Caltrans Active Transportation Program
Cycle 1 Application
May 21, 2014

City of Inglewood
Active Transportation Plan & Safe Routes to School Plan

ORIGINAL (1 of 1)

Table of Contents

I.	General Information	Page 2
II.	Project Information	Page 5
III.	Screening Criteria	Page 6
IV.	Narrative Questions: Q1-Q8	Page 9
V.	Project Programming Request	Page 24
VI.	Additional Information [if needed]	Page 25
VII.	Application Signatures	Page 27
IX.	Additional Attachments	Page 29

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:	City of Inglewood - Active Transportation Plan & Safe Routes to School Plan

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

I. GENERAL INFORMATION

Project name: City of Inglewood - Active Transportation Plan & Safe Routes to School Plan

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Inglewood, 1 W. Manchester Blvd. Inglewood, CA 90301	2. PROJECT FUNDING ATP funds Requested $ 485,800.00 Matching Funds (If Applicable) $ Other Project funds $ TOTAL PROJECT COST $ 485,800.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Linda F. Tatum, AICP, Acting Economic and Community Development Director, ltatum@cityofinglewood.com, 310-412-5230	
4. APPLICANT CONTACT (Address & zip code) 1 W. Manchester Blvd. Inglewood, CA 90301	5. PROJECT COUNTY(IES):
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>	Small Urban (Pop =or<200,000 but > than 5,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 07-5164R
12. ☐ Yes, the applicant has a STATE MA with Caltrans.

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*: Social Justice Learning Institute	15. Partner Type Non-profit organization
16. Contact Information (Name, phone # & e-mail) D'Artagnan Scorza, Executive Director (323)952-7363 dscorza@sjli-cp.org	17. Contact Address & zip code 664 E. Regent St., Inglewood, CA 90301

☐ 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: City of Inglewood - Active Transportation Plan & Safe Routes to School Plan

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:
Bennett/Kew Elementary - Worthington Elementary - Kelso Elementary - Oak Street Elementary Woodworth Elementary - Hudnall Elementary - La Tijera K-8 - Highland Elementary
27. SCHOOL DISTRICT NAME & ADDRESS:
Inglewood Unified School District: 401 S Inglewood Ave, Inglewood, CA 90301

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
19646340000000	11,800	90.90
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
See Attachment 2		N/A

**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

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** Inglewood, CA

2. **Project Coordinates** Latitude 33.9540736 (Decimal degrees) Longitude -118.3461204 (Decimal degrees)

Coordinates are for Inglewood City Hall. However, this project is Active Transportation and Safe Routes to School Plan, therefore the Plan Study Area will include the entire City of Inglewood. In addition, the proposed Plan Impact Area will extend into neighboring jurisdictions to ensure infrastructure continuity. (Attachment 5: Project Area/Project Impact Area Map.)

3. **Project Description**

The City of Inglewood proposes to prepare a comprehensive Active Transportation Plan (AT Plan) that incorporates bicycle, pedestrian, Americans with Disabilities Act (ADA) considerations and Safe Routes to School (SRTS) analysis and planning. Key to a widely supported and implementable document will be a robust community engagement process for the AT Plan including establishment of a technical advisory committee, community design charrettes, and enhanced outreach methods such as a dedicated website page. Community engagement activities will also include an Educational/Encouragement campaign targeting auto drivers, bicyclists, pedestrians, students, and parents in support of active transportation and Safe Routes to School. To ensure that this plan can measure and achieve its goals, a system of data collection will be initiated early in the schedule, and a plan for ongoing permanent pedestrian and bicycle counts will be developed and implemented.

4. **Project Status**

The City and its Partner, the Social Justice Learning Institute (SJLI), have taken multiple proactive steps to develop and maintain the strong level of community support for improving active transportation in Inglewood, which is embodied in several recent planning efforts. In

2013, the City adopted its Energy and Climate Action Plan (ECAP) as well as a downtown Transit Oriented Development Visioning Plan, both of which revealed that residents strongly desire improved active transportation facilities in the City. Community interest and support for active transportation was strengthened by results from the City's Pedestrian Safety Assessment (PSA) (2013), which cited significant safety issues for pedestrians and bicyclists in Inglewood. Residents' desire for increasing public health through pedestrian-friendly, landscaped neighborhoods was also documented during the public outreach process for SJLI's Greening Plan, planned for completion in 2014.

The City will use and build upon the plans cited above, and on all relevant plans and guidance to inform its own AT and SRTS plans, including Caltrans Complete Streets policies, California Strategic Highway Safety Plan, the Southern California Association of Government's (SCAG) AT Appendix (2012 Regional Transportation Plan/Sustainable Community Strategy), the L.A. County Metro Bicycle Master Plan, and plans for adjacent jurisdictions. This City will use the opportunity presented by this planning work to address key recommendations from the PSA. The planning process, public engagement and educational/encouragement campaigns will benefit from the expertise and active involvement of the City's project partner, SJLI, and through close coordination with the Inglewood Unified School District (IUSD).

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding

An examination of the regional active transportation network illustrates the many gaps created for pedestrians and cyclists by the lack of infrastructure within the City of Inglewood. (Attachment 6: SCAG Regional Active Transportation Network Map) The ability to replace a badly outdated and only minimally implemented Circulation Element (adopted 1992) afforded by this Active Transportation Grant comes at a critical time in the life of the City. The City has an important upcoming opportunity to coordinate its future active transportation network with

the planning for three Inglewood light rail stations (LAX/Crenshaw Line) to be built by the Los Angeles County Metropolitan Transportation Authority (Metro). These facilities are scheduled to open in 2019.

2013 Pedestrian Safety Assessment underscores urgent safety needs. As documented in its 2013 Pedestrian Safety Assessment, Inglewood has a great need to plan for effective investments to reduce serious pedestrian and bicycle safety issues, and to provide a disadvantaged community with a broader range of high-quality transportation options.

The City's 2013 Pedestrian Safety Assessment also recommended many relatively simple improvements to improve the safety, convenience and viability of bicycling and walking in the City. Preparation of an Active Transportation Plan and Safe Routes to School Plan will allow the City to take the next step of comprehensively evaluating and determining obstacles/impediments to pedestrian activity. These Plans will focus their analysis on schools with the greatest need for improved transportation logistics, determining the ideal configuration of a bicycle network for Inglewood, the type of bicycle infrastructure appropriate to each street selected, supporting bicycle facilities needed, and an implementation plan to create an environment that supports and encourages active transportation alternatives to single occupant vehicle use. The implementation plan will identify those improvements that could be privately funded and those that the City would be responsible for. Lastly, upon completion of the planning phase, an education campaign would commence aimed at improving bicyclist and pedestrian safety both around schools and throughout the City.

Active transportation infrastructure is required to match local travel needs and preferences. As detailed in the response to Question 1A, below, relative to regional averages, Inglewood residents have lower automobile ownership and access rates, higher bicycle/pedestrian mode share and transit usage, indicating reliance on non-auto travel modes. Yet, the design of City streets is currently auto-centric, as evidenced by long pedestrian

crosswalks without medians or pedestrian refuges, long blocks with distances between crosswalks, and an absence of bike infrastructure. By developing an Active Transportation Plan with broad representation of the community participating, and incorporating Complete Streets design standards into policies and projects, City residents will be able to more feasibly use alternative transportation options. This will improve their ability to access job centers that are outside of Inglewood's immediate area. By enhancing active transportation modes, residents will be less reliant on automobile travel. In addition, by making improvements to bicycle and pedestrian facilities in Inglewood, residents' access to mobility options will grow, thereby promoting equity.

A Plan will help leverage resources and coordinate investments as public and private development activity grows. In addition to public infrastructure projects currently under construction, significant private development projects are emerging. The 234-acre Hollywood Park Tomorrow broke ground in February 2014 for a commercial, residential, and open space mixed use development on a former racetrack grayfield. In January 2014, after a major renovation, the 17,000 seat Forum resumed operation as one of the preeminent concert venues in the Los Angeles region.

The public and private activities occurring in Inglewood make it a critical time for the City to develop a strategy for non-motorized transportation. This will ensure that transportation improvements occur in a coordinated manner and will facilitate the use of public and private resources efficiently and appropriately. Important time sensitive issues that must be considered by the City include: 1) The process of modifying the Zoning Code/General Plan to accommodate Transit Oriented Development is planned to occur within 6-12 months; and 2) The City is experiencing increased interest from the private sector for development in Inglewood due to the LAX/Crenshaw line under construction.

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.

Inglewood's proposed AT and SRTS Plan is consistent with SCAG's 2012-2035 RTP/SCS (adopted April 2012), by maximizing transportation system productivity through defining needed projects that close gaps, create better local and regional active transportation connections, improve air quality, and encourage land use/growth patterns that facilitate transit and non-motorized transportation.

By identifying, analyzing, prioritizing and building consensus and support for evidence-based solutions to ongoing bicycle/pedestrian safety, mobility and access issues in Inglewood, the Plans promote RTP/SCS greenhouse gas reduction and address all Active Transportation goals: increased bicycle/pedestrian infrastructure funding, increased bicycle/pedestrian planning; expanded transportation options, and reduced bicycle/pedestrian fatalities and injuries.

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.

Several key conditions in Inglewood increase the likelihood of a strong positive correlation between pedestrian/bicycle infrastructure and substantially increased use of non-motorized transportation options: relatively high existing bicycle/pedestrian mode share; residents' low rate of access to vehicles for trip-making; and the dense developing transit network (upcoming significant increases in light rail service on the LAX/Crenshaw line, accessible by Inglewood residents and employees).

Existing AT mode share demonstrates need and growth potential. Second, Inglewood residents are already more prone to utilize alternative modes of transportation, making it likely that with improvements to bicycle and pedestrian facilities many vehicle trips

would be converted to pedestrian, bicycle, or transit trips, or a combination of transit and active transportation modes. For example, in Inglewood 7.9 % of commuters took public transit to work as compared to 7.1% in Los Angeles County, and 5.1% in California. [SOURCE: American Community Survey 2008-2012, DP04]

Area workers have less access to vehicles. Workers who live in Inglewood have less access to vehicles compared to workers in Los Angeles County and California as a whole. In Inglewood, 45% of workers have only one vehicle available in their household as compared with 35% in Los Angeles County and 32% in California. Conversely, two-vehicle households are much less common in Inglewood than elsewhere with 30% having two vehicles, 35% in Los Angeles County, and 38% in California. [SOURCE: American Community Survey 2008-2012, DP04]

The City's transit network supports walking and cycling. Nearly every property in Inglewood is within 1/2 mile of 'High Quality Transit' (SCAG, 2013) and most transit trips involve a walking or cycling component at one or both ends.

