH

STAKEHOLDER MEETINGS

Two stakeholder meetings were held to obtain more detailed feedback from community members and government officials.

First Stakeholder Meeting

The first stakeholder meeting was organized to gain feedback from the community regarding specific issues and of existing conditions in the area for bicycling and walking. Residents, leaders of local community-based organizations, local cyclists and bike advocates attended the first stakeholder meeting. A draft Concept Access Plan Map of the study area and proposed pedestrian and bicycle improvements were presented to the meeting attendees. Attendees assessed and documented existing conditions through bike and walkabouts, which are short biking and walking tours.

After the first stakeholder meeting, community comments from the meeting, interview data and site audit information was analyzed to develop draft recommendations.

Second Stakeholder Meeting

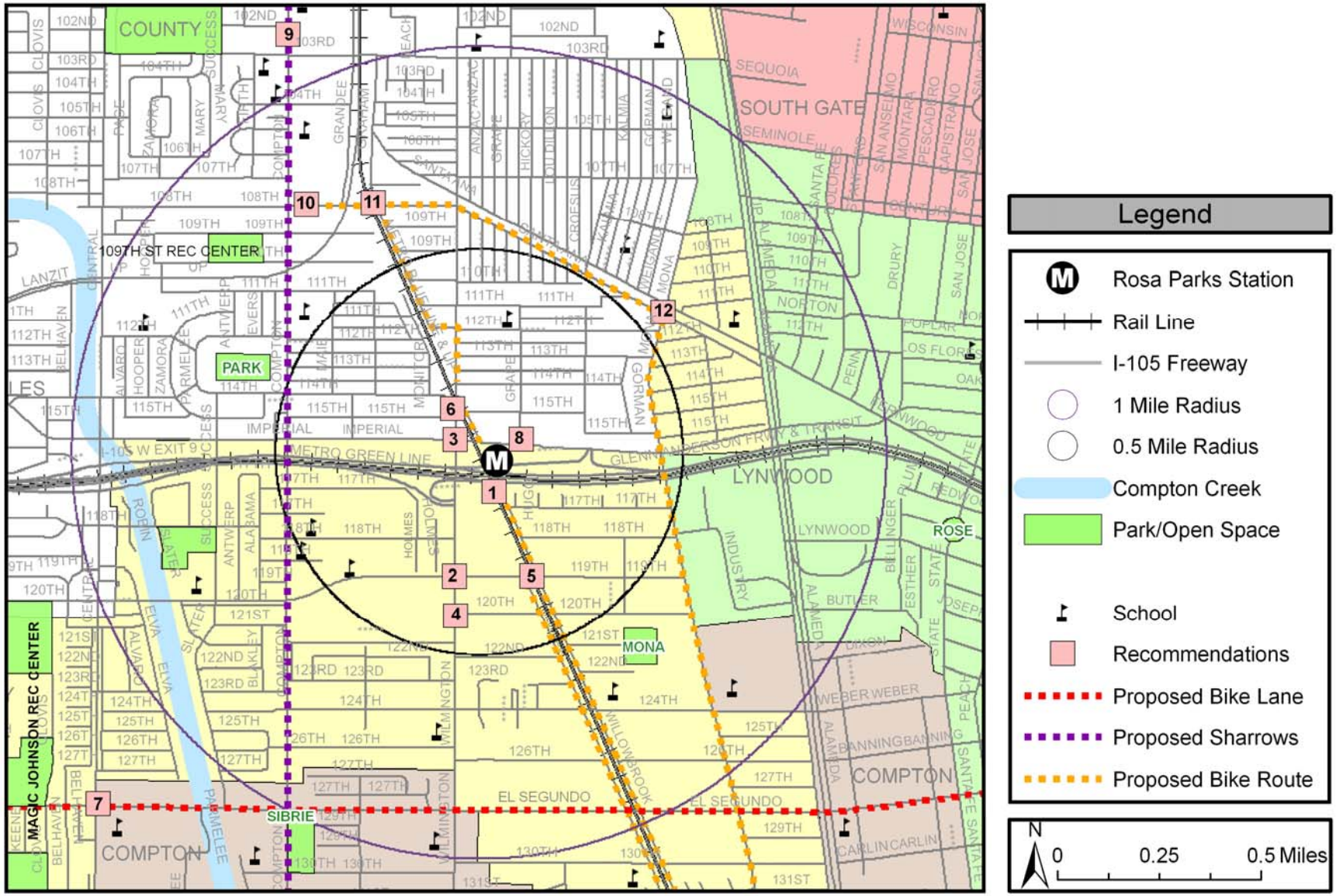
A second stakeholder meeting was conducted to present and discuss recommendations with government officials, staff and representatives of the community. Attendees included LADOT Bikeway staff and LA County Staff.

Specific Comments:

- The bicycle-specific recommendations need to be incorporated into the City's upcoming Bicycle Master Plan.
- Bicycle recommendations need to be continued beyond the study area boundaries in order to be effective.
- Some of the attendees suggested phasing improvements.
- Some staff members were concerned about curb bulb-outs and radius reductions due to truck traffic in the area.
  - They expressed a potential danger for pedestrians in installing curb bulb-outs at locations with truck traffic due to the possibility of the truck not being able to turn in a safe manner
  - Truck traffic data and other considerations should be assessed before installing curb bulb-outs in the area.
- Staff members commented that zebra-stripe crossings are not standard for protected intersections within the City and County of Los Angeles, but special consideration could be given to protected crossings near rail stations due to safety concerns and high volume of pedestrians and bicyclists near the stations.

Community and stakeholder comments are recorded in the following pages, along with existing conditions gathered from site audits. A Concept Access Plan Map on the next page shows the study area and recommendations, while the subsequent pages detail the specific observations, community comments and recommendations for each location.

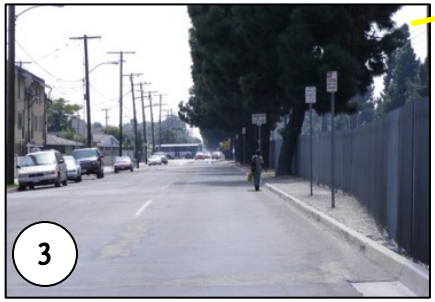
Imperial-Wilmington Rosa Parks Metro Blue Line Station Concept Access Plan Map

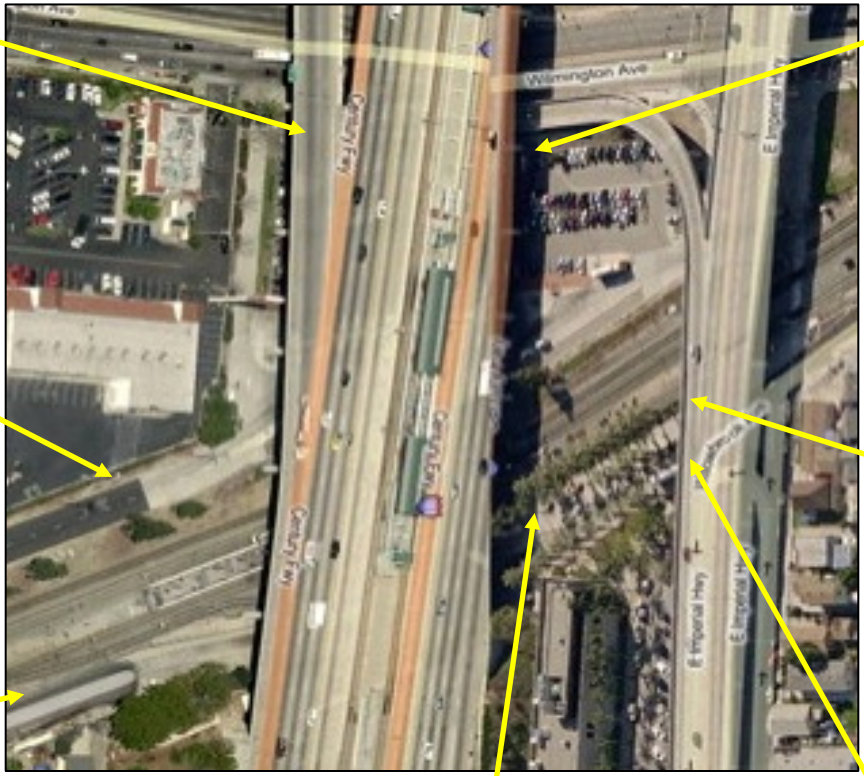


1

Rosa Parks Metro Blue/Green Line Station: Locations Overview

Detailed recommendations on following pages.





1 Parking under station

Parked car in walkway *Image credit: LACBC*

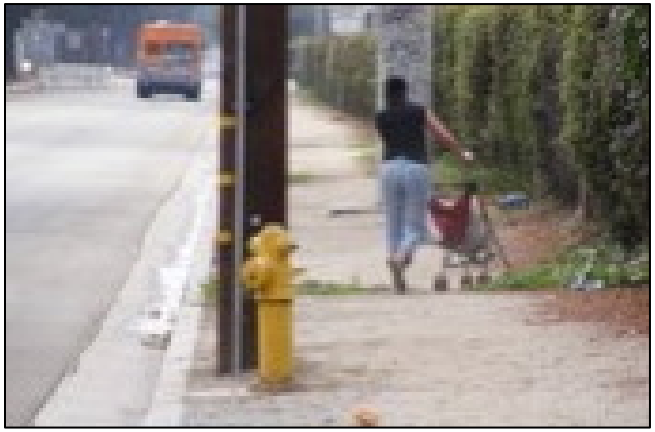
Existing Condition

- Parked car blocking curb ramp preventing pedestrian and wheeled access to station

Recommendation

- Enforce parking violations and install “no parking” signage

2 South of station, Willowbrook Ave. west side of track



Pedestrian with stroller using dirt *Image credit: LACBC*

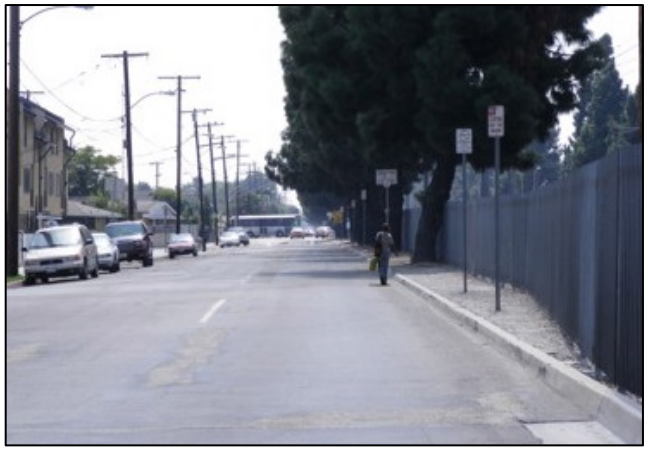
Observations/Community Comments

- Dirt path on curb on west side of South Willowbrook Ave. entrance to station
- Lack of any sidewalk on east side of South Willowbrook Ave.
- Lack of lighting
- Lack of landscaping and trees
- Unpleasant and unsafe walking experience for pedestrians, especially for strollers and wheelchairs

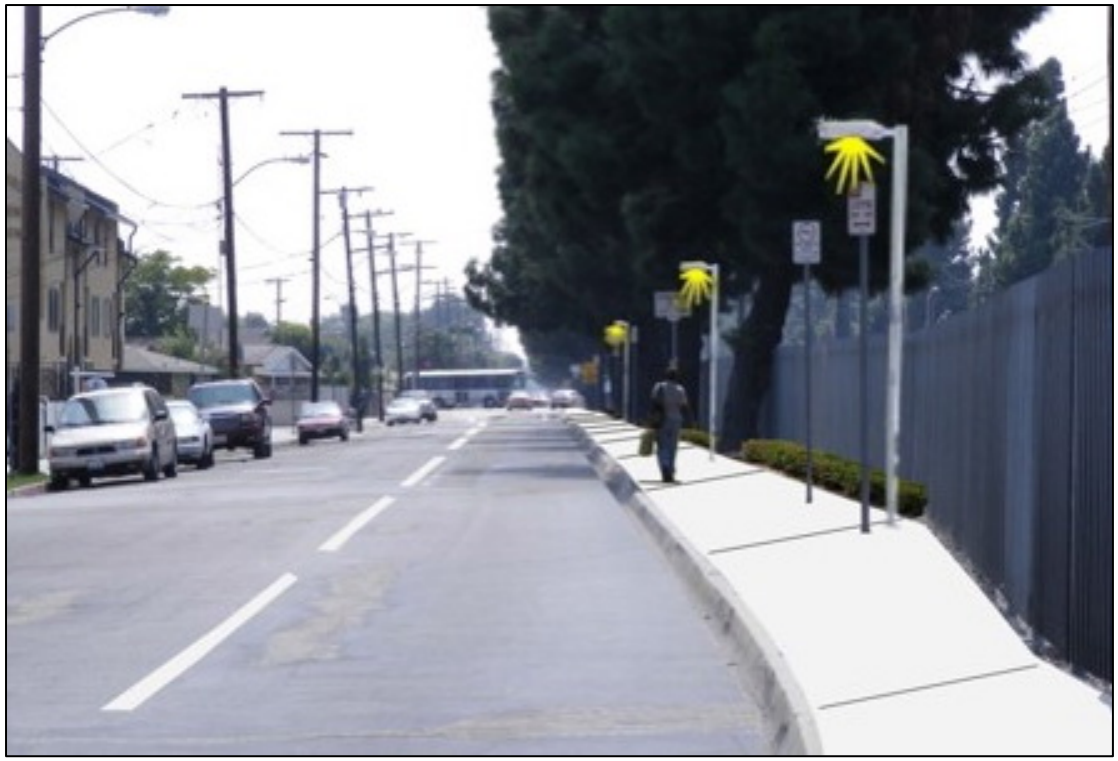
Recommendations

- Add paved sidewalk and landscaping on west side of South Willowbrook Ave.
- Add lighting and landscaping to sidewalk
- Paint highly visible zebra stripe crosswalks with advance stop bars to alert motorists of pedestrians crossing
- Install double perpendicular ramps with tactile devices