New light rail stations will link to high-desire destinations for jobs, shopping, and recreation. One of the most significant changes to occur has been the development of new local and regional transit facilities. In 1995, the Los Angeles County Metropolitan Transportation Authority (Metro) began operation of the Green line, which includes one stop in Inglewood. In 2019, Metro will begin operating the LAX/Crenshaw line with three stations in the City. All three stations are expected to prompt increased development and business activity but the station planned for the City's downtown is expected to spur significant redevelopment on nearby vacant and underutilized sites as well as throughout Inglewood's downtown.

School focus will create good walking/cycling habits in the lives of young people. The Safe Routes to School Plan will focus specifically on 8 of the 17 schools in the Inglewood Unified School District that have the most severe transportation logistical issues. This

represents approximately 4,887 students out of a total of 11,800 students district-wide, who then, as they become more educated and familiar with active transportation, could encourage their family members to join them in more walking and cycling activities.

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 City's Energy and Climate Action Plan (ECAP) estimated that through the implementation of a bike network similar to that shown in the General Plan, the City would conservatively see 300 new cyclists on Inglewood's roads which would result in a 1.18 million annual reduction in vehicle miles travelled in the year 2020. This calculation is based on the assumption that every mile of new bikeways produces an increase of 0.075% in bicycle ridership per 100,000 people. The reduction in vehicle miles travelled due to enhancements that create a more pedestrian friendly environment is amplified when considering construction of the LAX/Crenshaw Metro line and stations in Inglewood. Pedestrian improvements alone would conservatively result in 1 million additional walk trips annually, which is an annual reduction of another 1.16 million vehicle miles travelled, for a total of 2.35 million miles of vehicle travel avoided. These calculations are based on modeling assumptions that city-wide and site-specific pedestrian improvements would be made, with VMT reductions and new pedestrian rates varying by project. (Attachment 7: ECAP Table 14.) This data is used as the basis for calculating benefits in the Benefit-Cost Methodology (Attachment 8).

Both local and regional active transportation system users will benefit from the results of these planning efforts. Preliminary mapping of regional destinations (Attachment 9), local destinations (Attachment 10) and the Population Distribution Map (Attachment 22) provide early guidance to the scoping process, and will be refined as the work proceeds.

Robust data collection is a critical and often missing piece of the active transportation environment. The City proposes to establish a strong, but strategic, network of data collection

locations that will begin with temporary bicycle/pedestrian counting technologies. The Plan itself will identify the infrastructure and cost to maintain a permanent system of counts and other relevant information that will keep the City informed about changing needs and conditions through Plan implementation.

The preliminary draft scope of work for the two proposed plans (Attachment 4: Preliminary Project Scope of Work and Cost Estimate) include a focused traffic analysis that will use new tools that more sensitively detect changes in pedestrian and bicycle activity and safety impacts, such as the Multimodal Level of Service and Federal Highway Administration (FHWA) Highway Safety Manual.

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.

The Active Transportation and Safe Routes to School Plan would identify a comprehensive network and strategy to enable a bicyclist or pedestrian to access any location in the City. In addition, the active transportation network would connect to bike and pedestrian facilities in adjacent jurisdictions as well as transit facilities. The Safe Routes to School Plan will focus specifically on 8 of the 17 schools in the Inglewood Unified School District that have the most severe transportation logistical issues. The SRTS Plan will, however, provide general recommendations and policies for all schools in support of SRTS and would establish an implementation plan for each school to sustain a SRTS program within existing resource levels.

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.

While there is a fairly complete network of sidewalks in Inglewood, many sidewalks lack adequate ADA ramps, schools routinely experience vehicle congestion that put students at risk of injury, and there is currently no network of bike facilities. Many regional active

transportation pathways and routes end abruptly at the City's boundaries, thus impeding city-to-city active transportation trips. (Attachment 6: SCAG Regional AT Network)

By identifying and prioritizing pedestrian improvements, planning for a bicycle network and identifying transportation improvements at schools, active forms of transportation will be enhanced significantly. Residents will be able to connect more easily on foot to local destinations and to the high quality transit available within Inglewood. Bicyclists will likewise be able to access the bicycle infrastructure in surrounding jurisdictions as well as regional transit stations. Students will experience greater safety and comfort in walking or biking to school. In addition, by improving bike and pedestrian facilities in Inglewood, active transportation access to LAX will be enhanced due the City's close proximity to the airport.

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.

2009 California Office of Traffic Safety (OTS) data ranks Inglewood 5th out of 56 California cities in the number of pedestrian casualties (injured or killed) by average population, with 1st being worst. Inglewood ranked 6th out of 56 in the number of pedestrians killed based on daily vehicle miles traveled for cities of similar size. (Attachment 11)

Estimated injuries/fatalities avoided: The Transportation Injury Mapping System (TIMS) 2009 data (http://tims.berkeley.edu/tools/query/summary.php) indicates 63 pedestrian collisions and 23 bicycle collisions. Of those, 4 or (4.7%) were fatal, 6 or (7%) were severe, and 25 or (29.1%) resulted in visible injuries. These are the accidents that will be used to calculate the monetized benefit of avoiding injury and death through implementation of complete streets strategies and other projects identified through the planning process. The benefit-cost methodology for this planning project (Attachment 8) assumes that, under a business-as-usual scenario, 2009 data would be approximately repeated each year over the

ten-year project life. Thus, we would expect to see 40 fatalities, 60 severe injuries and 250 visible injuries. A 15% reduction in that rate would avoid approximately 6 fatalities, and 47 serious/visible injuries over 10 years.

To assess and prioritize candidate safety treatments, a traffic analysis will be conducted, using relevant tools such as the Multimodal Level of Service analysis and the FHWA Highway Safety Manual.

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

The 2013 Pedestrian Safety Assessment (PSA) identified candidate safety improvements in five geographic focus areas within the City: La Tijera School; Downtown near the future Florence/La Brea Light Rail station; Maitland Avenue between W. 80th St/S. 2nd Ave. and S. Van Ness Ave; Crenshaw Blvd. between Imperial Blvd. and I-105 Light Rail Station; and Century Blvd. east of I-405. (Attachment 12: Links to Relevant Plans, to view PSA Site-Specific Analysis of Focus Areas Section 4.2.)

As part of the AT and SRTS Plans, and the building off-site-specific suggestions identified in the PSA, the City will assess existing conditions at 35 identified key intersections, and analyze a wide range of best practices and engineering solutions, including but not limited to the following illustrative strategies (listed under the relevant bullet points below):

- Reduces speed or volume of motor vehicles
  - Consider pedestrian oriented speed limits
  - Ensure that zoning and right-of-way design standards in ped/bike/school areas do not contribute to a routine need for traffic calming
- Improves sight distance and visibility
  - Pedestrian crossing flags
  - High-visibility transit stop locations
  - Raised crosswalks, detectable crosswalk warning strips
  - Landscaping template to maximize visibility

    - Improves compliance with local traffic laws
- Radar gun check-out program for trained community volunteers to record speeding vehicle information
- Install or improve signage and warnings
- Education and encouragement campaign targeted at auto drivers, bicyclists, pedestrians, students, and parents
- Raised crosswalks
    - Eliminates behaviors that lead to collisions
- Use of leading pedestrian intervals
- Education and encouragement campaign
    - Addresses inadequate traffic control devices
- Consider allowing residents to file comments or complaints for traffic control devices or dangerous conditions online
- Create pedestrian/bicyclist-oriented traffic signal and stop sign warrants
- Propose and analyze adjustments to crossing signals as needed to support pedestrian use
    - Addresses inadequate bicycle facilities, crosswalks or sidewalks
- Recommend and work toward Complete Streets Policy and Routine Accommodations
- Propose and analyze a range of street marking, signage, lighting and other treatments at problem locations
- Propose and analyze midblock crosswalks where they serve pedestrian desire lines
- Propose and analyze appropriate locations for bicycle parking and supportive facilities
- Propose and analyze road diets to shorten the crossing distance, calm traffic, implement bike infrastructure
- Consider reconfiguration of problem intersections with a goal of improving access for non-motorized forms of transportation.

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.

As mentioned in the response to 2A, above, in the 2009 California Office of Traffic Safety (OTS) safety rankings of California cities, Inglewood ranked 5th out of 56 California cities for the number of pedestrian casualties (injured or killed) by average population, with 1st being worst. Inglewood ranked 6th out of 56 for the number of pedestrians killed based on daily vehicle miles traveled for cities in the same population group. From 2008 to 2010, there were 131 pedestrian and 58 bicyclist casualties in Inglewood. (Attachment 13: TIMS Maps and Safety Issues Photos)

As part of the Plan tasks, the City will compile local police reports, consult with school and community groups and conduct additional field research to identify safety hot spots on which to focus the analysis of safety-related improvements. The City will examine vehicle-related collisions on freight corridors and through-traffic corridors with special attention.

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.

In early 2013, the City adopted its Energy and Climate Action Plan, which identified actions aimed at establishing a bicycle network and a more walkable community. This document was prepared with an extensive public outreach process. (Discussed in 3B and documented in Attachment 14.) The workshops were attended primarily by residents, but included local organization and utility representatives. On numerous occasions attendees confirmed a strong desire for a comprehensive bike network and strategies aimed at fostering a walkable environment.

In late 2013, the City's Partner in this grant application, SJLI, began preparation of a community-led Greening Plan for the City and adjacent community of Lennox in unincorporated Los Angeles County. Once again, residents indicated their preference for a more bike- and pedestrian-friendly community. The proposed comprehensive AT and SRTS Plans will incorporate and connect to that planning effort.

In preparation for the opening of the three Metro LAX/Crenshaw stations in 2019, the City recently completed a SCAG Compass Blueprint Grant community visioning effort to establish a locally-supported framework to create a transit-oriented district near the downtown station. In 2014, using TOD grant funds from Metro, the City will begin the process of modifying its General Plan, Zoning Code, and Design and Development Standards to support transit oriented development around the light rail stations.

Consultation with state, regional and local agencies was an important part of all these planning efforts. The City coordinated with Caltrans District 7, SCAG, Metro, Los Angeles County Public Health Department, Los Angeles International Airport (LAX), County of Los Angeles and neighboring jurisdictions, to ensure that the City's local planning efforts nested appropriately in the integrated subregional and regional networks. The City looks forward to continuing and expanding these relationships during the stakeholder engagement process included in the proposed AT and SRTS plans.