3 South side of station, Willowbrook Ave. east side of tracks



On N. Willowbrook Ave. facing south *Image Credit: LACBC.*



On N. Willowbrook Ave. facing south *Image Credit: LACBC*

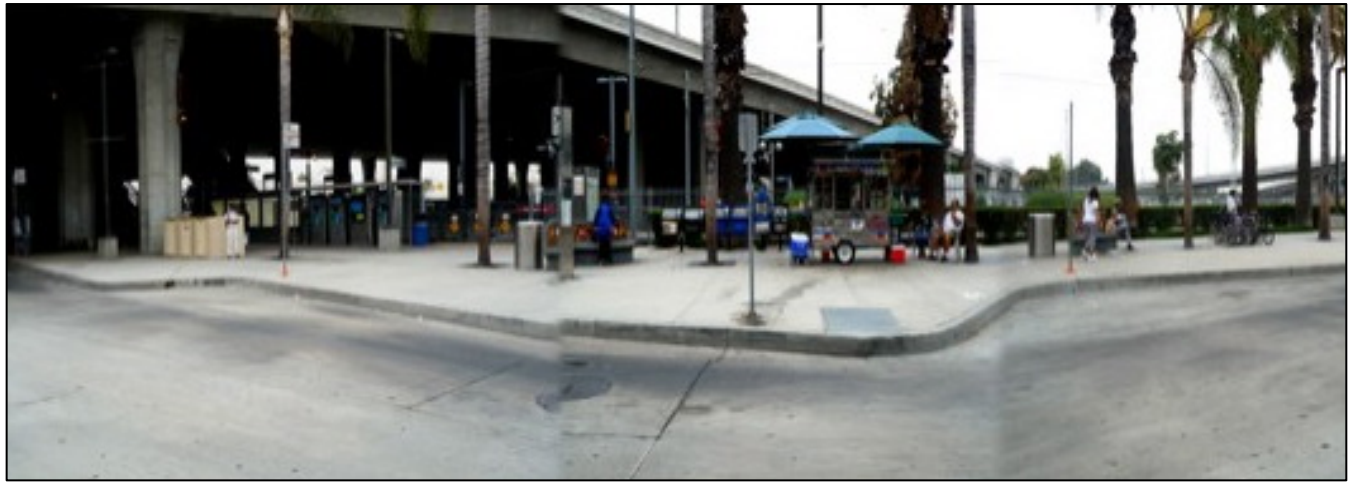
Observations/Community Comments

- No sidewalk on west side of North Willowbrook Ave.
- Observe pedestrians preferring shady side of street
- Narrow sidewalk on east side of North Willlowbrook
- Lack of shade
- Lack of lighting
- Lack of landscaping and trees
- Unpleasant and unsafe walking experience for pedestrians, especially for strollers and wheelchairs

Recommendations

- Pave sidewalk adjacent to fence line on west side of North Willowbrook Ave.
- Add lighting and landscaping to sidewalk
- Reduce lane width on roadway and restripe to make room for sidewalk

4 North side of station, East Station Platform



Existing conditions *Image credit: LACBC*

Bike Lockers *Image credit: LACBC*

Existing bike racks in park and ride lot *Image credit: LACBC*

Recommendation

- Install inverted-u bike racks next to bike lockers

Recommendation

- Add directional signage to bike racks

5 North side of station access point

Facing south *Image credit: LACBC*

Observations/Community Comments

- "No Walk" sign near sidewalk
- The "No Walk" sign is confusing particularly because there is a curb ramp and it is a direct route to the station. This creates a detour that pedestrians do not observe.
- Unpleasant and unsafe walking experience for pedestrians, especially for strollers and wheelchairs, because of lack of sidewalks, crosswalks, and curb ramps.

Recommendation

- Remove "No Walk" signs
- Add highly visible painted crosswalk and curb ramp at logical location

6 West of station from Wilmington

Facing north *Image credit: LACBC*

Observations/Community Comments

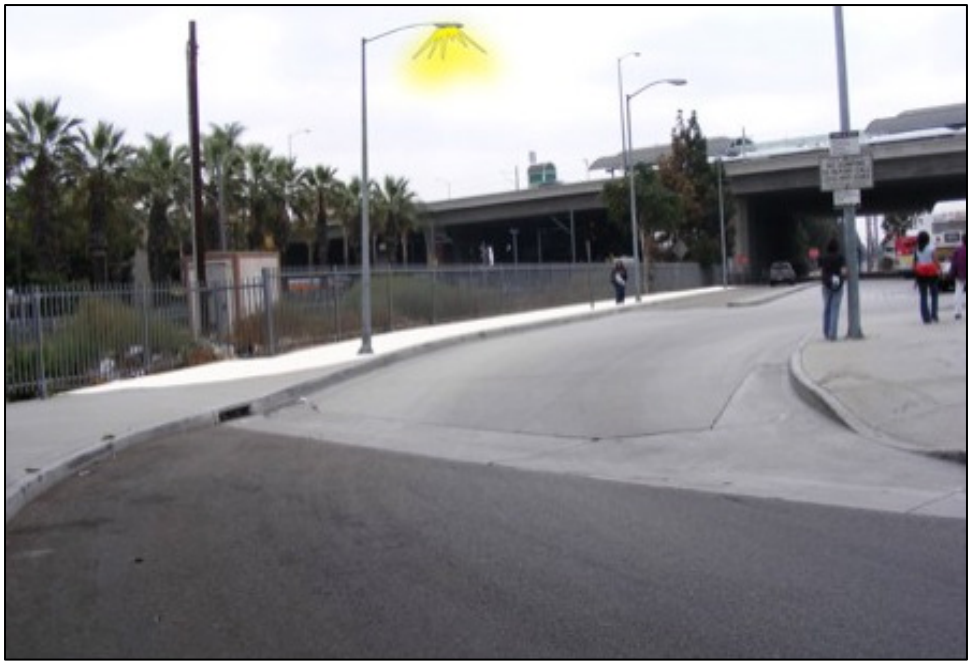
- Narrow, dark, enclosed sidewalk (five-feet) used by cyclists, pedestrians, strollers and wheelchairs
- Unpleasant and unsafe walking experience for pedestrians, especially for strollers and wheelchairs
- Trash and debris along sidewalk
- Lack of lighting
- Lack of landscaping and greenery
- Lack of way-finding signage to and from sidewalk

Recommendations

- Widen sidewalk five feet to create a ten-foot sidewalk
- Clean up trash and debris
- Add lighting
- Landscape with low-maintenance mulch
- Add way-finding signage to and from sidewalk

7 Northern end of station, east entrance from Imperial and Wilmington

Facing south *Image credits: LACBC*



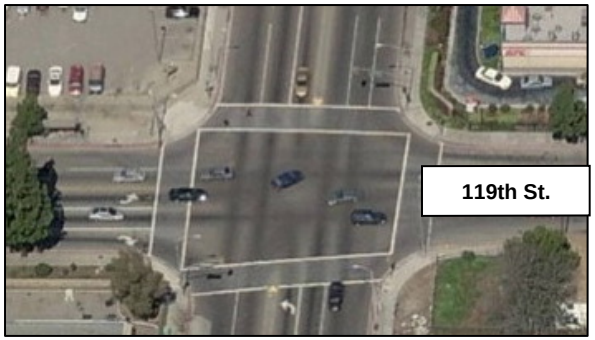
Observations/Community Comments

- No access ramp from station walkway
- Difficult transition between curb and street level for pedestrians with strollers
- Lack of pedestrian sidewalk west of tracks next to fencing
- Unpleasant and unsafe walking experience for pedestrians, especially for strollers and wheelchairs because of lack of sidewalk and curb ramps

Recommendations

- Install curb ramp for pedestrians, strollers and wheelchairs
- Pave sidewalk adjacent to fence
- Add lighting

2 Wilmington Ave. and 119th St. (County of Los Angeles)



Aerial view, existing conditions *Image credit: Microsoft Live Search Maps*

Aerial view, recommendations *Image credits: Microsoft Live Search Maps*

Observations/ Community Comments

- Adjacent to shopping center
- Speeding motorized traffic does not yield to pedestrians
- Unpleasant and unsafe walking experience for pedestrians, especially for strollers and wheelchairs
- Traffic signal times too short for pedestrians to cross
- Narrow and busy sidewalk
- Community wanted wider sidewalk if possible
- Insufficient way-finding signage to station and buses
- Exposed utility wire, northeast corner of intersection
- Lack of landscaping
- Lack of bus shelters

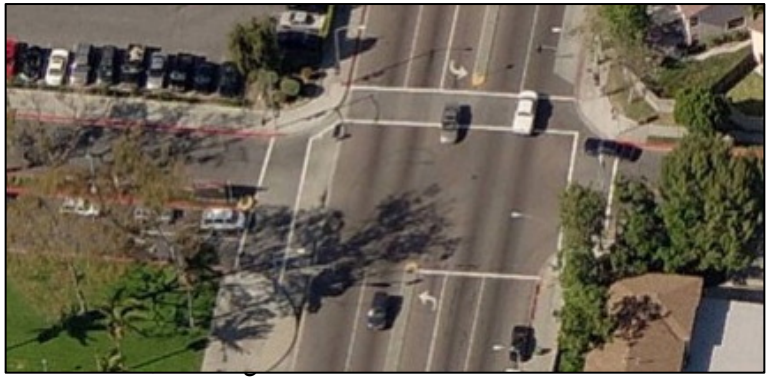
Recommendations

- Construct curb bulb-outs to shorten walking distance
- Install double perpendicular ramps with tactile devices
- Repaint striping and paint highly visible zebra stripe crosswalks with advance stop bars alert motorists of pedestrians crossing
- Install pedestrian countdown signals and extend pedestrian crossing time
- Add way-finding signage to station
- Install bus shelters
- Improve landscaping
- Widen sidewalk where needed on Wilmington Ave.
- Repair exposed utility wiring

3 Wilmington Ave. and Imperial Hwy. (City of Los Angeles)

- Similar existing conditions and recommendations apply

4 Wilmington Ave. and 120th St. (County of Los Angeles)



Aerial view, existing conditions *Image credit: Microsoft Live Search Maps*

Aerial view, recommendations *Image credit: Microsoft Live Search Maps*

Observations/Community Comments

- Speeding motor traffic doesn't yield to pedestrians
- Unpleasant and unsafe walking experience for pedestrians, especially for strollers and wheelchairs
- Traffic signal times too short for pedestrians to cross
- Missing crosswalk on south side
- No bus shelters on east or west side of Wilmington Ave.
- Unitary ramps
- Expose utility wiring on east side of Wilmington Ave.
- Too much litter on streets
- No signage to hospital and station

Recommendations

- Construct curb bulb-outs and reduce curb radius to shorten walking distance
- Install double perpendicular ramps with tactile devices
- Widen sidewalk where needed on Wilmington Ave.
- Paint fourth crosswalk on south side
- Paint highly visible zebra stripe crosswalks with advance stop bars to alert motorists of pedestrians crossing
- Install pedestrian countdown signals
- Install bus shelters
- Improve street cleaning maintenance
- Install way-finding signage to station and hospital

5 Willowbrook Ave. and 119th St. (County of Los Angeles)

Aerial view, existing conditions *(Image credit: Microsoft Live Search Maps)*

Observations/Community Comments

- Speeding motorized traffic does not yield to pedestrians
- Unpleasant and unsafe walking experience for pedestrians, especially for strollers and wheelchairs
- Faded crosswalk paint
- Scary dogs in yards, so people walk on dirt path across the street, adjacent to rail line fence

Aerial view, recommendations *(Image credit: Microsoft Live Search Maps)*

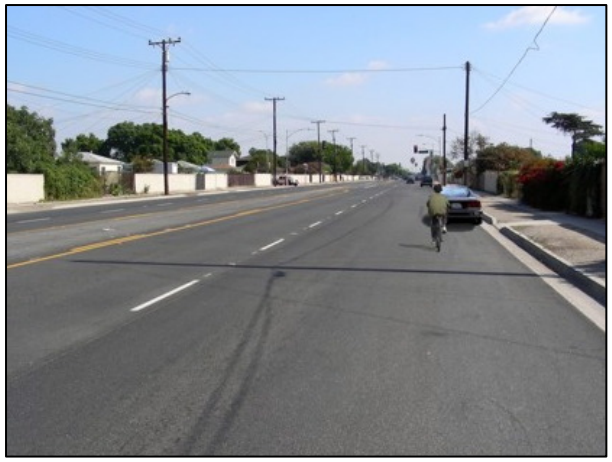
Recommendations

- Construct curb bulb-outs and reduce curb radius to shorten walking distance
- Install double perpendicular ramps with tactile devices
- Paint highly visible zebra stripe crosswalks with advance stop bars to alert motorists of pedestrians crossing
- Consider making dirt path adjacent to fence a paved sidewalk

6 Willowbrook Ave. and 115th St. (City of Los Angeles)

- Similar existing conditions and recommendations apply

7 El Segundo Blvd. from Central Ave. to Alameda St. (County of Los Angeles)



Looking east on El Segundo Blvd. *Image credit: LACBC*

Observations/ Community Comments

- El Segundo is an east-west street
- Good road surface for cyclists
- No bike lane
- 4 lanes total with parking on both sides and painted median/turn lane
- Outside lane: 24'
- Inside lane: 10'
- ADT: ~12,000
- Speed Limit: 35 mph

Painted bike lane |*Image credit: LACBC*

Recommendations

- Paint bike lane
- Install bike lane signage
- Install way-finding signage to station

Other Recommendations

8 Grape St. and Imperial Hwy.

- **Existing conditions**
  - No crosswalk exists
  - Many pedestrians use this crossing to travel from the station to
  - Residential areas and vice versa
- **Recommendations**
  - Paint zebra-striped crosswalk on Grape St.

9 Compton Ave.: designate as a sharrowed bike route with potential to be a 3-mile sharrowed bike route

•Connects with proposed sharrowed bike route on Compton Ave. north of Rosa Parks Station in Vernon and Florence Station study areas

10 Santa Ana Ave. and 108th St.: designate as a signed bike route from Compton Ave. to Mona Ave.

11 Willowbrook Ave.: designate as a signed bike route from 109th St. to southern end of study area

•Potential to be a two-mile signed bike route

•Connects with proposed sharrowed bike route on Willowbrook Ave. south of Rosa Parks Station in Compton Station study area

12 Mona Ave.: designate as a signed bike route from Santa Ana Ave. to southern end of study area

City of Compton

Health and Obesity Data

Overweight+ Obese Children in California Cities - 2010

UCLA Center for Health Policy and Researcy, & California Center for Public Health Advocacy

Cities ranked by % of overweight and obese children (Grades 5, 7, &9)

STATEWIDE COMPARISON

Rank	City	County	Overweight + Obese %	
1	Huntington Park	Los Angeles	53.0%	
2	Port Hueneme	Ventura	52.6%	
3	San Pablo	Contra Costa	52.4%	
4	Stanton	Orange	51.8%	
5	South Gate	Los Angeles	51.3%	
6	Richmond	Contra Costa	51.0%	
7	**Compton**	**Los Angeles**	**50.8%**	**7TH IN STATE**
8	Maywood	Los Angeles	50.4%	
9	El Monte	Los Angeles	50.2%	
10	Brawley	Imperial	50.0%	
11	National City	San Diego	50.0%	
12	Gardena	Los Angeles	49.9%	
13	Cudahy	Los Angeles	49.5%	
14	Watsonville	Santa Cruz	49.3%	
15	Coachella	Riverside	48.7%	
16	Soledad	Monterey	48.5%	
17	Pomona	Los Angeles	48.1%	
18	Delano	Kern	48.0%	
19	San Fernando	Los Angeles	48.0%	
20	Oxnard	Ventura	47.9%	
21	Santa Paula	Ventura	47.9%	
22	Inglewood	Los Angeles	47.8%	
23	Calexico	Imperial	47.6%	
24	Sanger	Fresno	47.5%	
25	Bell	Los Angeles	47.1%	
26	Selma	Fresno	47.0%	
27	South San Francsico	San Mateo	47.0%	
28	Wasco	Kern	46.8%	
29	Baldwin Park	Los Angeles	46.7%	
30	Salinas	Monterey	46.7%	
31	Norwalk	Los Angeles	46.5%	
32	Santa Ana	Orange	46.5%	
33	Paramount	Los Angeles	46.4%	
34	Lemon Grove	San Diego	46.3%	
35	Suison City	Solano	46.3%	
36	Colton	San Bernardino	46.1%	
37	Banning	Riverside	45.9%	
38	El Centro	Imperial	45.8%	
39	Azusa	Los Angeles	45.6%	
40	Patterosn	Stanislaus	45.6%	
41	Pittsburg	Contra Costa	45.6%	

Overweight+ Obese Children in Los Angeles County Cities - 2010

UCLA Center for Health Policy and Researcy, & California Center for Public Health Advocacy

Cities ranked by County and % of overweight and obese children (Grades 5, 7, &9)

COUNTYWIDE COMPARISON

Rank	City	County	Overweight + Obese %	
1	Huntington Park	Los Angeles	53.0%	
2	South Gate	Los Angeles	51.3%	
3	**Compton**	**Los Angeles**	**50.8%**	**THIRD HIGHEST**
4	Maywood	Los Angeles	50.4%	
5	El Monte	Los Angeles	50.2%	
6	Gardena	Los Angeles	49.9%	
7	Cudahy	Los Angeles	49.5%	
8	Pomona	Los Angeles	48.1%	
9	San Fernando	Los Angeles	48.0%	
10	Inglewood	Los Angeles	47.8%	
11	Bell	Los Angeles	47.1%	
12	Baldwin Park	Los Angeles	46.7%	
13	Norwalk	Los Angeles	46.5%	
14	Paramount	Los Angeles	46.4%	
15	Azusa	Los Angeles	45.6%	
16	Hawthorne	Los Angeles	45.5%	
17	Los Angeles	Los Angeles	45.2%	
18	Carson	Los Angeles	45.0%	
19	West Hollywood	Los Angeles	43.8%	
20	Pico Rivera	Los Angeles	43.7%	
21	Bellflower	Los Angeles	42.7%	
22	La Puente	Los Angeles	42.4%	
23	Duarte	Los Angeles	41.9%	
24	Lomita	Los Angeles	41.4%	
25	West Covina	Los Angeles	41.0%	
26	Long Beach	Los Angeles	40.7%	
27	Covina	Los Angeles	40.6%	
28	Downey	Los Angeles	40.1%	
29	Monrovia	Los Angeles	39.8%	
30	Palmdale	Los Angeles	39.7%	
31	Lakewood	Los Angeles	39.5%	
32	Lancaster	Los Angeles	38.2%	
33	Glendale	Los Angeles	37.7%	
34	Alhambra	Los Angeles	35.5%	
35	Rosemead	Los Angeles	34.3%	
36	Culver City	Los Angeles	32.6%	
37	San Dimas	Los Angeles	31.6%	
38	Cerritos	Los Angeles	31.1%	
39	La Verne	Los Angeles	30.8%	
40	Claremont	Los Angeles	29.8%	
41	Santa Clarita	Los Angeles	29.6%	
42	Diamond Bar	Los Angeles	29.4%	
43	Rancho Palos Verdes	Los Angeles	29.1%	
44	Temple city	Los Angeles	28.2%	

Overweight+ Obese Children in Los Angeles County Cities - 2010

UCLA Center for Health Policy and Researcy, & California Center for Public Health Advocacy

Cities ranked by County and % of overweight and obese children (Grades 5, 7, &9)

COUNTYWIDE COMPARISON

Rank	City	County	Overweight + Obese %
45	Walnut	Los Angeles	27.3%
46	Glendora	Los Angeles	26.9%
47	Torrance	Los Angeles	26.9%
48	Arcadia	Los Angeles	25.1%
49	Santa Monica	Los Angeles	23.0%
50	La Cañada Flintridge	Los Angeles	22.3%
51	South Pasadena	Los Angeles	21.8%
52	Beverley Hills	Los Angeles	21.5%
53	Calabasas	Los Angeles	20.0%
54	Agoura Hills	Los Angeles	15.6%
55	Manhattan Beach	Los Angeles	11.3%

Table 1: Adult and Child Obesity, and Mortality Rates for Diabetes, Stroke, and Coronary Heart Disease by City and Community, Los Angeles County

City/Community	Adult Obesity Prevalence 2007†			Child Obesity Prevalence 2008¶		Diabetes Mortality 2004-2008		Stroke Mortality 2004-2008		CHD Mortality 2004-2008	
	Percent	95% CI	Rank & Quartile	Percent	Rank & Quartile	Death Rate per 100,000	Rank & Quartile	Death Rate per 100,000	Rank & Quartile	Death Rate per 100,000	Rank & Quartile
Los Angeles County	**23.9§**	**22.5-25.2**	**n/a**	**23.0**	**n/a**	**25**	**n/a**	**40**	**n/a**	**161**	**n/a**
Agoura Hills	13.4	11.4-15.8	18	5.3	4	–	–	48	96	143	48
Alhambra	16.7	14.7-19.3	33	16.2	33	22	31	37	36	138	43
Alondra Park	27.1	23.9-30.9	85	31.3*	112	–	–	–	–	177	97
Altadena	20.4	17.7-23.7	49	25.8*	71	17	12	40	58	147	55
Arcadia	13.9	12.3-15.9	19	10.1	12	13	4	32	16	123	22
Artesia	20.9	18.3-24.2	53	25.5*	70	32	70	46	91	166	83
Avocado Heights	26.2	23.2-29.6	81	29.3*	103	48	97	52	103	168	84
Azusa	27.0	24.1-30.2	83	24.6	67	33	75	37	36	165	82
Baldwin Park	29.4	25.8-33.4	99	28.7	94	28	50	37	36	156	65
Bell	29.4	25.3-33.9	99	29.0	97	40	87	35	26	129	27
Bell Gardens	29.4	25.4-33.9	99	29.4	104	45	94	41	69	175	95
Bellflower	25.2	21.8-29.1	74	23.4	64	31	66	43	83	197	114
Beverly Hills	10.4	8.4-12.9	4	5.4	5	12	1	30	10	98	5
Burbank	18.5	16.2-21.1	42	16.9	35	15	7	41	69	157	70
Calabasas	12.3	10.5-14.5	10	5.0	2	–	–	–	–	220	126
Carson	24.7	21.1-29.1	71	25.8	71	29	54	46	91	156	65
Cerritos	12.4	9.9-15.8	13	15.2	30	22	31	38	45	136	37
Charter Oak	23.8	20.6-27.6	66	–	–	30	63	39	53	173	92
Citrus	27.2	24.3-30.6	86	21.3*	53	30	63	40	58	188	107
Claremont	14.2	12.2-16.6	21	14.6	25	20	20	37	36	195	111
Commerce	30.2	26.6-34.1	100	31.3*	112	38	82	–	–	157	70
Compton	39.1	34.1-44.4	125	29.0	97	51	99	61	110	211	120
Covina	25.2	21.6-29.2	74	21.1	50	30	63	40	58	151	60
Cudahy	29.5	25.4-34.0	104	29.2	101	39	84	39	53	137	41
Culver City	14.7	12.3-17.7	23	16.2	33	24	35	41	69	153	64
Del Aire	26.6	23.2-30.5	82	20.2*	46	–	–	40	58	158	72
Diamond Bar	14.8	12.9-17.2	24	13.9	23	21	30	34	21	133	35
Downey	24.3	21.3-27.9	69	21.2	51	28	50	42	75	159	74
Duarte	24.2	21.6-27.3	68	20.1	44	20	20	40	58	194	110
East Compton	39.9	35.0-45.1	127	–	–	–	–	59	108	201	116
East La Mirada	25.9	22.3-30.1	76	23.2	62	–	–	42	75	169	86
East Los Angeles	30.9	27.1-35.3	112	32.9	116	40	87	41	69	145	51
East Pasadena	16.0	14.0-18.4	29	–	–	–	–	–	–	105	9
East San Gabriel	15.2	13.5-17.4	26	13.7*	22	–	–	34	21	112	11
El Monte	27.9	24.6-31.5	89	28.3	92	28	50	36	30	156	65
El Segundo	16.8	14.3-19.9	35	11.4	15	–	–	44	86	164	79
Florence-Graham	38.7	34.5-43.2	124	31.0	110	45	94	38	45	180	100
Gardena	25.0	22.1-28.6	73	27.3	81	31	66	40	58	164	79
Glendale	17.2	15.2-19.7	38	18.2	38	20	20	34	21	151	60
Glendora	21.3	18.6-24.4	55	10.9	14	20	20	40	58	189	108

† Adult obesity is defined as having a body mass index (BMI) of 30 kg/m² or above.

¶ Child obesity is defined as having a gender-specific BMI-for-age of 95th percentile or above.

§ County overall estimate for adult obesity is slightly different from previously reported because we factored in follow-up height and weight questions.

n/a not applicable

* Interpret with caution: Estimate is based on a student group size of less than 500.

– Data not presented: Child obesity data are due to small student group sizes (<50); mortality data are due to limited number of deaths (<20).

1st quartile (0-24th percentile) | 2nd quartile (25th-49th percentile) | 3rd quartile (50th-74th percentile) | 4th quartile (75th-100th percentile)

and Related Mortality in Los Angeles County

A Cities and Communities Health Report

Office of Health Assessment and Epidemiology
September 2011

County of Los Angeles
Public Health

DIRECTOR'S MESSAGE

The obesity epidemic continues to threaten the public's health. Over the past three decades, obesity prevalence in the United States has doubled among adults and tripled among children.[1] In Los Angeles County, the prevalence of adult obesity increased from 13.6% in 1997 to 22.2% in 2007, while obesity rates among school-aged children increased from 18.9% in 1999 to 23.0% in 2008. Although recent data signal a possible leveling of the obesity trend nationwide,[2-4] continued efforts are needed not just to prevent future increases, but also to decrease obesity rates below current epidemic levels.

Marked geographic disparities in obesity rates have been observed throughout the County. As documented in this report, both adults and school-aged children from socioeconomically disadvantaged communities have significantly higher obesity rates than their counterparts living in more affluent communities. The similar geographic pattern observed for adult and child obesity suggests common risk factors shared by both groups.

Obesity results from an interactive mix of biological, behavioral, environmental, and socioeconomic factors. Racial/ethnic composition of communities may account for some of the geographic variation observed as obesity prevalence differs greatly by race/ethnicity. Neighborhood socioeconomic conditions also contribute to the geographic variation; economic hardship is one of the major underlying factors contributing to the obesity epidemic. Families living in low-income neighborhoods tend to have limited access to affordable nutritious foods, safe playgrounds or parks, and timely medical care, challenging their ability to lead healthy and active life styles.[5]

Obesity has emerged as a major driving force of health care costs.[6] In 2006, the economic burden of overweight and obesity in the County was estimated at $6.0 billion, including $3.6 billion in health care costs and $2.4 billion in costs due to lost productivity.[7] The high health care costs result mainly from the fact that obesity increases risk for a large number of chronic conditions including diabetes, stroke, and coronary heart disease.[1] In this report, we explore correlations between adult obesity prevalence and mortality rates for diabetes, stroke, and coronary heart disease at the city/community level.

The Department of Public Health is working closely with health care providers, local communities, schools, and businesses to reduce obesity prevalence among County residents. We hope the information provided in this report will support these efforts to combat the obesity epidemic by providing our partners with data essential for community assessment and policy development.

Jonathan E. Fielding

Jonathan E. Fielding, MD, MPH

Director and Health Officer

STUDY METHODS

Defining Cities and Communities within Los Angeles County

To delineate the geographic areas used in the study, the Census 2000 Incorporated Places and Census Designated Places were used to define boundaries for cities and communities, respectively. Because of its large size, the City of Los Angeles was further categorized by Council Districts. This report focuses on cities and communities with discrete boundaries and with a population size of 5,000 or more.