The project is also supported by LA n Sync, a partnership that brings together the broad diversity of Greater Los Angeles—uniting academic, civic, nonprofit, business and philanthropic sectors to pursue and win major funding opportunities. LA n Sync has been instrumental as a partner with LARRC, providing resources for writing this grant application and other technical assistance. Stakeholder and public participation is documented in Attachment 14.

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

First, the **Pedestrian Safety Assessment** (2013) recommendations included the development of both an AT and SRTS plan.

Second, in March 2013, the City Council publicly approved an **Energy and Climate Action Plan (ECAP),** which identified improvements to both bicycle and pedestrian facilities as

priorities to help the City meet a short-term greenhouse gas reduction target of 15% by 2020 and a long term reduction goal of 33% by 2035.

Two ECAP strategies identified for reducing emissions and vehicle fuel consumption are 'Improvements to bicycle facilities' and 'Street and sidewalk improvements to ensure a safe and convenient system for pedestrians'. (Attachment 7: ECAP Table 14.) By prioritizing a consensus-based list of high-performing projects, including funding and implementation steps, an Active Transportation/SRTS Plan, informed by a robust public engagement process, would provide the strategic investment framework that will result in a more balanced, safe and enjoyable multi-modal transportation environment in Inglewood.

During the **ECAP**'s preparation in 2012, several outreach opportunities were conducted, including two community workshops and two public hearings. Two overview/update reports were provided at public meetings, and additional outreach was conducted at a city-wide event.

The workshops and public hearings were noticed using a variety of methods including: newspapers, television broadcasts, utility bill inserts, announcements at City Council meetings, neighborhood block club group meetings, electronic reader board postings, identification and direct outreach to non-resident stakeholders, and posting of notices in high traffic community areas. (Attachment 14 documents public participation.)

Finally, residents' desire for increasing public health through pedestrian-friendly, landscaped neighborhoods has been documented during public outreach for SJLI's **Urban Greening Plan**, planned for completion in 2014. The Plan was developed by the Healthy and Sustainable Inglewood Collaborative (HSIC) comprising more than 30 community members, business owners, local government, health agencies and organizations whose work is focused in Inglewood. They combined plan visioning and strategy development together with the community needs assessment workshops, and made them the subject matter of HSIC's monthly meetings. From November 2013 - March 2014 they focused on areas including

transportation, air quality, healthy food & urban agriculture, urban greening, water conservation, energy & waste, economic development, community engagement and health equity. Using facilitator guided breakout groups, the strategies, goals, and activities for the Urban Greening Plan were developed by the HSIC stakeholders.

Outreach was also conducted by email and phone calls to each of the Collaborative members twice a month before each meeting took place, informing them of the activities and requesting their attendance. HSIC members were encouraged to invite community members from their networks to attend meetings as well. For the community meeting outreach was conducted through email, phone calls, door knocking, working with the public at city and community events, promotion on the SJLI website and through the network of HSIC members.

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

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? Y/N **Y**

Although the estimated cost to develop Inglewood's AT Plan and SRTS Plan is far less than $1 Million, as referenced throughout this application the City has conducted two planning efforts (ECAP and PSA) that identify, specifically and generally, the need for the additional, focused planning efforts included in the grant request scope of work.

Greenhouse Gas Emissions Reduction: The annual reduction in GHG emissions attributable to plan-related decreases in VMT is 531.566 metric tons, or 5,315.66 metric tons over the 10-year life of the project. (Attachment 8)

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 City, its elected officials, residents and local partners support a comprehensive planning effort for schools as well as the community at large, which is required to deliver important active transportation infrastructure needed for safety and mobility, and to integrate

projects within a coherent and effective multimodal network. The need for this planning effort emerged from the community, and is widely supported, as documented in Question 3, above. Development of an Active Transportation Plan was specified as an important and recommended strategy in the City's 2013 Pedestrian Safety Assessment, as was a Safe Routes to School Plan. (See page 27 and page 13, respectively, accessible via link to document provided in Attachment 11).

The alternatives to preparing a comprehensive active transportation plan and SRTS plan were not viable. If the City does nothing, an inadequate 1992 plan will remain in place, imperiling bicyclist and pedestrian safety and community health, and stalling construction of urgently needed equitable multi-modal transportation infrastructure. If the City pursues a piecemeal approach to active transportation planning, the likely results would be intermodal gaps, duplication of effort and/or failure to take advantage of upcoming, time-critical light rail transit oriented design (TOD) and economic development opportunities.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., ———————— and ————————————).

The total costs associated with the preparation of the City of Inglewood Active Transportation Plan and Safe Routes to School Plan is $485,800. The result of the analysis shows a substantial **positive Total Project Cost benefit-to-cost ratio of 39.53**, meaning that for every one dollar of investment, $39.53 in benefits is realized. The benefit-to-cost ratio based only on the Active Transportation Program grant request is the same ratio of 39.53, because the Active Transportation Plan and Safe Routes to School Plans will take place in Inglewood, which meets the Caltrans ATP eligibility thresholds for disadvantaged community.

Based on the analysis presented in Attachment 8, Table 3, the two plans will result in $1,920,756 worth of annual benefits over a 10-year project life, for a total of $19,207,654.

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.

Los Angeles County Department of Public Health data from 2010 shows that 9.9% of residents in Inglewood have diabetes, 7.7% have heart disease, 25.2% have hypertension, 26.6% have high cholesterol, and 61.4% are overweight/obese. Increased physical activity as measured by increased bike/ped miles traveled, resulting from Plan implementation (described above) reduces all these chronic conditions. Attachment 15 Public Health Life Expectancy Map.

Specific health outcomes will be supported in these Plans by:

- Conducting ATP classes @ City Parks in conjunction with SJLI's Nutrition Education Obesity Prevention (NEOP) classes to educate community members of the benefits of cycling and walking on personal health.
- Conducting ATP training and workshops at all Inglewood events educating community members of the benefits of cycling and walking on personal health.
- The creation of neighborhood and school Walking/Biking Clubs that encourage members to utilize new safe and secure active transit opportunities as an outlet for adding physical activity to daily lifestyles.
- Work with the walking & biking clubs to create local walk/bike trails using Inglewood landmarks and parks as featured destination.

Specific health outcomes will be measured by:

- Conducting Pre-, intermediate, and post surveys to measure impact of the ATP education programming and potential behavioral shifts of community members.
- Comparing and contrasting data collected against Los Angeles Department of Public Health approved data and reports to determine the impact of the ATP project and the addition of physical activity on the public health of Inglewood residents.

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

A. I. Is the project located in a disadvantaged community? Y/N Y

II. Does the project significantly benefit a disadvantaged community? Y/N Y

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

- Median household income for the community benefited by the project: $45,000

Median household income in the City ($45,000) is approximately 26% lower than the state of California, exceeding the threshold of 80% of the statewide median. (Attachment 16)

- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:

All Inglewood Zip Codes are contained within the CalEnvironScreen 91-100 percentile, indicating the highest level of environmental burden borne by residents. (Attachment 17)

Based on 2010 Census: Total Population 109,673

ZIP Code	Population
90301	36,568
90302	29,415
90303	26,176
90304	28,210
90305	14,853

- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:

87.95% of all IUSD students; 89.8% of the 8 SRTS Plan target. Attachment 18.

b. Should the community benefitting from the project be considered 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.

N/A: The City meets the thresholds for three criteria for identifying disadvantaged communities.

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

All Plan benefits go to disadvantaged communities. As detailed above, the population in Inglewood is economically disadvantaged when compared to the state, and to surrounding LA County: City households earn less than 80% of statewide median household income, and 94% of City residents are African American or Latino. The City is located in the top percentile for environmental burden. Because of the geography and demographics of the

City, 100% of the ATP funds requested will benefit disadvantaged communities. The targeted analysis of ADA Compliance within the City recognizes the special needs of the disabled, elderly and children who are especially impacted by barriers to walking and cycling.

The Safe Routes to School Plan will focus specifically on 8 of the 17 schools in the Inglewood Unified School District that have the most severe transportation logistical issues. This represents approximately 4,887 students whose risk of injury or fatality will be greatly reduced compared to the existing high-risk environment.

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

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N YES
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them
      Virginia Clark, Virginia.clark@ccc.ca.gov, EMAIL, 5/7/2014

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N YES
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them
      Cynthia Vitale, calocalcorps@gmail.com, EMAIL, 5/7/2014

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N YES

Virginia Clark, Region 1 Deputy, has expressed interest in participating in the City's Planning tasks. Preliminarily, these are identified as Education and Outreach; Bike/Pedestrian Counts

After reviewing the City's application, CALCC has advised that no local corps will be able to participate on this project. (Attachment 19)

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

The City has not had any ATP Planning grant failures in the past 5 years. In 2011-2013, the City managed the grant funded Energy and Climate Action Plan which was prepared by an outside consultant experienced in the preparation of such plans. The Plan was completed and adopted by the City within the grant timeframe and within the allocated budget.

Project name:	City of Inglewood - Active Transportation Plan & Safe Routes to School Plan

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:	City of Inglewood - Active Transportation Plan & Safe Routes to School Plan

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)	$
Right-of-Way Phase	$
Construction Phase-Infrastructure	$
Construction Phase-Non-infrastructure	$ 486
Total for ALL Phases	**$** 486

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

*Must indicate which funds are matching

Total Project Cost	$ 486
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$ 332
Request for Safe Routes to Schools Infrastructure work	$ 54
Request for Safe Routes to Schools Non-Infrastructure work	$ 100
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		
Right-of-Way		
Construction	02/01/2015	03/01/2015

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: City of Inglewood - Active Transportation Plan & Safe Routes to School Plan

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
03/01/2015	03/01/2015	Assume FHWA Authorization Date is March 1, 2015
03/01/2015	02/28/2018	Task Ø: Project Management
04/01/2015	06/30/2015	Task 1: Chartering, Scoping, Policy + Technical Oversight
05/01/2015	05/31/2016	Task 2: Conduct Community Involvement/Outreach
05/01/2015	08/31/2015	Task 3: Develop Analytic Framework
04/01/2015	09/30/2015	Task 4: Analyze Existing Conditions
03/01/2015	02/28/2018	Task 5: Safe Routes to School Plan
09/01/2015	11/30/2015	Task 6: Identify Solutions
12/01/2015	05/30/2016	Task 7: Analyze, Rate, Rank and Select Solutions
05/01/2016	08/31/2016	Task 8: Plan Adoption, Implementation, Maintenance, Monitoring, Reporting
09/01/2016	02/28/2018	Task 9: Education + Encouragement Campaign (AT + SRTS)

Project name: City of Inglewood - Active Transportation Plan & Safe Routes to School Plan

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: _____
Name: Artie Fields Phone: 310-412-5301
Title: City Manager e-mail: afields@cityofinglewood.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: 5/15/14
Name: Louis A. Atwell Phone: 310-412-5333
Title: Public Works Director e-mail: latwell@cityofinglewood.org

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

Signature: _____ Date: 5/19/14
Name: Joe Dominguez Phone: 310-419-2793
Title: Chief Operating Officer e-mail: jdominguez@inglewood.k12.ca.us

Person to contact for questions:

Name: Mindy Wilcox Phone: 310-412-5230
Title: Senior Planner e-mail: mwilcox@cityofinglewood.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:
City of Inglewood - Active Transportation Plan & Safe Routes to School Plan

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)

List of Attachments

The following attachments are included as part of the City of Inglewood's Caltrans Active Transportation Grant Program application for funding to conduct an Active Transportation Plan and a Safe Routes to School Plan.

1. Attachment 1: Inglewood List of Attachments for ATP Grant
2. Attachment 2: Inglewood Unified School District Data for Eight Targeted Schools
    a. Percentage of students who walk/bike to school
    b. Approximate number of students living along school route proposed for improvement (Census Block Group Map)
    c. Project distance from primary or middle school (NOT APPLICABLE; this is a plan, not an infrastructure project)
3. Attachment 3: Project Programming Request
4. Attachment 4: Preliminary Project Scope of Work and Cost Estimate
5. Attachment 5: Project Area/Project Impact Area Map
6. Attachment 6: SCAG Regional Active Transportation Network
7. Attachment 7: City of Inglewood Energy and Climate Action Plan (ECAP) Table 14: GHG Reductions Based on City Actions to Implement Pedestrian and Bicycle Improvements - ECAP, p. 45
8. Attachment 8: Cost-Benefit Analysis Methodology
9. Attachment 9: City of Inglewood Regional Destination Map
10. Attachment 10: City of Inglewood Local Destination Map
11. Attachment 11: Pedestrian Safety Assessment Excerpt
12. Attachment 12: Relevant Plans and Online Locations
    a. Greening Plan (Social Justice Learning Institute, 2014)
    b. Inglewood Energy and Climate Action Plan (2013)
    c. Inglewood Pedestrian Safety Assessment (2013)
13. Attachment 13: TIMS Maps and Safety Issue Photos
14. Attachment 14: Public Participation Documentation (ECAP & Greening Plan)
15. Attachment 15: Life Expectancy Map
16. Attachment 16: Median Household Income Map
17. Attachment 17: Cal Enviroscreen Map
18. Attachment 18: Free/Reduced Price Lunch Map and Data
19. Attachment 19: CCC/LACCC Documentation
20. Attachment 20: Letters of Support
    a. Inglewood Unified School District
    b. Metro
    c. South Bay Cities Council of Governments
    d. LA N Sync
    e. Los Angeles County Bike Coalition
    f. ABC Block Club
    g. Centinela Hospital
    h. Kaiser Permanente

21. Attachment 21: City of Inglewood City Council Resolution to Submit ATP Grant Application
22. Attachment 22: Population Distribution Map

ATTACHMENT 2

Eight (8) Focus Schools

	Bennett/Kew	Highland	Hudnall	Kelso	La Tijera	Oak St.	Woodworth	Worthington
Total Student Enrollment	626	650	417	706	665	705	483	635
% of Students Eligible for Free/Reduced Meals	90%	89%	94%	86%	82%	93%	95%	93%
% of Students that Currently Walk or Bike to School	21%	43%	39%	24%	15%	33%	51%	58%

Bennett/Kew Elementary
11710 S. Cherry Avenue
Inglewood, CA 90303
Principal: Dr. Irella Perez

Highland Elementary
430 Venice Way
Inglewood, CA 90302
Principal: Tia Belt-Brown

Hudnall Elementary
331 W. Olive Street
Inglewood, CA 90301
Principal: Dawnyell Goolsby

Kelso Elementary
809 E. Kelso Street
Inglewood, CA 90301
Principal: Brian Coffey

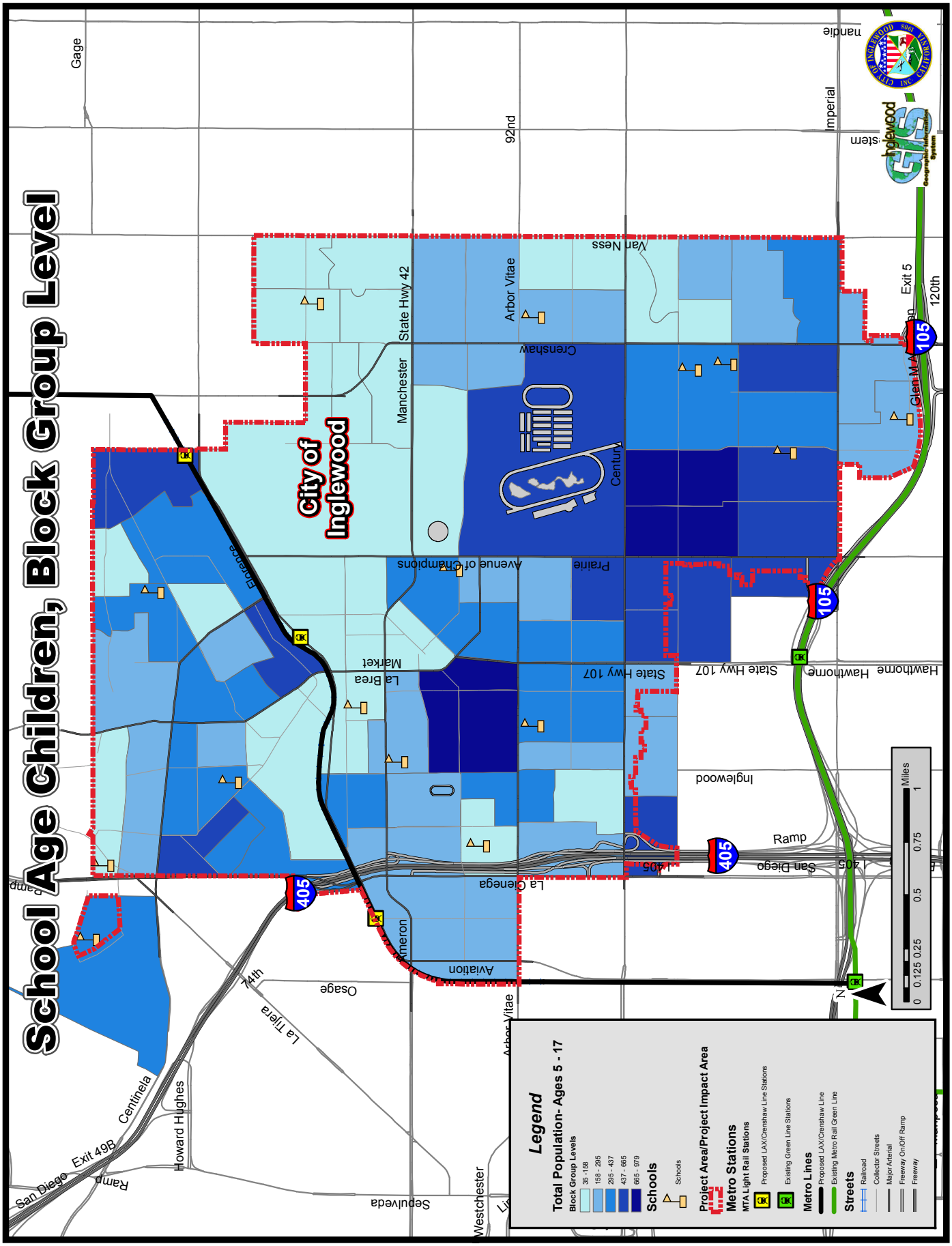
La Tijera K-8
1415 N. La Tijera Blvd.
Inglewood, CA 90302
Principal: Eugema James

Oak Street Elementary
633 S. Oak Street
Inglewood, CA 90301
Principal: Mr. Richard Barter

Woodworth Elementary
3200 W. 104th Street
Inglewood, CA 90303
Principal: Rose Rangel

Worthington Elementary
11101 S. Yukon Avenue
Inglewood, CA 90303
Principal: Claudette Delatorre

School Official: _____ 5/19/14
Joe Dominguez — Date
IUSD Chief Operating Officer


School Age Children, Block Group Level
City of Inglewood
Legend
Total Population- Ages 5 - 17
Block Group Levels
35 - 158
158 - 295
295 - 437
437 - 665
665 - 979
Schools
Schools
Project Area/Project Impact Area
Metro Stations
MTA Light Rail Stations
Proposed LAX/Crenshaw Line Stations
Existing Green Line Stations
Metro Lines
Proposed LAX/Crenshaw Line
Existing Metro Rail Green Line
Streets
Railroad
Collector Streets
Major Arterial
Freeway On/Off Ramp
Freeway
Miles
0 0.125 0.25 0.5 0.75 1
Gage
92nd
Imperial
Manchester
State Hwy 42
Arbor Vitae
Crenshaw
Van Ness
Exit 5
120th
Glen Anderson
Century
Prairie
Avenue of Champions
Florence
La Brea
Market
State Hwy 107
Hawthorne
Inglewood
Ramp
San Diego
405
La Cienega
Ameron
Aviation
Osage
74th
La Tijera
Centinela
Howard Hughes
Exit 49B
Sepulveda
Westchester
105

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

Attachment 3

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/16/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**	
07						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
LA				City of Inglewood, CA	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Linda F. Tatum, AICP	310-412-5230	ltatum@cityofinglewood.com

Project Title

City of Inglewood - Active Transportation Plan & Safe Routes to School Plan

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

The City of Inglewood is in southwest Los Angeles County, just east of LAX. The Active Transportation Plan and SRTS Plan proposed will extend to the City boundaries in all directions, though the AT Plan will consider connectivity to adjacent communities. This comprehensive planning effort incorporates bicycle, pedestrian, ADA considerations and SRTS analysis of 8 of the 17 Inglewood Unified School District school sites. The scope includes a robust community engagement process, an educational/encouragement campaign, and the implementation of a system of data collection to ensure before/after data availability and ongoing monitoring

☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements

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

Purpose and Need ☐ See page 2

2013 Pedestrian Safety Assessment underscores urgent safety needs. As documented in its 2013 Pedestrian Safety Assessment, Inglewood has great need to plan for effective investments to reduce serious pedestrian and bicycle safety issues, and to provide a disadvantaged community with a broader range of high-quality transportation options It also provides an update for a long-outdated circulation element (1992) and provides an opportunity for the City to integrate active transportation planning with upcoming Light Rail (LAX/Crenshaw LRT) planning for three stations scheduled to open within the City in 2019.