Estimating Obesity Prevalence among Adults

To determine obesity prevalence for cities and communities, we used a model-based small area estimation method (see Appendix).[8] Three data sources were used in the calculations: the 2007 Los Angeles County Health Survey (LACHS), the 2000 Census, and the 2007 Population Estimates and Projection System (PEPS). A body mass index (BMI) ≥ 30 kg/m^2 was considered obese.[9]

Estimating Obesity Prevalence among Youth

The prevalence of child obesity was determined using BMI measurements of 5th-, 7th-, and 9th-grade public school children from the California Physical Fitness Testing Program. Based on the Centers for Disease Control and Prevention growth charts, children were considered obese if their BMI exceeded the 95th percentile by age and gender. Data from the 2007-2008 school year data were used for this report.

Estimating Diabetes, Stroke, and Coronary Heart Disease Mortality

We calculated mortality rates for diabetes, stroke, and coronary heart disease (CHD) using underlying cause of death from 2004-2008 Los Angeles County mortality records. Five years of mortality data were aggregated in order to obtain stable estimates. Data were age-adjusted using the 2000 U.S. population as a standard.

Estimating Economic Hardship

Social and economic conditions in the community influence health and are closely linked with obesity. To evaluate socioeconomic conditions within a community, we used a measurement called the Economic Hardship Index (see Appendix).[10] The 2000 U.S. Census Data were used to calculate the index for this report. The index can range from 1 to 100, with a higher index representing a greater level of economic hardship.[11]

Correlation Analysis

At the city/community level, we analyzed the correlations between the prevalence of adult obesity and child obesity. In addition, we assessed the correlations between the prevalence of adult obesity and mortality rates for diabetes, stroke, and CHD. Since economic hardship influences both the prevalence of adult obesity and mortality rates, we also assessed the correlations between adult obesity and deaths controlling for economic hardship.

To facilitate comparisons across localities, we provide rankings from lowest to highest for each indicator and aggregate rankings into quartiles. The 1st quartile consists of 25% of cities and communities with the lowest rates, while the 4th quartile comprises 25% of cities and communities with the highest rates.

FINDINGS

Overall, adult obesity rates in the County increased from 13.6% in 1997 to 22.2% in 2007, while the obesity rates among school-aged children increased from 18.9% in 1999 to 23.0% in 2008. While deaths from coronary heart disease and stroke have declined slightly in recent years, CHD, stroke, and diabetes have remained the #1, #2, and #6 leading causes of death in the County since 1999, respectively.[12] All three diseases also rank among the leading causes of premature death, defined as death before age 75 years.

Marked racial/ethnic disparities exist for obesity and death from obesity-related causes. Latinos (29.4%) and African Americans (29.2%) have much higher adult obesity rates than whites (17.6%) and Asians/Pacific Islanders (8.9%). Among school-aged children, Pacific Islanders (37.1%) and Latinos (27.5%) have the highest obesity rates. In addition, African Americans experience higher mortality from diabetes, stroke, and CHD than other racial/ethnic groups.

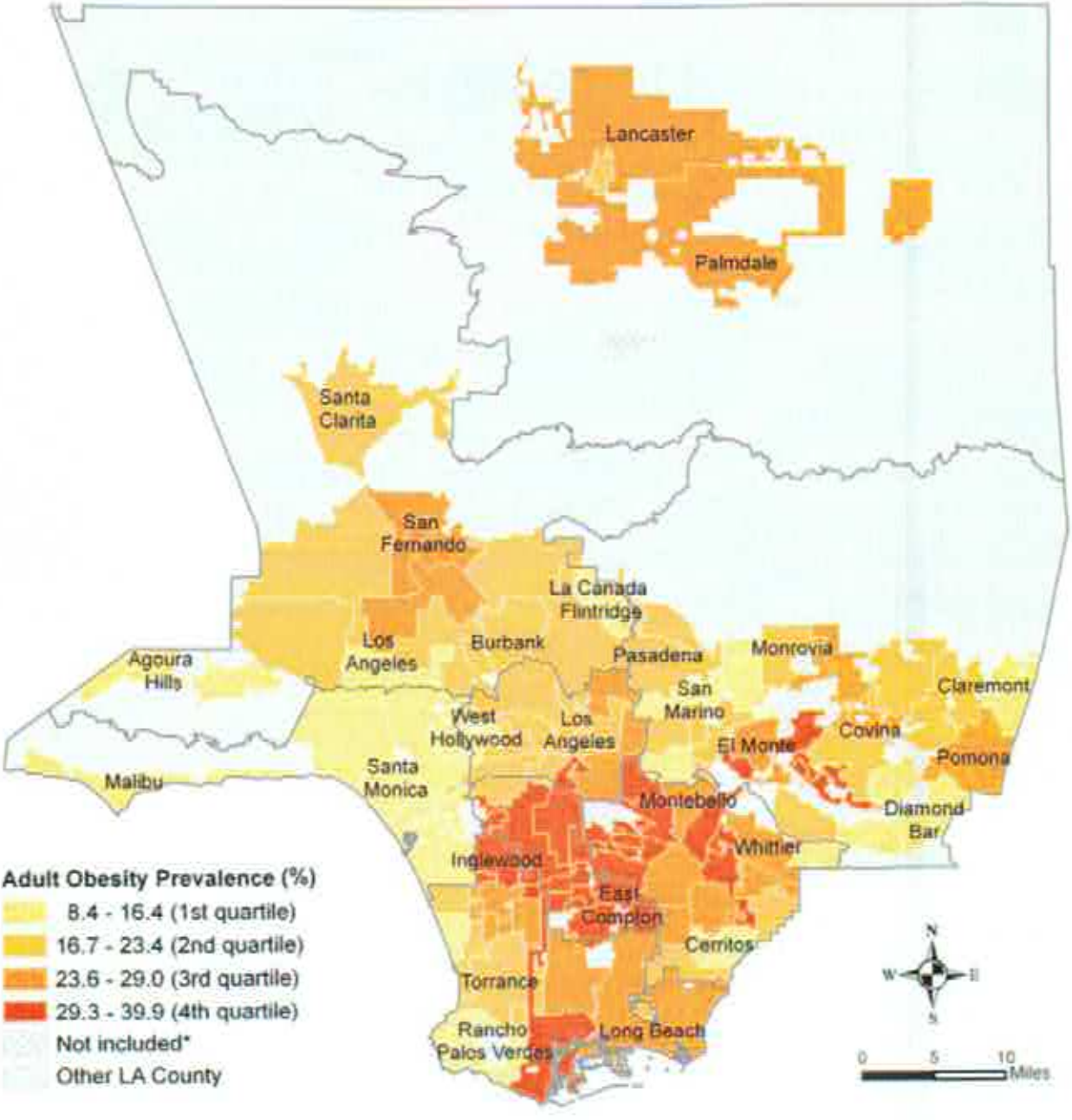
Table 1 (pages 6-8) presents the rates and rankings of adult and child obesity and mortality for diabetes, stroke, and CHD for 81 cities, 15 Los Angeles City Council Districts, and 32 unincorporated communities.

Adult obesity prevalence varied considerably across cities and communities, with the lowest in San Marino (8.4%) and the highest in East Compton (39.9%), an almost fivefold difference. The prevalence was strongly correlated with economic hardship (correlation coefficient [r]=0.87, $p<0.0001$), with higher obesity prevalence generally found in cities and communities with greater economic hardship. Although areas with high adult obesity rates appeared to concentrate in certain geographic locations, the prevalence of obesity sometimes varied greatly among different cities in the same Service Planning Area (Figure 1).

The prevalence of child obesity also varied significantly among cities and communities, from a low of 3.4% in Manhattan Beach to a high of 38.7% in Walnut Park, and was also found to be strongly correlated with economic hardship ($r=0.86$, $p<0.0001$). Additionally, we observed a strong correlation between the rates of adult obesity and child obesity ($r=0.84$, $p<0.0001$).

Obese adults are at risk for developing many chronic conditions. We examined correlations between the prevalence of adult obesity and the mortality rates for diabetes, stroke, and CHD with and without controlling for economic hardship. We found a strong correlation ($r=0.83$, $p<0.0001$) between the prevalence of adult obesity and the diabetes mortality rate. The strength of the correlation was reduced, but still moderate ($r=0.55$, $p<0.0001$), after controlling for economic hardship. The prevalence of adult obesity was also moderately correlated with mortality rates for stroke ($r=0.42$, $p<0.0001$) and CHD ($r=0.45$, $p<0.0001$). These correlations remained moderate after controlling for economic hardship ($r=0.40$, $p<0.0001$ for stroke; $r=0.39$, $p<0.0001$ for CHD). In addition, economic hardship was correlated strongly with diabetes mortality ($r=0.75$, $p<0.0001$) and moderately with mortality rates for stroke ($r=0.26$, $p=0.0057$) and CHD ($r=0.31$, $p<0.0004$).

Figure 1: Adult Obesity Prevalence by City and Community, Los Angeles County, 2007



* Population < 5,000 and communities with non-discrete boundaries

Table 1: Adult and Child Obesity, and Mortality Rates for Diabetes, Stroke, and Coronary Heart Disease by City and Community, Los Angeles County

City/Community	Adult Obesity Prevalence 2007†			Child Obesity Prevalence 2008¶		Diabetes Mortality 2004-2008		Stroke Mortality 2004-2008		CHD Mortality 2004-2008	
	Percent	95% CI	Rank & Quartile	Percent	Rank & Quartile	Death Rate per 100,000	Rank & Quartile	Death Rate per 100,000	Rank & Quartile	Death Rate per 100,000	Rank & Quartile
Los Angeles County	23.9§	22.5-25.2	n/a	23.0	n/a	25	n/a	40	n/a	161	n/a
Agoura Hills	13.4	11.4-15.8	18	5.3	4	–	–	48	96	143	48
Alhambra	16.7	14.7-19.3	33	16.2	33	22	31	37	36	138	43
Alondra Park	27.1	23.9-30.9	85	31.3*	112	–	–	–	–	177	97
Altadena	20.4	17.7-23.7	49	25.8*	71	17	12	40	58	147	55
Arcadia	13.9	12.3-15.9	19	10.1	12	13	4	32	16	123	22
Artesia	20.9	18.3-24.2	53	25.5*	70	32	70	46	91	166	83
Avocado Heights	26.2	23.2-29.6	81	29.3*	105	48	97	52	103	168	84
Azusa	27.0	24.1-30.2	83	24.6	67	33	75	37	36	165	82
Baldwin Park	29.4	25.8-33.4	99	28.7	94	28	50	37	36	156	65
Bell	29.4	25.3-33.9	99	29.0	97	40	87	35	26	129	27
Bell Gardens	29.4	25.4-33.9	99	29.4	104	45	94	41	69	175	95
Bellflower	25.2	21.8-29.1	74	23.4	64	31	66	43	83	197	114
Beverly Hills	10.4	8.4-12.9	4	5.4	5	12	1	30	10	98	5
Burbank	18.5	16.2-21.1	42	16.9	35	15	7	41	69	157	70
Calabasas	12.3	10.5-14.5	10	5.0	2	–	–	–	–	220	126
Carson	24.7	21.1-29.1	71	25.8	71	29	54	46	91	156	65
Cerritos	12.4	9.9-15.8	13	15.2	30	22	31	38	45	136	37
Charter Oak	23.8	20.6-27.6	66	–	–	30	63	39	53	173	92
Citrus	27.2	24.3-30.6	86	21.3*	53	30	63	40	58	188	107
Claremont	14.2	12.2-16.6	21	14.6	25	20	20	37	36	195	111
Commerce	30.2	26.6-34.1	109	31.3*	112	38	82	–	–	157	70
Compton	39.1	34.1-44.4	125	29.0	97	51	99	61	110	211	120
Covina	25.2	21.6-29.2	74	21.1	50	30	63	40	58	151	60
Cudahy	29.5	25.4-34.0	104	29.2	101	39	84	39	53	137	41
Culver City	14.7	12.3-17.7	23	16.2	33	24	35	41	69	153	64
Del Aire	26.6	23.2-30.5	82	20.2*	46	–	–	40	58	158	72
Diamond Bar	14.8	12.9-17.2	24	13.9	23	21	30	34	21	133	35
Downey	24.3	21.3-27.9	69	21.2	51	28	50	42	75	159	74
Duarte	24.2	21.6-27.3	68	20.1	44	20	20	40	58	194	110
East Compton	39.9	35.0-45.1	127	–	–	–	–	59	108	201	116
East La Mirada	25.9	22.3-30.1	76	23.2	62	–	–	42	75	169	86
East Los Angeles	30.9	27.1-35.3	112	32.9	116	40	87	41	69	145	51
East Pasadena	16.0	14.0-18.4	29	–	–	–	–	–	–	105	9
East San Gabriel	15.2	13.5-17.4	26	13.7*	22	–	–	34	21	112	11
El Monte	27.9	24.6-31.5	89	28.3	92	28	50	36	30	156	65
El Segundo	16.8	14.3-19.9	35	11.4	15	–	–	44	86	164	79
Florence-Graham	38.7	34.5-43.2	124	31.0	110	45	94	38	45	180	100
Gardena	25.0	22.1-28.6	73	27.3	81	31	66	40	58	164	79
Glendale	17.2	15.2-19.7	38	18.2	38	20	20	34	21	151	60
Glendora	21.3	18.6-24.4	55	10.9	14	20	20	40	58	189	108

† Adult obesity is defined as having a body mass index (BMI) of 30 kg/m² or above.

¶ Child obesity is defined as having a gender-specific BMI-for-age of 95th percentile or above.

§ County overall estimate for adult obesity is slightly different from previously reported because we factored in follow-up height and weight questions.

n/a not applicable

* Interpret with caution: Estimate is based on a student group size of less than 100.

– Data not presented: Child obesity data are due to small student group sizes (<50); mortality data are due to limited number of deaths (<30).

1st quartile (0-24th percentile) 2nd quartile (25th-49th percentile) 3rd quartile (50th-74th percentile) 4th quartile (75th-100th percentile)

Table 1 – Continued

City/Community	Adult Obesity Prevalence 2007[]			Child Obesity Prevalence 2008[¶]		Diabetes Mortality 2004-2008		Stroke Mortality 2004-2008		CHD Mortality 2004-2008	
	Percent	95% CI	Rank & Quartile	Percent	Rank & Quartile	Death Rate per 100,000	Rank & Quartile	Death Rate per 100,000	Rank & Quartile	Death Rate per 100,000	Rank & Quartile
Hacienda Heights	19.2	16.9-21.8	44	20.0	42	20	20	29	5	119	18
Hawaiian Gardens	27.0	24.0-30.5	83	33.4*	117	–	–	–	–	114	13
Hawthorne	28.6	25.2-32.5	94	25.9	73	24	35	44	86	185	104
Hermosa Beach	12.7	10.1-16.1	16	5.1*	3	–	–	42	75	132	33
Huntington Park	29.3	25.3-33.8	97	30.3	107	44	93	29	5	136	37
Inglewood	29.6	26.4-33.4	105	26.8	78	36	79	48	96	215	123
La Canada Flintridge	10.1	8.3-12.5	3	8.5*	10	–	–	34	21	116	17
La Crescenta-Montrose	15.2	13.5-17.2	26	9.6	11	–	–	38	45	146	53
La Habra Heights	15.8	13.4-18.9	28	–	–	–	–	44	86	138	43
La Mirada	20.8	17.8-24.4	52	17.6	36	20	20	36	30	152	63
La Puente	31.2	27.1-35.6	115	27.8	87	32	70	28	4	119	18
La Verne	19.8	17.5-22.6	46	12.6	19	24	35	38	45	169	86
Lake Los Angeles	28.9	24.3-34.1	95	25.1*	69	–	–	–	–	219	124
Lakewood	21.2	18.2-24.9	54	20.9	49	24	35	39	53	160	75
Lancaster	26.0	22.0-30.7	77	21.2	51	41	90	55	105	212	121
Lawndale	28.4	24.9-32.4	92	22.9	59	22	31	37	36	151	60
Lennox	32.6	28.2-37.6	116	–	–	32	70	40	58	130	29
Lomita	23.3	20.3-26.7	61	27.2	79	23	34	33	18	150	59
Long Beach	24.5	21.4-28.0	70	21.5	56	24	35	43	83	199	115
Los Angeles (City of) ‡	22.4	21.0-24.1	n/a	25.4	n/a	24	n/a	39	n/a	161	n/a
LA City Council District 1	23.3	20.4-26.7	61	27.8	87	29	54	37	36	138	43
LA City Council District 2	20.5	18.5-22.9	50	22.5	56	20	20	36	30	187	106
LA City Council District 3	18.8	17.0-20.8	43	18.2	38	20	20	41	69	169	86
LA City Council District 4	16.4	14.4-18.9	32	22.9	59	15	7	33	18	137	41
LA City Council District 5	12.3	11.0-13.9	10	18.9	40	15	7	31	14	129	27
LA City Council District 6	24.9	22.3-27.8	72	27.6	84	24	35	36	30	169	86
LA City Council District 7	26.1	23.3-29.4	79	29.1	100	32	70	40	58	179	99
LA City Council District 8	35.1	30.8-40.0	119	30.1	106	43	92	59	108	219	124
LA City Council District 9	36.7	32.6-41.2	122	29.5	105	39	84	48	96	190	109
LA City Council District 10	23.4	21.1-26.0	63	28.1	91	26	45	45	90	174	94
LA City Council District 11	12.3	10.4-14.7	10	20.0	42	14	5	36	30	123	22
LA City Council District 12	17.5	15.8-19.6	39	21.3	53	19	16	37	36	184	102
LA City Council District 13	20.6	18.0-23.8	51	27.6	84	25	42	35	26	144	50
LA City Council District 14	23.8	20.6-27.6	66	26.4	76	29	54	34	21	141	46
LA City Council District 15	30.4	27.8-33.4	110	27.8	87	29	54	48	96	178	98
Lynwood	37.8	32.5-43.4	123	27.7	86	29	54	58	107	195	111
Malibu	10.4	8.4-12.9	4	5.9*	6	–	–	–	–	78	1
Manhattan Beach	12.5	9.9-15.9	14	3.4	1	–	–	38	45	93	3
Marina del Rey	9.9	7.9-12.4	2	–	–	–	–	–	–	147	55
Maywood	30.1	25.8-34.9	107	28.7	94	49	98	–	–	181	101
Monrovia	22.4	19.8-25.5	57	20.4	47	27	48	42	75	162	76
Montebello	26.0	23.0-29.4	77	23.3*	63	36	79	36	30	156	65
Monterey Park	16.1	14.2-18.5	30	15.8	31	19	16	30	10	107	10
Norwalk	27.2	23.9-31.1	86	26.0	75	34	77	40	58	175	95

‡ Rankings are provided for the 15 Los Angeles City Council Districts rather than for the city in its entirety

1st quartile (0-24th percentile) 2nd quartile (25th-49th percentile) 3rd quartile (50th-74th percentile) 4th quartile (75th-100th percentile)

DISCUSSION

Disparities are observed in the prevalence of child and adult obesity across cities and communities in LA County, and these disparities are strongly linked with neighborhood economic hardship. These findings are consistent with our 2007 report which also showed significant variation in the prevalence of childhood obesity across the County.[11] However, the current study expands our understanding of the obesity epidemic in several important ways:

1) The geographic variation in the prevalence of obesity seen among children in LA County is also found for adults, suggesting a common or interconnected set of factors influencing the obesity epidemic in both groups. The strong associations of adult and child obesity with neighborhood economic hardship suggest that economic disadvantage is an important driver of the epidemic across the age spectrum.
2) The obesity epidemic has real health consequences. Adult obesity correlates with mortality from diabetes, stroke, and CHD. The correlation is particularly striking for diabetes mortality, reflecting the strong connection between adult obesity and type 2 diabetes.[13]
3) Neighborhood economic hardship is strongly associated with diabetes mortality and to a lesser degree with mortality rates from stroke and CHD.

Neighborhood socioeconomic conditions shape many of the choices that are available to people. Studies have documented fewer healthy retail food outlets (e.g., full service supermarkets and smaller markets with fresh produce) and higher concentrations of unhealthy food venues (e.g., fast food restaurants and convenience stores) in low-income communities relative to more affluent communities.[14-16] A geospatial analysis in the County found that public schools located in densely commercial, lower-income neighborhoods were more likely to have fast food restaurants located nearby than those in wealthier neighborhoods.[17] In addition, residents of low-income communities, particularly those in urban settings, often have limited access to parks or recreational facilities for physical activity.[11] Results of the 2007 LACHS suggest that concerns about crime and public safety may be another important barrier to physical activity in these communities. Altogether, these environmental conditions challenge the ability of residents of disadvantaged communities to lead healthy and active lives, increasing their risk for obesity.

Even after taking economic hardship into consideration, adult obesity is still moderately associated with mortality from diabetes, stroke, and CHD. In addition, studies have shown that obesity contributes to mobility limitation and disability among older adults.[18-19] Prevention and control of obesity will reduce both morbidity and mortality related to diabetes, stroke, CHD, and overall disability, increasing wellness and longevity among the LA County population, and potentially reducing related health care costs.

Our findings have important implications for obesity prevention and control efforts. The marked geographic disparities and strong association with economic hardship highlight the importance of supplementing Countywide efforts to prevent and reduce obesity with focused interventions in low-income communities. These interventions must include not only public education but also the engagement of city policymakers and their community constituents to address the underlying social and environmental conditions that contribute to physical inactivity and poor nutrition.

DISCUSSION, CONTINUED

A number of anti-obesity efforts are currently underway in the County. The Department of Public Health received a two-year $15.9 million grant in 2010 from the Centers for Disease Control and Prevention to improve nutrition, increase physical activity, and reduce obesity in the County, particularly in communities most impacted by the epidemic. The focus of the project, RENEW LA County (see page 12), is on policy, systems, and environmental change strategies to **make the healthy choice the easy choice** in communities where conditions often make these choices very difficult. The success and sustainability of this project and related efforts in the County will depend upon the participation of a broad range of stakeholders, including local residents and community organizations, schools, cities, other public agencies, public and private employers, and the health care community.

RECOMMENDATIONS^
To Address the Obesity Epidemic

Cities:

- Prioritize parks and other green space in land-use decisions
- Support community recreation programs
- Develop and implement pedestrian and bicycle master plans
- Promote mixed-use development
- Increase public transit options and improve bicycle access between transit stations and surrounding communities
- Create incentives (e.g. streamlining permitting, finding spaces, reducing fees)
  - For restaurants that offer healthy food items and encourage provision of calorie and nutrition information on menus and menu boards
  - For full service supermarkets, farmers' markets, and other businesses that offer affordable, fresh produce
- Promote community gardens
- Establish nutrition standards for foods and beverages purchased by and distributed in city programs or at city facilities

Communities:

- Participate in your city's land-use policy and planning meetings
- Organize walking groups, community bike rides, and other recreational activities
- Promote healthier food options (e.g., outreach to local merchants such as corner store owners and support farmers' markets and community gardens)

RECOMMENDATIONS, CONTINUED

Schools:

- Ensure compliance with state physical education requirements
- Establish joint-use agreements to provide community access to school recreational facilities during non-school hours
- Participate in Safe Routes to School Program to encourage walking and biking to school
- Implement 2009 Institute of Medicine nutrition recommendations for school meals: limit calories; increase fruits, vegetables, and whole grains; and reduce salt
- Ensure compliance with state and federal nutrition requirements on foods and beverages sold in vending machines and other school venues
- Implement new state and federal laws requiring free drinking water in eating areas
- Improve participation in the School Breakfast Program by offering breakfast in the classroom or during recess
- Prohibit marketing of unhealthy foods and beverages on school campuses
- Incorporate skills-based nutrition education into the curriculum using state content standards

Employers:

- Include health benefits that provide incentives for physical activity and healthy eating
- Promote exercise breaks and walking groups
- Provide worksite lactation accommodation policies and programs
- Promote healthy eating in the workplace (e.g., healthy food options in vending machines and when food is served at meetings)
- Serve as a hub for healthy community activities (e.g. host a farmers' market)
- Promote employee wellness programs beyond private employers, instituting programs in schools, cities, and other public agencies to model healthy behaviors to children

Health Care Providers:

- Include body mass index as a part of all physical exams
- Counsel all adults and children who fall into overweight or obese categories
- Establish a referral network (e.g., nutrition counseling; consider group classes and peer-support networks)
- Provide community leadership (e.g., testify at city council meetings, participate in community organizing efforts)

^ This list of recommendations was developed from publications by the Centers for Disease Control and Prevention, the Institute of Medicine and the California Department of Health Services as well as other leading health organizations.[8-12]

RENEW
LOS ANGELES COUNTY

***RENEW L.A. County** (**R**enew **E**nvironments for **N**utrition, **E**xercise, and **W**ellness) seeks to implement policy, systems and environmental changes to improve nutrition, increase physical activity and reduce obesity, especially in disadvantaged communities. RENEW L.A. County is made possible by funding from the Department of Health and Human Services through the Los Angeles County Department of Public Health.*

RENEW Community Action Plan Objectives[n]

1. Adopt policies and/or implement environmental changes to increase access to healthy foods and beverages and/or decrease access to sugar-sweetened beverages in eight cities with childhood obesity rates above the county average.

2. Develop and/or implement venue-based food procurement policies in at least five County of Los Angeles program/agencies.

3. Adopt and/or implement food policies to improve the nutritional content of school meals in at least four Los Angeles County school districts, including the Los Angeles Unified School District.

4. Implement policy guidelines in at least 60 preschools in low-income communities in the Los Angeles Universal Preschool network of providers to increase access to healthy foods/beverages, reduce access to unhealthy foods/beverages, and increase opportunities for physical activity.

5. Adopt and implement policies to support breastfeeding in three county hospitals, eight county departments, and two large private employers.

6. Increase teacher capacity to implement physical education requirements at 50-70 public schools in Los Angeles County with high rates of childhood obesity, impacting 25,000-35,000 students.

7. Adopt or strengthen joint-use policies in five school districts and establish joint-use agreements at ten schools in communities with few recreational venues to increase opportunities for free or low-cost physical activity during non-school hours.

8. Adopt land-use and/or transportation policies to increase pedestrian activity and biking in the City of Los Angeles, eight other cities, and the unincorporated areas of the county.

www.choosehealthla.com

[n] All RENEW Objectives to be completed by March 2012.

INFORMATION ON THE WEB

LOCAL

Los Angeles County Department of Public Health, www.publichealth.lacounty.gov

Health Assessment Unit, www.publichealth.lacounty.gov/ha

Epidemiology Unit, www.publichealth.lacounty.gov/epi

Data Collection and Analysis Unit, www.publichealth.lacounty.gov/dca

- These 3 units compose the **Office of Health Assessment and Epidemiology**. They work to ensure the availability of high-quality, comprehensive health data about the Los Angeles County population, and facilitate its use for public health assessment, policy development, and program planning and evaluation.

Division of Chronic Disease and Injury Prevention, www.publichealth.lacounty.gov/chronic

- The Division works to improve health and decrease health disparities in Los Angeles County by reducing the occurrence, severity, and consequences of chronic diseases and injuries. Its Nutrition Program, PLACE Program, and Physical Activity and Cardiovascular Health Program work closely with local communities and other agencies on obesity prevention and control.

STATE

California Department of Public Health, www.cdph.ca.gov

California Obesity Prevention Program, www.cdph.ca.gov/programs/COPP

- The program works towards the goal of increasing physical activity, improving nutrition, and preventing obesity among all Californians.

California Project Lean, www.californiaprojectlean.org

- The project works to increase opportunities for healthy eating and physical activity in communities across California to reduce the prevalence of obesity and chronic diseases such as heart disease, cancer, stroke, osteoporosis, and diabetes.

California Active Communities, www.caactivecommunities.org

- The organization works through strategic alliances with key stakeholders to create opportunities for safe, everyday physical activity through environmental and policy change strategies.

NATIONAL

Centers for Disease Control and Prevention, www.cdc.gov

Division of Nutrition, Physical Activity and Obesity www.cdc.gov/nccdphp/dnpao

- The Division takes a public health approach to address the role of nutrition and physical activity in improving the public's health and preventing and controlling chronic diseases.