Project Benefits ☐ See page 2

Project reduces VMT by 2.3M per year (2020) and reduces GHG gas emissions by 531 Metric Tons per year. Project also reduces eliminates an estimated 47 serious bike/ped injuries and 6 bike/ped deaths over 10 years.

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

Project Milestone			Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	**Document Type**		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			03/01/15
End Construction Phase (Construction Contract Acceptance Milestone)			02/28/18
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

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.

CITY OF INGLEWOOD COMPREHENSIVE ACTIVE TRANSPORTATION PLAN	Assume 18 months from Consultant NTP to Adoption/initiation of Implementation Plan: March 1, 2015 - August 31, 2016	Notes and working assumptions used to estimate hours and costs.	Inglewood Staff hours	Staff Costs, based on estimated average staff rate, fully allocated of $100	Consultant staff hours	Estimated Consultant Costs, based on average consultant rate, fully allocated	Total Hours	Total Costs
Blue Shaded Cells indicate specific plan elements required by CTC, in March 20, 2014 Memorandum: Adoption of the 2014 Active Transportation Program Guidelines Resolution G-14-05				$100		$150		
Task 0: Project Management								
	Manage ATP grant administration and reporting to Caltrans	Assumes 4 hours per month for 18 months	72	$7,200	0	$0	72	$ 7,200.00
	Contract administration to manage consultant team	Assumes 4 hours per month for 15 months	60	$6,000	0	$0	60	$ 6,000.00
	City Project Manager	Assumes 12 hours per month for 18 months	216	$21,600	0	$0	216	$ 21,600.00
	City of Inglewood internal coordination, including reporting to senior management and City Council	Assumes 8 hours per month for 18 months	144	$14,400	0	$0	144	$ 14,400.00
Task 0 Total			**492**	**$ 49,200.00**	**$ -**	**$ -**	**492**	**$ 49,200.00**
Task 1: AT Plan & SRTS Plan Chartering & Scoping, Policy and Technical Oversight		This task establishes the City's commitment to engaging the community, clarifies roles and ensures non-duplication between AT Plan and SRTS work, refines project study area, study impact area, and consultant scopes of work, creates schedule of meetings and deliverables. Establishes ground rules for oversight committees.						
	Community Involvement Plan to reach all stakeholders, including disadvantaged and underserved communities; plan will integrate activities conducted in association with SRTS engagement and education.	This task is only to develop the plan; implementation is captured in Task 2	24	$2,400	16	$2,400	40	$ 4,800.00
	Interagency Coordination Plan: Coordinate between agencies, jurisdictions, discipline Plan coordination with neighboring jurisdictions, school districts, local and regional transportation agencies	Possibly develop Steering Committee or Policy Advisory Committee for high-level coordination and cooperation, and to facilitate effective segue into implementation phase. Assume 4 meetings. Would include City, Partners, Schools, Caltrans, County, Neighboring Jurisdictions, SCAG, LA Metro, Transit, Station Planning Team	24	$2,400	8	$1,200	32	$ 3,600.00

CITY OF INGLEWOOD COMPREHENSIVE ACTIVE TRANSPORTATION PLAN	Assume 18 months from Consultant NTP to Adoption/initiation of Implementation Plan: March 1, 2015 - August 31, 2016	Notes and working assumptions used to estimate hours and costs.	Inglewood Staff hours	Staff Costs, based on estimated average staff rate, fully allocated of $100	Consultant staff hours	Estimated Consultant Costs, based on average consultant rate, fully allocated	Total Hours	Total Costs
	Establish Technical Advisory Committee, define roles and responsibilities	This committee will meet monthly (18 times) to guide plan development. Actual meeting time is included in Task 2	24	$2,400	24	$3,600	48	$ 6,000.00
	Purpose & Need Prepare, review refine purpose and need, preliminary goals and objectives	Manage expectations, focus everyone's efforts, and prepare the groundwork for the analytic framework.	24	$2,400	24	$3,600	48	$ 6,000.00
Task 1 Total			**96**	**$ 9,600.00**	**72**	**$ 10,800.00**	**168**	**$ 20,400.00**
Task 2: Conduct Community Involvement & Stakeholder Engagement Activities		These are suggested activities based on your emails; details will certainly evolve, but activities listed are at least proxies for desired level of effort and costs						
	Form and conduct Technical Advisory Committee meetings (local agency, technical and citizen/interest groups and SRTS team representation to guide plan development, review and comment on all deliverables)	Assumes 18 2-hour meetings, with 2 hours for preparation and immediate follow up for staff and consultant; assumes two staff and two consultant team members involved.	144	$14,400	144	$21,600	288	$ 36,000.00
	Design charettes (3 4-hour workshops)	Assumes 3 4-hour workshops	10	$1,000	100	$15,000	110	$ 16,000.00
	Dedicated website and multimedia outreach		10	$1,000	44	$6,600	54	$ 7,600.00
	Conduct SRTS-related engagement	This is included in SRTS task below	0	$0	0	$0	0	$ -
	Focus Group Panel (Selected for broad representation and community connections) Focus Group Meeting Summary and Findings for each meeting	Assumes Focus Group (same participants) will meet 5-6 times during plan development period. 2-hour meetings, plus 8 hours preparation and follow up, e.g., prepare summary and findings reports.	30	$3,000	140	$21,000	170	$ 24,000.00
Task 2 Total			**194**	**$19,400**	**428**	**$64,200**	**622**	**$ 83,600.00**
Task 3: Develop Analytic Framework								
	Based on the plans' goals and objectives, identify set(s) of performance measures appropriate to screening, analysis, prioritization and post-implementation performance monitoring. Draft refine and finalize methodology. Include modal performance, EJ access, improved travel times, safety, public health outcomes, etc.	To promote trust and transparency, develop analytic methods and protocols before identifying solutions. Revise as needed to match performance measures to community goals and objectives for the plans. This usually takes longer than people think.	40	$4,000	40	$6,000	80	$ 10,000.00
Task 3 Total			**40**	**4000**	**40**	**6000**	**80**	**$ 10,000.00**

CITY OF INGLEWOOD COMPREHENSIVE ACTIVE TRANSPORTATION PLAN	Assume 18 months from Consultant NTP to Adoption/initiation of Implementation Plan: March 1, 2015 - August 31, 2016	Notes and working assumptions used to estimate hours and costs.	Inglewood Staff hours	Staff Costs, based on estimated average staff rate, fully allocated of $100	Consultant staff hours	Estimated Consultant Costs, based on average consultant rate, fully allocated	Total Hours	Total Costs
Task 4: Analyze Existing Conditions								
	Document review and prepare policy framework report.	Review all appropriate documents, from local to federal. Based on review of relevant planning documents and reports and other adopted policies, prepare policy framework report	8	$800	62	$9,300	70	$ 10,100.00
	Estimate current and future bike/ped trips	Future conditions will be estimated and evaluated as part of Analysis of Solutions task	8	$800	8	$1,200	16	$ 2,000.00
	Describe current educational programs		8	$800	8	$1,200	16	$ 2,000.00
	Compile current collision/injury/fatality data and post-plan data for bike/ped; identify hot spots to address	Future conditions will be estimated and evaluated as part of Analysis of Solutions task	8	$800	8	$1,200	16	$ 2,000.00
	Map and describe current/future land use, showing major destinations, residential areas, schools, etc.	Future land use may be modified as a result of this planning effort; future development with and without plan implementation will be mapped and discussed, showing opportunities resulting from AT plan implementation	12	$1,200	32	$4,800	44	$ 6,000.00
	Map and describe current/proposed bikeways, bike parking	Future conditions will be estimated and evaluated as part of Analysis of Solutions task	8	$800	8	$1,200	16	$ 2,000.00
	Describe current/proposed bike parking policies	Future conditions will be estimated and evaluated as part of Analysis of Solutions task	8	$800	8	$1,200	16	$ 2,000.00
	Map and describe bike facilities linked to other modes (transit stops, park and rides, etc.)		8	$800	24	$3,600	32	$ 4,400.00
	Map and describe ped facilities at major transit hubs		8	$800	35	$5,250	43	$ 6,050.00
	Describe proposed signage for bike/ped way finding to designated destinations	Future conditions will be estimated and evaluated as part of Analysis of Solutions task	9	$900	22	$3,300	31	$ 4,200.00
	Summarize past expenditures for bike/ped facilities and programs		8	$800	2	$300	10	$ 1,100.00
Task 4 Total			**93**	**$ 9,300.00**	**217**	**$ 32,550.00**	**310**	**$ 41,850.00**

CITY OF INGLEWOOD COMPREHENSIVE ACTIVE TRANSPORTATION PLAN	Assume 18 months from Consultant NTP to Adoption/initiation of Implementation Plan: March 1, 2015 - August 31, 2016	Notes and working assumptions used to estimate hours and costs.	Inglewood Staff hours	Staff Costs, based on estimated average staff rate, fully allocated of $100	Consultant staff hours	Estimated Consultant Costs, based on average consultant rate, fully allocated	Total Hours	Total Costs
Task 5: Safe Routes to School Plan	Assumes a detailed look at 8 of the 17 IUSD schools.							
	Scoping of the 8 schools with most severe transportation logistics issues	The required level of effort and complexity will vary based on scope. Also need to integrate this in the larger effort.	24	$2,400		$0	24	$ 2,400.00
	Identify stakeholders (schools, community, government, students, parents, others) (Encouragement)		24	$2,400		$0	24	$ 2,400.00
	Hold kick-off meeting (Encouragement)		4	$400	4	$600	8	$ 1,000.00
	Develop outreach strategy for SRTS Plan (education/encouragement)		15	$1,500	24	$3,600	39	$ 5,100.00
	Develop methodology for review and selection of strategies (evaluation)		10	$1,000	24	$3,600	34	$ 4,600.00
	Gather data, conduct baseline and post-project surveys (evaluation)		50	$5,000	60	$9,000	110	$ 14,000.00
	Identify issues, goals and objectives (evaluation)		50	$5,000	34	$5,100	84	$ 10,100.00
	Identify solutions (engineering, education, encouragement, enforcement)		50	$5,000	100	$15,000	150	$ 20,000.00
	Prepare plan, including engineering, education, encouragement, enforcement, evaluation		50	$5,000	100	$15,000	150	$ 20,000.00
	Fund the plan (identify funding sources for desired outcomes)		24	$2,400	8	$1,200	32	$ 3,600.00
	Create Action Plan for SRTS: Prioritize actions (policies, programs, events, projects)		40	$4,000	24	$3,600	64	$ 7,600.00
	Coordinate with eight (8) schools and existing school committees to embed SRTS into existing processes and procedures. Develop guide for establishing SRTS in remaining nine (9) schools.		16	$1,600		$0		
	Initiate ongoing evaluation and reporting (Evaluation)		40	$4,000	24	$3,600	64	$ 7,600.00
Task 5 Total			**397**	**$ 39,700.00**	**402**	**$ 60,300.00**	**799**	**$ 100,000.00**