Let's Move, www.letsmove.gov

- It is a comprehensive initiative, launched by First Lady Michelle Obama, dedicated to solving the challenge of childhood obesity within a generation, so that children born today will grow up healthier and be able to pursue their dreams.

ObesityInAmerica.Org, www.obesityinamerica.org

- It serves as the one-stop clearinghouse for the general public and reporters seeking information on the key scientific trends and advancements that may one day lead to a slimmer, fitter America, across all demographic lines.

APPENDIX

Estimating Obesity Prevalence among Adults

A model-based small area estimation (SAE) method was used to calculate adult obesity rates at the city/community level. Among the data sources used in the estimation, the LACHS provided data on individual weight, height, and demographic characteristics. Neighborhood characteristic variables were extracted from the Census. PEPS data provided population counts for cities and communities of interest.

The SAE method started with modeling obesity prevalence in association with individual demographics and neighborhood characteristics. Based on self-reported weight and height data, body mass index (BMI) was calculated. Adults (18+ years old) with a BMI ≥ 30 kg/m^2 were considered obese.[9] In the 2007 LACHS, respondents who initially reported 'Do not know' or 'Refused' to weight or height questions were further queried by a set of follow-up questions with regard to weight or height cut-offs, which were then categorized as obese, overweight, normal weight, or underweight. Notably, the overall County prevalence reported here is slightly different from that reported elsewhere because the follow-up questions were not previously taken into consideration. Individual demographics included in the modeling were age, sex, race/ethnicity, and household income. Neighborhood characteristics were selected from variables representing neighborhood population composition, citizenship, language proficiency, income, education attainment, and housing occupancy. The associations were assessed via logistic regression models with adjustment for survey sampling weights.

The associations established at the County level were then used to calculate the number of obese adults by applying regression model estimates to the PEPS data. To calculate obesity prevalence for the cities and communities of interest, the estimated number of obese persons were divided by the population count. A bootstrapping method was used to estimate 95% confidence intervals (95% CI).

Due to limited accuracy of population counts for small cities and communities, estimates for areas with a population size less than 5,000 are not presented. These cities are: **Avalon, Bradbury, Hidden Hills, Industry, Irwindale, Rolling Hills**, and **Vernon**; and communities are: **Desert View Highlands, Ladera Heights, Mayflower Village, North El Monte**, and **West Compton**. Additionally, the communities of **Acton, Littlerock**, and **Val Verde** have non-discrete boundaries, prohibiting small area estimation.

The Economic Hardship Index

The index is scored by combining six indicators:

1. crowded housing (percent occupied housing units with more than one person per room)
2. percent of persons living below the federal poverty level
3. percent of persons over the age of 16 years who are unemployed
4. percent of persons over the age of 25 years without a high school education
5. dependency (percent of the population under 18 or over 64 years of age)
6. per capita income

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Division of Chronic Disease and Injury Prevention

Paul Simon, MD, MPH, Director

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L. A. County Board of Supervisors

Gloria Molina, First District
Mark Ridley-Thomas, Second District
Zev Yaroslavsky, Third District
Don Knabe, Fourth District
Michael D. Antonovich, Fifth District

Suggested Citation: Los Angeles County Department of Public Health, Office of Health Assessment and Epidemiology. *Obesity and Related Mortality in Los Angeles County: A Cities and Communities Health Report*; September 2011.

FSC Mixed Sources

City of Compton

Cost Benefit Analysis

BENEFIT/COST SUMMARY

Compton - Wilminton Ave

ATP	$995,195.00
TOT	$995,195.00

		NET PRESENT VALUE			
Year	Actual Year	Estimated Benefits from Biking	Estimated Benefits from Walking	ESTIMATED COSTS FOR PROJECT - TOTAL COST	ESTIMATED COSTS FOR PROJECT - ATP COST
CONSTRUCTION					
1	2015	$0	$0	$478,459	$478,459
2	2016	$0	$0	$460,057	$460,057
3	0	$0	$0	$0	$0
4	0	$0	$0	$0	$0
5	0	$0	$0	$0	$0
OPENING YEAR					
1	2017	$36,067	$27,897	$3,688	$3,688
2	2018	$35,567	$27,510	$3,637	$3,637
3	2019	$35,052	$27,112	$3,584	$3,584
4	2020	$34,524	$26,703	$3,530	$3,530
5	2021	$33,984	$26,286	$3,475	$3,475
6	2022	$33,435	$25,861	$3,419	$3,419
7	2023	$32,878	$25,431	$3,362	$3,362
8	2024	$32,315	$24,995	$3,304	$3,304
9	2025	$31,746	$24,555	$3,246	$3,246
10	2026	$31,173	$24,112	$3,188	$3,188
11	2027	$30,597	$23,666	$3,129	$3,129
12	2028	$30,020	$23,220	$3,070	$3,070
13	2029	$29,441	$22,772	$3,011	$3,011
14	2030	$28,863	$22,325	$2,951	$2,951
15	2031	$28,286	$21,878	$2,892	$2,892
16	2032	$27,710	$21,433	$2,833	$2,833
17	2033	$27,137	$20,989	$2,775	$2,775
18	2034	$26,566	$20,548	$2,717	$2,717
19	2035	$26,000	$20,110	$2,659	$2,659
20	2036	$25,438	$19,676	$2,601	$2,601
TOTAL		$616,798	$477,079	$1,001,587	$1,001,587

Lifetime Discounted B/C RATIO	1.09	1.09

Active Tranportation Travel Forecast

Project: Wilmington Avenue Bicycle and Pedestrian Improvements

Sponsor: City of Compton, CA

Source: 2008 - 2012 American Community Survey, 5-year estimate

B08006: SEX OF WORKERS BY MEANS OF TRANSPORTATION TO WORK - Universe: Workers 16 years and over

B09001:POPULATION UNDER 18 YEARS BY AGE - Universe: Population under 18 years

	Workers					
	Walk		Bike		School Kids	
Census Tract	Total	Number	Total	Number	Walk	Bike
5406			995	0		751
5407			1,076	0		812
5408			1,885	0		1,303
5412			2,192	0		973
5413	2,062	14	2,062	0	1,351	1,351
5414	2,037	0	2,037	0	1,793	1,793
5415			2,033	25		1,437
5425.01			1,436	32		1,271
5426.01			1,134	8		723
5426.02			1,804	0		1,421
5427	2,017	13	2,017	18	1,460	1,460
5428			1,322	0		623
5429			1,087	8		636
Total	6,116	27	21,080	91	4,604	14,554

	Walk		Bike
Mode Split	0.44%		0.43%
Multiplier	5.87		1.44
Adjusted	2.59%		0.62%
Daily Trips			
ADT	22,505		22,505
Daily Trips Adults	583		140
Student Population	4,604		14,554
Student WB Mode Split	12.60%		1.20%
Student Daily WB Trips	580		175
Total Daily WB Trips	1,163		315
Ave Trip Length	0.30		1.5
Daily WB Miles Traveled	349		472

Annual Pedestrian Trips and Miles

Existing	Weekday	Weekend	Total
Days	260	104	364
% of Trips	0.152	0.12	
Multiplier	39.52	12.48	
Annual Trips	45,974	14,518	60,492
Annual Miles	13,792	4,355	18,147
Future			
% Increase	1.1	1.1	
Annual Trips	50,571	15,970	66,541
Annual Miles	15,171	4,791	19,962
		Diff. Walk	
		Trips	6,049
		Miles	1,815

Annual Bike Trips and Miles

Existing	Weekday	Weekend	Total
Days	260	104	364
% of Trips	0.152	0.12	
Multiplier	39.52	12.48	
Annual Trips	12,431	3,926	16,356
Annual Miles	18,646	5,888	24,535
Future			
% Increase	1.3	1.3	
Annual Trips	16,160	5,103	21,263
Annual Miles	24,240	7,655	31,895
		Diff. Walk	
		Trips	4,907
		Miles	7,360

City of Compton

CCC and CALCC Submittal Letters

May 15, 2014

Ms. Virginia Clark
ATP Contact
California Conservation Corp
1719 24th Street
Sacramento, CA 95816
916/ 341-3147
virginia.clark@ccc.ca.gov

RE: ATP Application Submittal for the City of Compton

Dear Virginia:

Per the guidelines for the California Active Transportation Program Cycle 1, the City of Compton is submitting the details of our application, as follows:

Project Title: Wilmington Avenue Safe Streets Pedestrian and Bicycle Improvements

Project Description: Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements is a pedestrian and bicycle safety improvement project at aims to improve pedestrian and bicycle safety for the communities adjacent to the Wilmington Avenue transportation corridor by developing safer pedestrian crossings and intersection as well as installing bicycle lanes to improve bicycle visibility and safety and, thereby, reducing collisions. Pedestrian and bicycle safety improvements include:

- El Segundo Boulevard at Wilmington Ave – installation of wider and colored crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.
- 131st Street at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.
- 133rd Street at Wilmington Ave – Installation of wider sidewalks, pedestrian actuated traffic warning system, Rectangular Rapid Fire Beacon (RRFB) LED warning light and sign, and embedded LED flashing beacon.
- Wilmington Avenue between 137th and 139th Streets – installation of sidewalks along the western side of Wilmington Street.
- Stockwell St at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.
- 139th Street at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.
- Wilmington Avenue from El Segundo Bl and Rosecrans Ave – installation of Class II bike lanes with advisory signage and installation of four solar powered speed feedback signage for speed control and attainment.

- Rosecrans Avenue from Wilmington Avenue and Compton Creek – installation of Class II bike lanes with wayfinding signage to connect the Wilmington Avenue Class II and El Segundo Boulevard Class II bike lanes with the Class I Compton Creek Bike Path.

Detailed Estimate:

SCOPE - ENGINEERS ESTIMATE 5/21/14

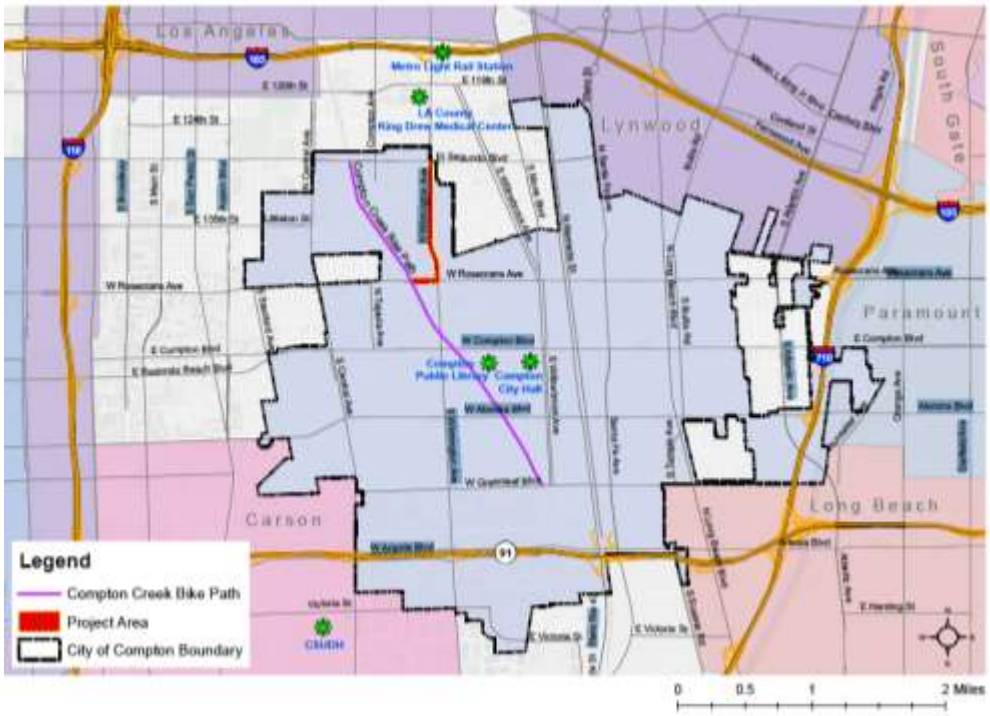
DESCRIPTION	PROPOSED SCOPE ESTIMATE			
	EST QTY	UNIT	UNIT AMT	TOTAL
Mobilization & Demobilization	1	LS	$ 11,000	$ 11,000
Construction Surveying	1	LS	$ 9,000	$ 9,000
Traffic Control Plan	1	LS	$ 6,000	$ 6,000
Traffic Control	30	DAY	$ 200	$ 6,000
Roadway Excavation (Haul and Disposal)(ADA Ramps)	600	CY	$ 8	$ 4,800
Sawcut & Remove PCC Sidewalk/Gutter/Curb Ramp (ADA)	600	SF	$ 8	$ 4,800
ADA concrete ramps at Kemp Ave	1400	CY	$ 11	$ 15,400
Install Asphalt approach ramps (Class I entry)	1800	CY	$ 8	$ 14,400
Pedestrian Activated Crosswalk Warning Signal System	1	LS	$ 80,000	$ 80,000
Removal Striping (for realignment)	12112	LF	$ 6	$ 72,672
Lane Restriping and Pavement Legends	12112	LF	$ 4	$ 48,448
Pedestrian Countdown Signal and Installation	44	EA	$ 900	$ 39,600
ADA compliant Pedestrian Pushbuttons	44	EA	$ 400	$ 17,600
Solar Powered Speed Feedback Signs	4	EA	$ 9,900	$ 39,600
Pedestrian Warning Signage	4	EA	$ 300	$ 1,200
Bike Lane and Wayfinding Signage	18	EA	$ 300	$ 5,400
Install Electric Service Pedestral & Connection (Ped Lighting)	14	EA	$ 4,000	$ 56,000
Supply and Install Ped Light Conduit, Pull Box & Conductors	14	LS	$ 19,684	$ 275,576
Supply and Install Pedestrian Light Assembly & Foundation	14	EA	$ 5,000	$ 70,000

Sub total		$ 777,496
Contingency	10%	$ 77,750
Total Construction Cost		$ 855,246
Preliminary Design Engineering (% of construction)	6%	$ 46,649.76
Construction Engineering (% of construction)	12%	$ 93,300
TOTAL (PE, Construction and CE)		$ 995,195