CITY OF INGLEWOOD COMPREHENSIVE ACTIVE TRANSPORTATION PLAN	Assume 18 months from Consultant NTP to Adoption/initiation of Implementation Plan: March 1, 2015 - August 31, 2016	Notes and working assumptions used to estimate hours and costs.	Inglewood Staff hours	Staff Costs, based on estimated average staff rate, fully allocated of $100	Consultant staff hours	Estimated Consultant Costs, based on average consultant rate, fully allocated	Total Hours	Total Costs
Task 6: Identify Solutions								
	Develop solution tool-box (wide range of strategies, including policies, regulations, codes, engineering solutions, TDM, TSM, education/encouragement campaign)	This can serve as an educational opportunity, and could be the focus of a portion or all of a design charrette or TAC meeting.	40	$4,000	24	$3,600	64	$ 7,600.00
	Develop solution strategies for analysis, incorporating SRTS solutions into the analysis.	This task could be approached many ways. E.g., you could develop corridor-based strategies, activity-based, economic development node-based solutions, user-based sets of solutions, and then develop menus of solutions that address identified issues. TAC and Consultant to define most appropriate solution types, with a range of total costs, which will be analyzed singly or as coherent packages.	40	$4,000	40	$6,000	80	$ 10,000.00
Task 6 Total			**80**	**$ 8,000.00**	**$ 64.00**	**$ 9,600.00**	**144**	**$ 17,600.00**
Task 7: Analyze, Rate, Rank and Select Solutions								
	Forecast bike/ped trips, mode split, collisions, injuries, fatalities with implementation of variously defined strategy packages		8	$800	16	$2,400	24	$ 3,200.00
	Analyze environmental impacts, including air quality and GHG		8	$800	16	$2,400	24	$ 3,200.00
	Analyze impact on public health and security	This subtask focuses on activity-based health impacts, and crime and perception of crime, and security, resulting from plan implementation	16	$1,600	16	$2,400	32	$ 4,000.00
	Analyze impact on social cohesiveness and quality of life		16	$1,600	16	$2,400	32	$ 4,000.00
	Analyze impact on transit usage, esp. in TOD areas		16	$1,600	16	$2,400	32	$ 4,000.00
	Analyze impact on economic development		16	$1,600	16	$2,400	32	$ 4,000.00
	Analyze impact on traffic and safety		80	$8,000	340	$51,000	420	$ 59,000.00
	Develop lifecycle costs, quantify identified benefits, or describe qualitative benefits		16	$1,600	16	$2,400	32	$ 4,000.00

CITY OF INGLEWOOD COMPREHENSIVE ACTIVE TRANSPORTATION PLAN	Assume 18 months from Consultant NTP to Adoption/initiation of Implementation Plan: March 1, 2015 - August 31, 2016	Notes and working assumptions used to estimate hours and costs.	Inglewood Staff hours	Staff Costs, based on estimated average staff rate, fully allocated of $100	Consultant staff hours	Estimated Consultant Costs, based on average consultant rate, fully allocated	Total Hours	Total Costs
	Analyze fundability of projects	Identify ability to construct and maintain proposed solutions; include anticipated revenue sources and potential grant funding for bike/ped uses	16	$1,600	8	$1,200	24	$ 2,800.00
	Prioritize rated projects		16	$1,600	16	$2,400	32	$ 4,000.00
	Select and prioritize projects for implementation		16	$1,600	16	$2,400	32	$ 4,000.00
Task 7 Total			**224**	**$22,400**	**492**	**$73,800**	**716**	**$ 96,200.00**
Task 8: Plan Adoption, Implementation, Maintenance, Monitoring & Reporting								
	Adopt Plan: Conduct activities necessary for required approvals by City, School Districts, Caltrans, LA Metro including General Plan Amendment and Zoning Code Amendment (staff reports, presentations, meetings with elected officials, organization of public supporters, etc.)		40	$4,000	0	$0	40	$ 4,000.00
	Implementation Plan: Development implementation strategy, timeline, including construction, operation and maintenance phases		24	$2,400	8	$1,200	32	$ 3,600.00
	Facilities Maintenance Plan: Describe policies to maintain existing and proposed bike/ped facilities (pavement, vegetation control, maintaining signals, lighting, etc.)		20	$2,000	8	$1,200	28	$ 3,200.00
	Monitoring: Initiate ongoing data monitoring (permanent count locations, short-duration counts as needed); identify health outcomes to measure at regular intervals, etc.		20	$2,000	8	$1,200	28	$ 3,200.00
	Progress Reports: Initiate periodic progress reporting (identify reporting agency, frequency, contents and distribution of report)		8	$800	0	$0	8	$ 800.00
Task 8 Total			**112**	$11,200	**24**	$3,600	**136**	**$ 14,800.00**

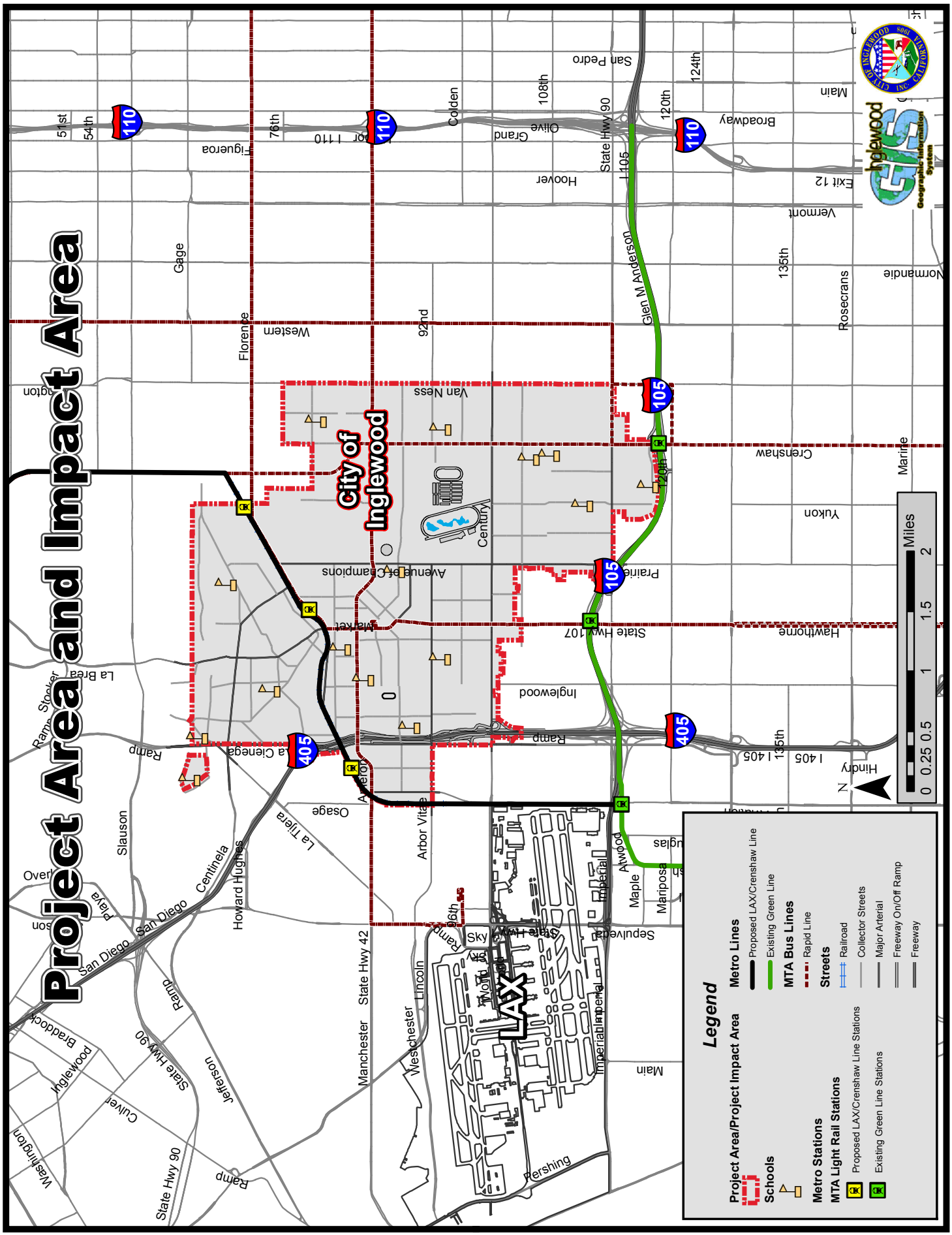
CITY OF INGLEWOOD COMPREHENSIVE ACTIVE TRANSPORTATION PLAN	Assume 18 months from Consultant NTP to Adoption/initiation of Implementation Plan: March 1, 2015 - August 31, 2016	Notes and working assumptions used to estimate hours and costs.	Inglewood Staff hours	Staff Costs, based on estimated average staff rate, fully allocated of $100	Consultant staff hours	Estimated Consultant Costs, based on average consultant rate, fully allocated	Total Hours	Total Costs
Task 9: Education & Encouragement Campaign (AT & SRTS)								
	Develop, conduct and describe bike/ped safety, education and encouragement programs and resulting effect on accidents	This could vary widely. This is primarily for SRTS, but also supports the larger AT plan.	8	$800	172	$25,800	180	$ 26,600.00
	Continued Public Engagement: Develop, describe and initiate ongoing public engagement	Develop automobile focused media based on previously developed materials for bike/ped safety. Develop bike/ped focused media based on previously developed materials for bike/ped safety.	8	$800	58	$8,700	66	$ 9,500.00
	Prepare for and conduct bike/ped safety training events geared towards ATP.	Assumes nine (9) events	0	$0	45	$6,750	45	$ 6,750.00
	Prepare for and conduct bike/ped safety training events geared towards SRTS.	Assumes (8) events	0	$0	40	$6,000	40	$ 6,000.00
	Publish quarterly newspaper column regarding bike/ped encouragement	Assumes six (6) articles in two newspapers	6	$600	18	$2,700	24	$ 3,300.00
				$0		$0	0	$ -
				$0		$0	0	$ -
Education Material Costs (PSA billboards and other media)								$ 2,000.00
Task 9 Total			**6**	**$2,200**	**103**	**$49,950**	**109**	**$ 54,150.00**
GRAND TOTAL			**1728**	**$ 175,000.00**	**1739**	**$ 310,800.00**	**3467**	**$ 485,800.00**