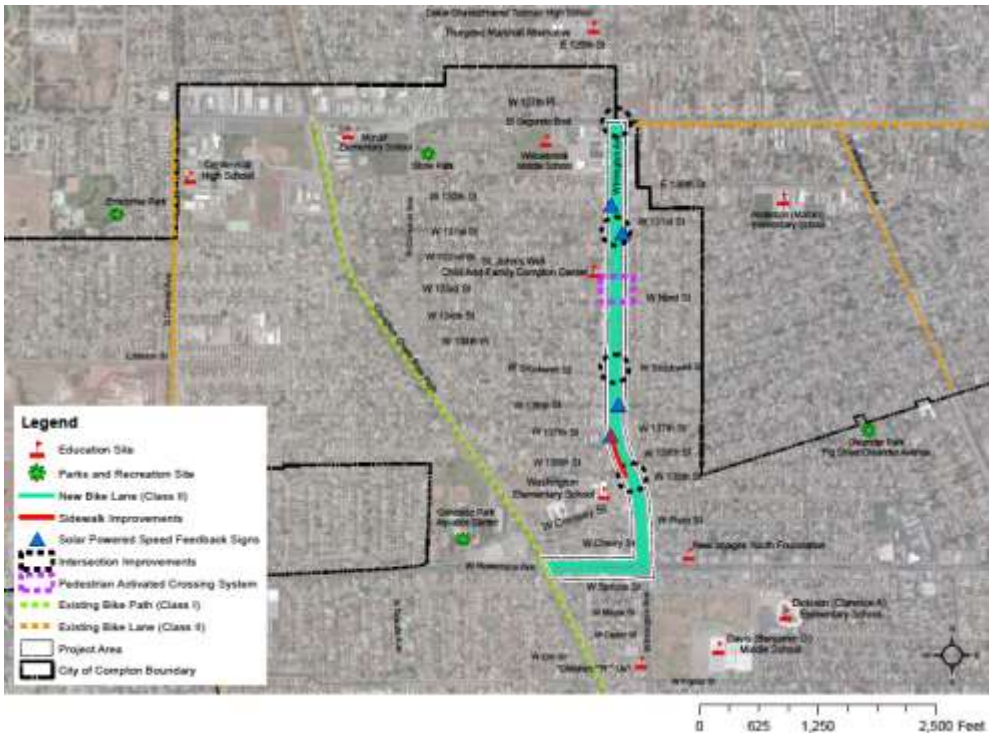
Project Schedule:

Project Milestone			Proposed
Project Study Report Approved			08/14/14
Begin Environmental (PA&ED) Phase			08/14/14
Circulate Draft Environmental Document	Document Type	CE	09/01/14
Draft Project Report			09/01/14
End Environmental Phase (PA&ED Milestone)			10/15/14
Begin Design (PS&E) Phase			11/15/14
End Design Phase (Ready to List for Advertisement Milestone)			05/15/15
Begin Right of Way Phase			NA
End Right of Way Phase (Right of Way Certification Milestone)			NA
Begin Construction Phase (Contract Award Milestone)			07/10/15
End Construction Phase (Construction Contract Acceptance Milestone)			11/20/15
Begin Closeout Phase			11/21/15
End Closeout Phase (Closeout Report)			01/01/16

Project Map:



Preliminary Plan:



Agency Contact:
Glen Kau, P.E., Director of Public Works/ City Engineer
310 605-5505, Gkau@comptoncity.org

May 15, 2014

Ms. Cynthia Vitale
ATP Contact
California Association of Local Conservation Corps
1100 11th Street, Ste. 200
Sacramento, CA 95816
916/ 558-1516
calocalcorps@gmail.com

RE: ATP Application Submittal for the City of Compton

Dear Cynthia:

Per the guidelines for the California Active Transportation Program Cycle 1, the City of Compton is submitting the details of our application, as follows:

Project Title: Wilmington Avenue Safe Streets Pedestrian and Bicycle Improvements

Project Description: Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements is a pedestrian and bicycle safety improvement project at aims to improve pedestrian and bicycle safety for the communities adjacent to the Wilmington Avenue transportation corridor by developing safer pedestrian crossings and intersection as well as installing bicycle lanes to improve bicycle visibility and safety and, thereby, reducing collisions. Pedestrian and bicycle safety improvements include:

- El Segundo Boulevard at Wilmington Ave – installation of wider and colored crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.
- 131st Street at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.
- 133rd Street at Wilmington Ave – Installation of wider sidewalks, pedestrian actuated traffic warning system, Rectangular Rapid Fire Beacon (RRFB) LED warning light and sign, and embedded LED flashing beacon.
- Wilmington Avenue between 137th and 139th Streets – installation of sidewalks along the western side of Wilmington Street.
- Stockwell St at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.
- 139th Street at Wilmington Ave - Installation of wider crosswalks, high visibility crosswalk striping, countdown pedestrian signals and enhanced pedestrian lighting.

- Wilmington Avenue from El Segundo Bl and Rosecrans Ave – installation of Class II bike lanes with advisory signage and installation of four solar powered speed feedback signage for speed control and attainment.
- Rosecrans Avenue from Wilmington Avenue and Compton Creek – installation of Class II bike lanes with wayfinding signage to connect the Wilmington Avenue Class II and El Segundo Boulevard Class II bike lanes with the Class I Compton Creek Bike Path.

Detailed Estimate:

SCOPE - ENGINEERS ESTIMATE 5/21/14

	PROPOSED SCOPE ESTIMATE			
DESCRIPTION	EST QTY	UNIT	UNIT AMT	TOTAL
Mobilization & Demobilization	1	LS	$ 11,000	$ 11,000
Construction Surveying	1	LS	$ 9,000	$ 9,000
Traffic Control Plan	1	LS	$ 6,000	$ 6,000
Traffic Control	30	DAY	$ 200	$ 6,000
Roadway Excavation (Haul and Disposal)(ADA Ramps)	600	CY	$ 8	$ 4,800
Sawcut & Remove PCC Sidewalk/Gutter/Curb Ramp (ADA)	600	SF	$ 8	$ 4,800
ADA concrete ramps at Kemp Ave	1400	CY	$ 11	$ 15,400
Install Asphalt approach ramps (Class I entry)	1800	CY	$ 8	$ 14,400
Pedestrian Activated Crosswalk Warning Signal System	1	LS	$ 80,000	$ 80,000
Removal Striping (for realignment)	12112	LF	$ 6	$ 72,672
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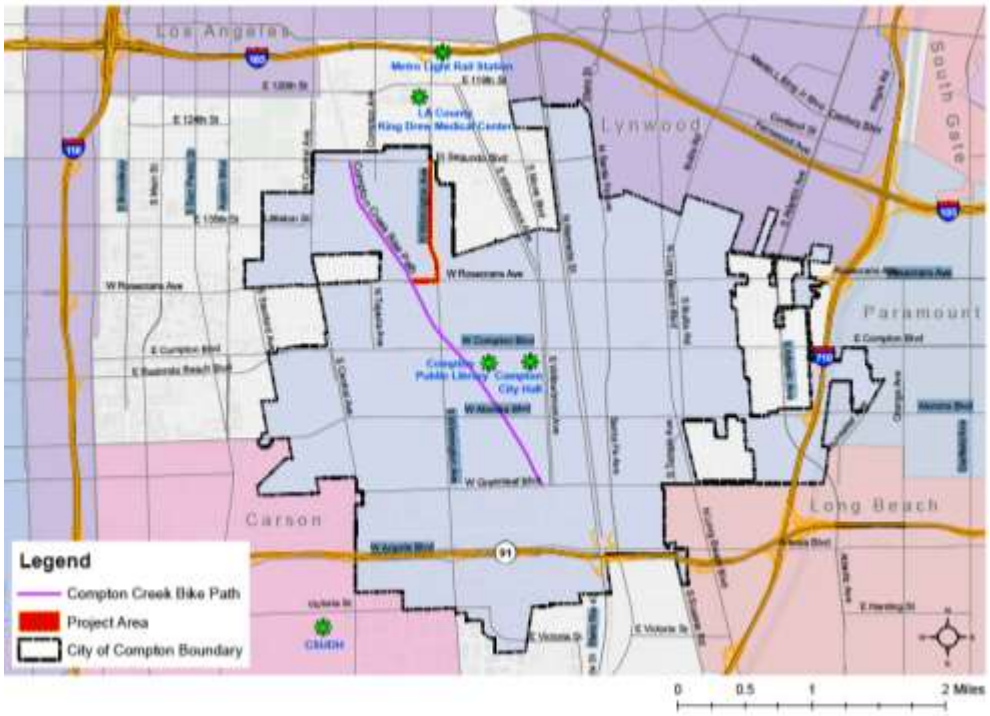
Project Map:



Preliminary Plan:

Agency Contact:
Glen Kau, P.E., Director of Public Works/ City Engineer
310 605-5505, Gkau@comptoncity.org

City of Compton

Photographic Summaries
of
Existing Conditions

Photo of Existing Conditions

Photo #1 (above. Looking northwest onto Wilmington Av) and **Photo #2** (below. Looking west onto El Segundo Bl). Worn crosswalks and inadequate safety measures for pedestrians. El Segundo Bl and Wilmington Av sits adjacent to Willowbrook Middle School (below). McNair Elementary School, Centennial High School and Sibrie Park are less than ¼ mile of west of this intersection. Improvements include countdown pedestrian signals, high visibility crosswalk striping, pedestrian lighting and colored stamped concrete crosswalks.

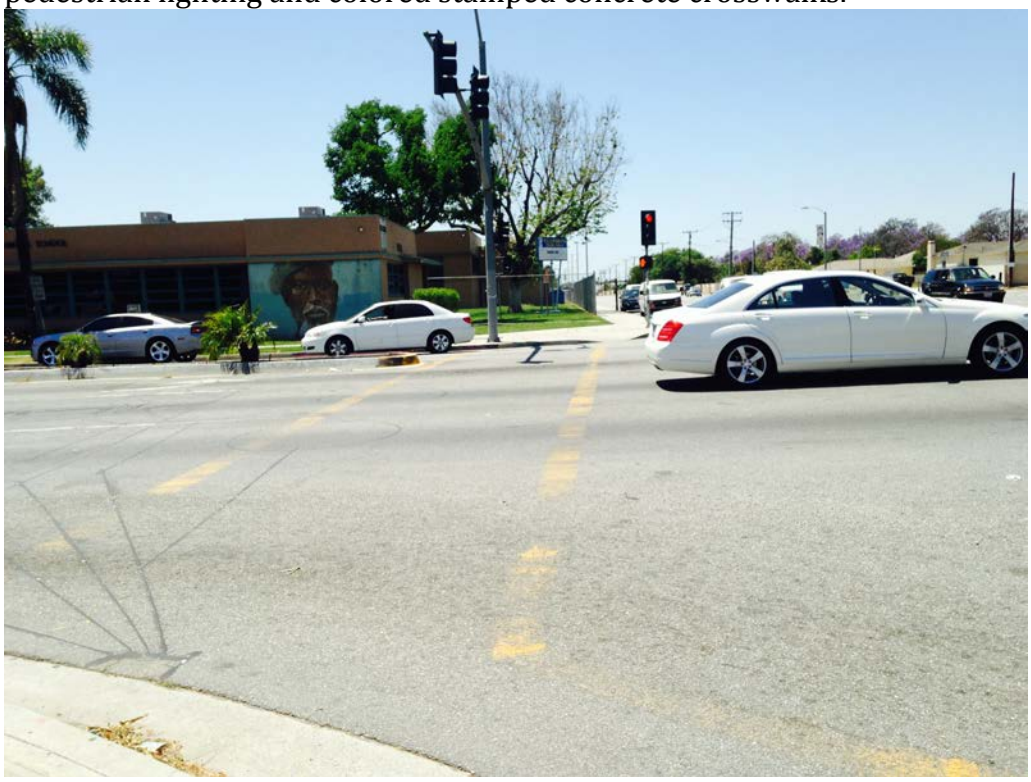


Photo #3 (above): Looking south on Wilmington Av. This corridor is ideal for Class II bike lanes between El Segundo Bl and Roscrans Av. This bike lane will provide connectivity from the existing El Segundo Bl Class II bike lanes onto the Compton Creek Class I bike path. Solar powered speed feedback signs would be installed to control motorist speed.

Photo #4 (below): Looking east onto 131st St. Intersection required safety features such as high visibility striping, countdown pedestrian signals and pedestrian lighting.

Photo of Existing Conditions

Photo #5 (above): Looking east onto north side of 131st St. This intersection requires crosswalk to accommodate demand for pedestrian crossings. Most pedestrians cross an their risk without a crosswalk.

Photo #6 (below): Looking east onto 133rd St. This unprotected crosswalk requires pedestrian safety features such as ped activated warning system, embedded LED flashing beacons, lighted RRFB, and enhanced high visibility signage and stripping.