	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16
Task 0: Project Management																		
Project kick-off																		
Identify stakeholders																		
Form technical advisory committee																		
Task 1: Chartering & Scoping, Policy and Technical Oversight																		
Analyze and identify performance measures																		
Develop community involvement plan																		
Task 2: Conduct Community Involvement/Outreach																		
Technical Advisory Committee kick-off																		
Prepare for and hold ATP Community meetings																		
Task 3: Develop Analytic Framework																		
Identify performance measures																		
Draft methodology																		
Task 4: Analyze Existing Conditions																		
Document Review (Federal, State, Local)																		
Describe current pedestrian facilities including ADA facilities																		
Describe current biking and bike supportive facilities																		
Conduct Walking Audits																		
Conduct Bike Counts																		
Gather data on current transportation use at selected schools																		
Compile and Map Pedestrian/Bike Collision Data																		
Map local and regional destinations																		
Conduct pedestrian/bike obstacle analysis																		
Assess current City General Plan/Zoning/Etc. policies																		
Assess current ped/bike educational programs in place																		
Summary of past expenditures for ped/bike facilities																		
Overview report to City Council																		
Task 5: Safe Routes to School Plan																		
Scoping of 8 schools with most severe transportation logistics																		
Identify stakeholders																		
Prepare outreach strategy																		
Identify performance measures and develop methodology																		
Prepare for and hold kick-off meeting																		
Gather baseline data																		
Identify issues, goals, and objectives																		
Identify solutions																		
Prepare the plan																		
Identify funding sources																		
Prepare prioritized action plan																		
Coordinate with schools to implement plan																		
Ongoing evaluation and reporting																		
Task 6: Identify Solutions																		
Identify ped and bike solution tool box																		
Identify potential bike network																		
Prepare for and hold ATP Community meeting #2																		
Task 7: Analyze, Rate, Rank and Select Solutions																		
Forecast ped/bike trips, ped/bike collisions																		
Analyze environmental impacts: GHG, traffic, air quality, etc.																		
Analyze impact on public health and security																		
Analyze impact on transit use																		
Rank and prioritize projects																		
Identify potential funding sources for each project component																		
Finalize plan																		
Present draft plan in Community Meeting #3																		
Overview Report to City Council																		

	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16
Task 8: Plan Adoption, Implementation, Maintenance, Monitoring & Reporting																		
Modify General Plan to Incorporate ATP and SRTS																		
Prepare Zoning Code Amendment																		
Begin annually monitoring progress																		
Task 9: Education & Encouragement Campaign (AT & SRTS)																		
Prepare for and conduct bike/ped safety training events geared towards ATP.																		
Prepare for and conduct bike/ped safety training events geared towards SRTS.																		
Publish quarterly newspaper column regarding bike/ped encouragement.																		
Ongoing media efforts to increase bike/ped safety																		

	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18
Task 0: Project Management																		
Project kick-off																		
Identify stakeholders																		
Form technical advisory committee																		
Task 1: Chartering & Scoping, Policy and Technical Oversight																		
Analyze and identify performance measures																		
Develop community involvement plan																		
Task 2: Conduct Community Involvement/Outreach																		
Technical Advisory Committee kick-off																		
Prepare for and hold ATP Community meetings																		
Task 3: Develop Analytic Framework																		
Identify performance measures																		
Draft methodology																		
Task 4: Analyze Existing Conditions																		
Document Review (Federal, State, Local)																		
Describe current pedestrian facilities including ADA facilities																		
Describe current biking and bike supportive facilities																		
Conduct Walking Audits																		
Conduct Bike Counts																		
Gather data on current transportation use at selected schools																		
Compile and Map Pedestrian/Bike Collision Data																		
Map local and regional destinations																		
Conduct pedestrian/bike obstacle analysis																		
Assess current City General Plan/Zoning/Etc. policies																		
Assess current ped/bike educational programs in place																		
Summary of past expenditures for ped/bike facilities																		
Overview report to City Council																		
Task 5: Safe Routes to School Plan																		
Scoping of 8 schools with most severe transportation logistics																		
Identify stakeholders																		
Prepare outreach strategy																		
Identify performance measures and develop methodology																		
Prepare for and hold kick-off meeting																		
Gather baseline data																		
Identify issues, goals, and objectives																		
Identify solutions																		
Prepare the plan																		
Identify funding sources																		
Prepare prioritized action plan																		
Coordinate with schools to implement plan																		
Ongoing evaluation and reporting																		
Task 6: Identify Solutions																		
Identify ped and bike solution tool box																		
Identify potential bike network																		
Prepare for and hold ATP Community meeting #2																		
Task 7: Analyze, Rate, Rank and Select Solutions																		
Forecast ped/bike trips, ped/bike collisions																		
Analyze environmental impacts: GHG, traffic, air quality, etc.																		
Analyze impact on public health and security																		
Analyze impact on transit use																		
Rank and prioritize projects																		
Identify potential funding sources for each project component																		
Finalize plan																		
Present draft plan in Community Meeting #3																		
Overview Report to City Council																		

	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18
Task 8: Plan Adoption, Implementation, Maintenance, Monitoring & Reporting																		
Modify General Plan to Incorporate ATP and SRTS																		
Prepare Zoning Code Amendment																		
Begin annually monitoring progress																		
Task 9: Education & Encouragement Campaign (AT & SRTS)																		
Prepare for and conduct bike/ped safety training events geared towards ATP.																		
Prepare for and conduct bike/ped safety training events geared towards SRTS.																		
Publish quarterly newspaper column regarding bike/ped encouragement.																		
Ongoing media efforts to increase bike/ped safety																		


Project Area and Impact Area
City of Inglewood
LAX
Legend
Project Area/Project Impact Area
Schools
Metro Stations
MTA Light Rail Stations
Proposed LAX/Crenshaw Line Stations
Existing Green Line Stations
Metro Lines
Proposed LAX/Crenshaw Line
Existing Green Line
MTA Bus Lines
Rapid Line
Streets
Railroad
Collector Streets
Major Arterial
Freeway On/Off Ramp
Freeway
Miles
0 0.25 0.5 1 1.5 2
N
Inglewood
Geographic Information System

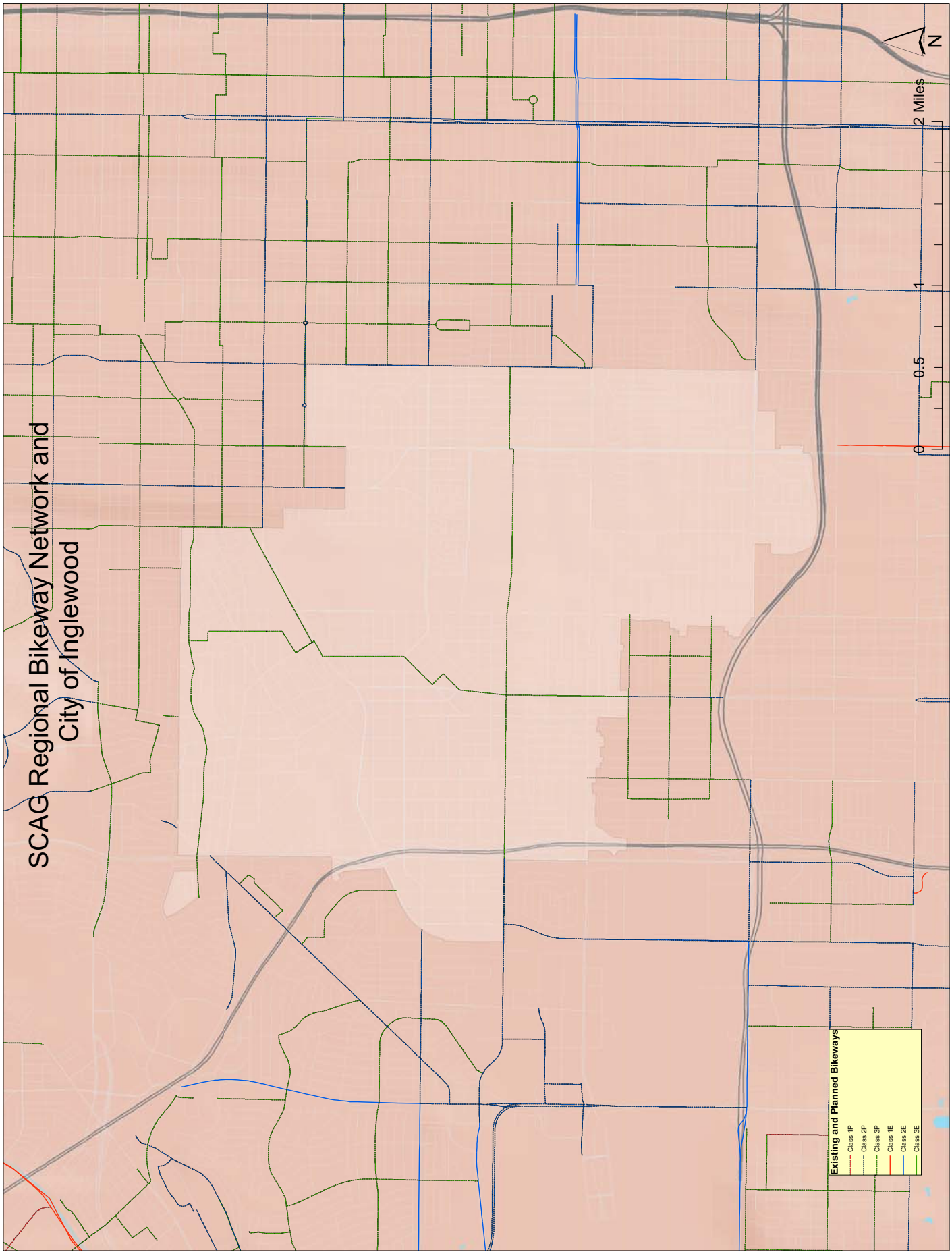

SCAG Regional Bikeway Network and
City of Inglewood
Existing and Planned Bikeways
Class 1P
Class 2P
Class 3P
Class 1E
Class 2E
Class 3E
0
0.5
1
2 Miles
N
Source: Southern California Association of Governments, TeleAtlas