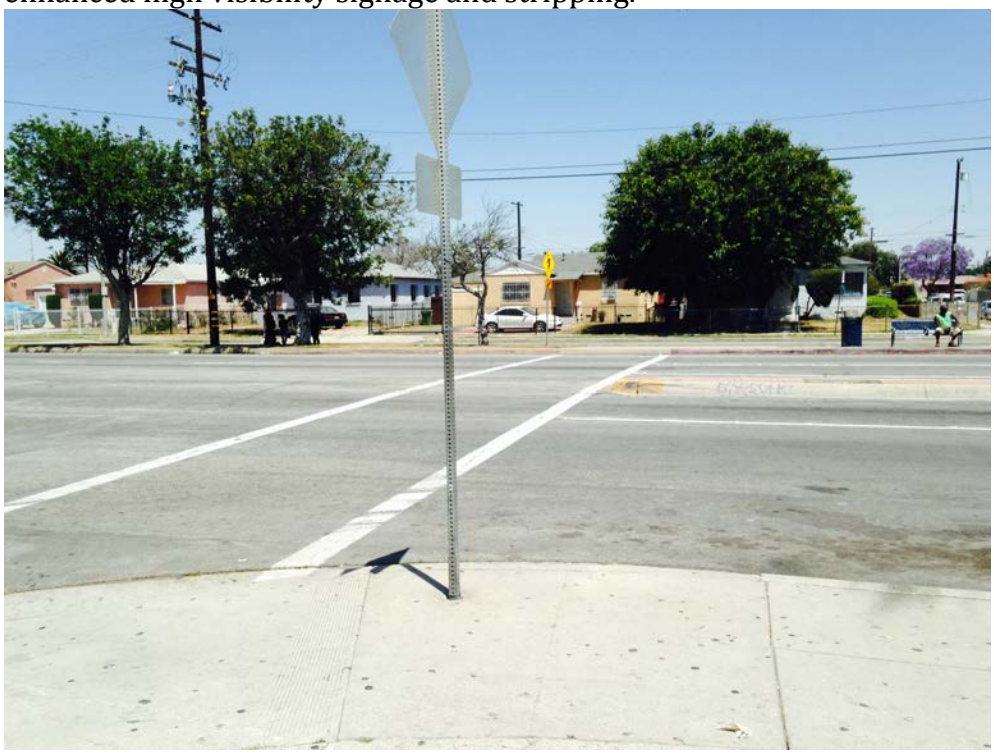


Photo of Existing Conditions

Photo #7 (above): Looking north onto Wilmington Av at 133rd St. Additional high visibility pedestrian crosswalk striping is necessary to ensure safety along Wilmington Av. **Photo #8 (below):** Looking south on Wilmington Av , south of 137th St. Sidewalk end prior to school property. This segment of the corridor accommodates more that 200 elementary and middle school pedestrians daily with an additional 100 adult pedestrians.

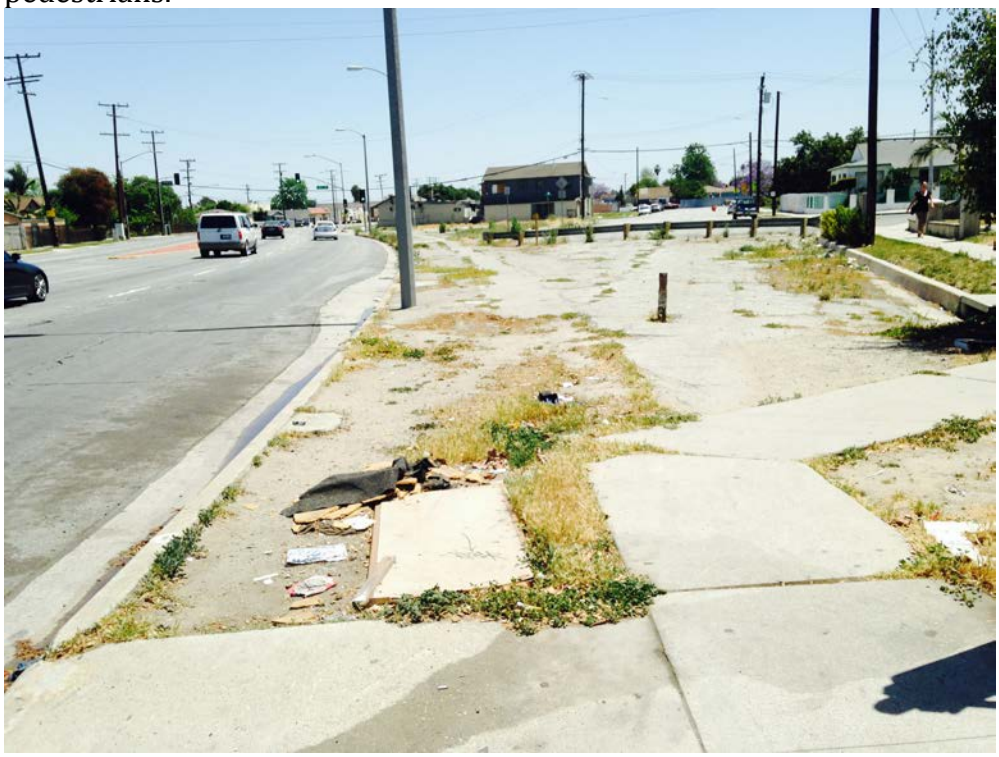


Photo of Existing Conditions

Photo #9 (above): Looking west on 139th St (Washington Elementary School. Inadequate sidewalk conditions adjacent to school. Improvements would include wider sidewalks and pedestrian lighting for added safety at night. **Photo #10 (below):** Looking west at 139th and Kemp Av. No ADA sidewalk ramps at school crossing. Improvements would be to install two ADA ramps, high visibility zebra striping and enhance pedestrian crossing signs.

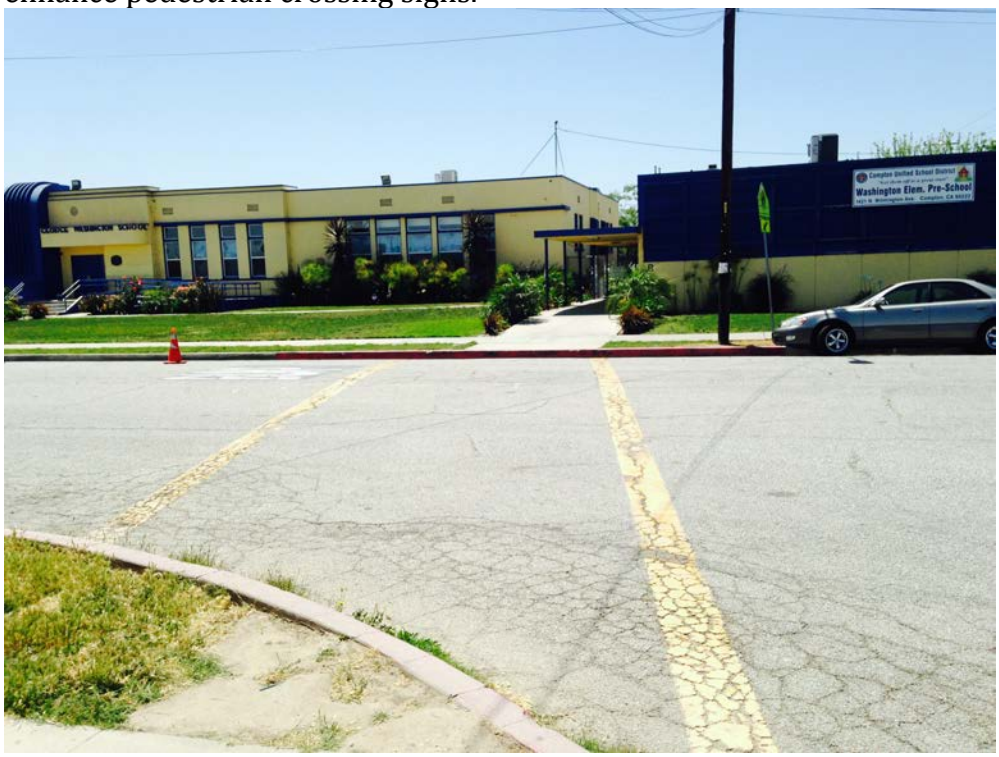
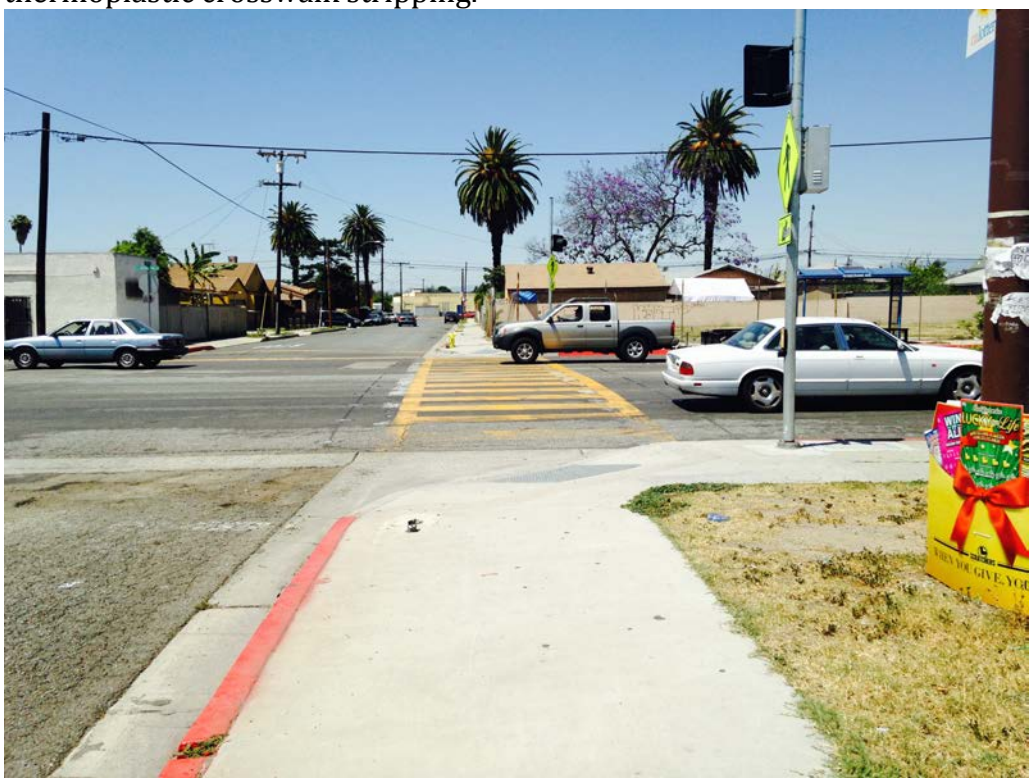


Photo #11 (above): Looking south on Kemp Av at 139th St. Lack of ADA sidewalk ramps and inadequate sidewalk width creates safety issues for pedestrians. Improvements would include widening sidewalks and installing ADA curb ramps. **Photo #12 (below):** Compton Creek Class I bike path adjacent to school is unimproved and is in need of improvements such as paving sections of Class I and lighting for bike and pedestrian safety.

Photo of Existing Conditions

Photo #13 (above): Looking north onto Compton Creek Class I bike path at Rosecrans Av. Portions of Class I is unpaved. Improvement would include paving Class I to extend onto Rosecrans Av., pedestrian level lighting for additional safety at night and wayfinding and warning signs at Rosecrans Av. **Photo #14 (below):** Compton Creek Regional Bike Path signage. Because of budget cuts and priority issues, this Bike Path project is slowing being constructed when funding is made available.

Photos #15 and #16: Looking north on Kemp Av at Rosecrans Av. Crosswalk safety is minimal at this uncontrolled intersection. Kemp Av directly feeds into Wilmington Elementary School. Improvements would include pedestrian activated embedded LED flashing beacons and enhanced high visibility RRFB flashing warning beacons and high visibility thermoplastic crosswalk stripping.



City of Compton

SUPPORT LETTERS

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Arthur T. Leahy
Chief Executive Officer
213.922.6888 Tel
213.922.7447 Fax
metro.net

Metro

May 12, 2014

Malcolm Dougherty
Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

RE: Letter of Support for Wilmington Avenue Pedestrian And Bicycle Safety Improvement Project Active Transportation Program (ATP) Application

Dear Director Dougherty:

The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the Wilmington Avenue Pedestrian And Bicycle Safety Improvement Project in the City of Compton. Metro is committed to promoting sustainability through direct actions to implement policies, programs and projects as well as through collaboration with local jurisdictions and agencies to meet the mandate to reduce greenhouse gas emissions as well as to increase mobility, safety and the social and economic vitality of our communities.

Active transportation is a key planning priority within Metro and aligns with regional mobility strategies and plans. The 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies(RTP/SCS) adopted by the Southern California Association of Governments(SCAG) identifies active transportation as a key component. In furthering regional goals, Metro has developed multiple initiatives and programs to systematically address the challenges associated with bicyling and walking trips, including the Countywide Sustainability Planning Policy, the First/Last Mile Strategic Plan, the Safe Routes to School Pilot program and through financial commitments as Part of the Long Range Transportation Plan (LRTP) and the bi-annual Call for Projects process which funds local bicycle and pedestrian projects that are consistent with both local and regional plans.

We find this project to be consistent with the SCAG RTP/SCS and the LRTP and endorse the City of Compton's efforts and contribution towards a sustainable transportation future. We respectfully request a favorable consideration of the Wilmington Avenue Pedestrian And Bicycle Safety Improvement Project for the ATP grant.

Sincerely,

Arthur T. Leahy
Chief Executive Officer

Compton Unified School District
Office of the Superintendent
501 South Santa Fe Avenue
Compton, CA 90221
(310) 604-6508
(310) 632-3014 - Fax

BOARD OF TRUSTEES

Micah Ali
President

Satra Zurita
Vice President

Charles Davis
Clerk

Margie Garrett
Legislative Representative

Emma Sharif
Member

Skyy Fisher
Member

Mae Thomas
Member

Darin Brawley
Superintendent

May 15, 2014

Malcolm Doughtery, Director
California Department of Transportation
P.O. Box 94273-0001
Sacramento, CA 94273-0001

Subject: Support for the Active Transportation Grant Application for the Wilmington Avenue Safe Streets Pedestrian and Bicycle Safety Improvements

Dear Director Dougherty:

Compton Unified School District (CUSD) is pleased to support the Active Transportation Program (ATP) funding request for the Pedestrian and Bicycle Safety Improvements along Wilmington Avenue between El Segundo Boulevard and Rosecrans Avenue in the City of Compton. CUSD is committed to promoting sustainability through direct actions to implement policies, programs and projects as well as through collaboration with local jurisdictions and agencies to meet the mandate to reduce greenhouse gas emission as well as to increase mobility, safety and the social and economic vitality of our communities.

We find this project will help to protect our students safely reach our schools and other destinations while setting a standard seek alternative travel modes such as walking and/or biking. We respectfully request a favorable consideration of the Wilmington Avenue Safe Streets Pedestrian and Bicycle Safety Improvements for this Active Transportation Program grant.

Respectfully,

Darin Brawley
Superintendent
Compton Unified School District