TABLE 14: STRATEGY 4 – IMPROVE TRANSPORTATION OPTIONS AND MANAGE TRANSPORTATION DEMAND

LOCAL ACTIONS	DESCRIPTION	GREENHOUSE GAS REDUCTION IN 2020, 2035[1]	KEY CO-BENEFITS IN 2020[1]
Make roadways more efficient			
Continue implementation of Intelligent Transportation System Plan	Improve traffic flow by using Intelligent Transportation System elements to reduce delay, increase incident response time, and provide real-time information	245 $MTCO_2e$, 231 $MTCO_2e$	600,000 fewer VMT; reduced fuel consumption; fewer criteria pollutants
Continue to make street and sidewalk improvements to ensure a safe and convenient system for pedestrians	Use the Capital Improvement Program to improve pedestrian safety and access through City-wide corridor improvements	515 $MTCO_2e$, 474 $MTCO_2e$	1.2 million fewer VMT; 1 million additional walk trips; reduced fuel consumption; fewer criteria pollutants
Improve transit			
Crenshaw Corridor Light Rail Service	Work with Metro to develop station areas in Inglewood for the Crenshaw Corridor Light Rail Service	969 $MTCO_2e$, 892 $MTCO_2e$	2.2 million fewer VMT; 500,000 additional walk trips; reduced fuel consumption; fewer criteria pollutants
Provide and expand local shuttle service	Provide and expand local shuttle services like the I-Line	3 $MTCO_2e$ 4 $MTCO_2e$	8,000 fewer VMT; reduced fuel consumption; fewer criteria pollutants
Prioritize transportation funding for pedestrians and cyclists around transit	Prioritize transportation funding around transit stations to encourage walking and bicycling and to calm traffic	Supportive measure, not quantified	
Improve transit stops	Work with Metro to improve the safety and cleanliness of transit stops and provide real-time service information	Supportive measure, not quantified	
Improve bicycle facilities			
Expand bike lanes	Implement the General Plan proposed bicycle routes or equivalent	524 $MTCO_2e$, 472 $MTCO_2e$	1.2 million fewer VMT; 300 additional cyclists; reduced fuel consumption
Increase bicycle parking	Require new commercial developments and multifamily housing to provide secure bicycle parking	Supportive measure, not quantified	
Provide end-of-trip facilities	Encourage employers to provide end-of-trip facilities, including bike lockers, showers, and changing spaces	Supportive measure, not quantified	
Make parking more efficient			
Explore implementing market rate pricing for on-street parking near transit	Introduce market rate pricing for on-street parking within one quarter of a mile from Crenshaw Transit Corridor Stations	2,387 $MTCO_2e$, 2,253 $MTCO_2e$	5.4 million fewer VMT; reduced fuel consumption; fewer criteria pollutants
Explore limiting parking for new development	Establish parking maximums for new development within one-half mile of future rail or rapid bus stations	12 $MTCO_2e$, 13 $MTCO_2e$	14,000 fewer VMT; reduced fuel consumption; fewer criteria pollutants

LOCAL ACTIONS	DESCRIPTION	GREENHOUSE GAS REDUCTION IN 2020, 2035[1]	KEY CO-BENEFITS IN 2020[1]
Explore unbundling parking	Unbundle parking from residential property cost for new construction in the Downtown TOD overlay zone	6 $MTCO_2e$, 7 $MTCO_2e$	27,000 fewer VMT; reduced fuel consumption; fewer criteria pollutants
Explore allowing parking cash out	Allow parking cash out for City Hall and businesses within ½ of a mile from Crenshaw Transit Corridor Stations	7 MTCO2e, 14 MTCO2e	15,000 fewer VMT; reduced fuel consumption
Explore expanding the residential parking permit program	Explore expanding the existing residential area parking permit program within the City	Supportive measure, not quantified	
Reduce commute trips			
Implement a voluntary commute trip reduction program	Implement a voluntary commute trip reduction program that includes a ridesharing website	5 $MTCO_2e$, 11 $MTCO_2e$	12,000 fewer VMT; reduced fuel consumption; fewer criteria pollutants
Encourage telecommuting and alternative work schedules	Encourage employers to offer telecommuting and alternative work schedules to workers	2 $MTCO_2e$, 3 $MTCO_2e$	4,000 fewer VMT; reduced fuel consumption; fewer criteria pollutants
Establish commute trip reduction marketing	Coordinate with Metro, government agencies, and non-profits to implement region and city-wide commute trip reduction marketing	2 $MTCO_2e$, 1 $MTCO_2e$	4,000 fewer VMT; reduced fuel consumption; fewer criteria pollutants
Encourage subsidized or discounted transit program	Work with local employers encouraging them to implement subsidized or discounted transit program	7 $MTCO_2e$, 14 $MTCO_2e$	15,000 fewer VMT; reduced fuel consumption; fewer criteria pollutants
Provide employer-sponsored vanpool and shuttles	Encourage employers to provide vanpool and shuttles from major transit stations	7 $MTCO_2e$, 14 $MTCO_2e$	15,000 fewer VMT; reduced fuel consumption; fewer criteria pollutants
Encourage land use intensification and diversity			
Target future development in areas around transit stations	Target future development in areas around Crenshaw Rail transit stations	7 $MTCO_2e$, 15 $MTCO_2e$	15,000 fewer VMT; reduced fuel consumption; fewer criteria pollutants
Encourage construction of affordable and market rate housing	Encourage construction of affordable and market rate housing, particularly in areas around transit stations	0.2 $MTCO_2e$, 2 $MTCO_2e$	~1,000 fewer VMT; reduced fuel consumption; fewer criteria pollutants

STATE POLICIES & REGULATIONS[2]	DESCRIPTION	GREENHOUSE GAS REDUCTION IN 2020, 2035[1]	KEY CO-BENEFITS IN 2020[1]
State Action 1: Clean Cars Standards (Pavley)	Sets more stringent vehicle fuel economy standards for cars and light trucks that reduce greenhouse gas emissions	55,006 $MTCO_2e$, 76,261 $MTCO_2e$	Reduced fuel consumption; fewer criteria pollutants
State Action 2: Low Carbon Fuel Standard	Requires the carbon intensity of California's transportation fuels be reduced by 2020	23,297 $MTCO_2e$, 23,873 $MTCO_2e$	Fewer criteria pollutants

[1]Greenhouse gas emissions reduction and co-benefits represent annual estimates for 2020. For more information on the calculation of greenhouse gases and co-benefits, see Appendix D.

[2] State policies and regulations do not require additional actions by the City of Inglewood.

METHODOLOGICAL APPROACH TO IDENTIFYING AND QUANTIFYING PROJECT BENEFITS, BENEFIT/COST RATIO AND GREENHOUSE GAS REDUCTION

1. Summary of Benefit/Cost Analysis

The total costs associated with the preparation of the City of Inglewood Active Transportation Plan and Safe Routes to School Plan is $485,800.

The result of the analysis shows a substantial positive benefit-to-cost ratio of 39.53, meaning that for every one dollar of investment, $39.53 in benefits is realized. The benefit-to-cost ratio based only on the Active Transportation Program grant request is the same ratio of 39.53, because the Active Transportation Plan and Safe Routes to School Plans will take place in Inglewood, which meets the Caltrans Active Transportation Program eligibility thresholds for disadvantaged community.

Based on the analysis presented below, and on the range of project benefits that are summarized and monetized in Table 3, the two plans will result in $1,920,756 worth of annual benefits over a 10-year project life, for a total of more than $19,207,654.

Much of the benefit from this project comes from shifting drivers onto their bicycles and feet for both work and non-work trips, causing a reduction in vehicle miles travel (VMT), which in turn lowers greenhouse gas and criteria pollutants, increasing public health outcomes. A safer environment for bicycling and walking, made possible by the projects flowing from these plans, will also reduce injury accidents and fatalities.

Based on the likely extended period for implementation and individual infrastructure project life, the 10-year project (plan) life assumed for this analysis is extremely conservative. That is, while only 10 years of annualized benefits are included in the quantification of benefits, it is highly probable that most benefits will accrue, and possibly grow, for another decade, based on ongoing implementation and the endurance of structures and strategies beyond a ten year analysis framework.

Some significant benefits will only be calculable when specific projects are identified, and thus they are not monetized—notably, mobility benefits accruing to pedestrians and bicyclists who will have new, more attractive travel options. Others are calculated conservatively, so total benefits are understated. In addition, there are many other benefits, such as decreased auto costs, economic development and tourism benefits, that are not counted because they are not included in the stated goals of the Active Transportation Program.

One hundred percent of the benefits of this planning project, each of which is consistent with the California Transportation Commission's (CTC) Alternative Transportation Program goals, will accrue to disadvantaged communities within the project study area, though benefits are not restricted to those communities.

2. Analytic Approach

The Active Transportation Plan and the Safe Routes to School Plan that the City will conduct with this grant is intended to provide an integrated system of local and regional pedestrian/bicycle infrastructure that

encourages physical activity, reduces VMT and lowers the alarming number of pedestrian and bicycle injuries and fatalities each year.

This analysis takes as its starting point important findings from two recent studies completed by the City: the Inglewood Energy and Climate Action Plan (ECAP) and the Pedestrian Safety Assessment (PSA), both completed in 2013. Together, these studies provide sufficient data to estimate a range of benefits. The ECAP, focused on reducing energy and greenhouse gas (GHG) emissions. It identified two transportation demand strategies that will be the focus of the City's proposed AT and SRTS Plans: a comprehensive, but strategic expansion of bike lanes focused on transit and desired destinations, and a program of improvements to make streets and sidewalks safe, convenient and inviting for pedestrians and school children. The ECAP authors note: "By walking and biking more, Inglewood residents will drive less, improve health, and achieve long-term greenhouse gas emissions. " (ECAP, 2013, p.44)

Section 3 summarizes the research and consultation conducted to prepare the analysis in a focused but rigorous manner.

Section 4 identifies assumptions required to estimate and monetize benefits. The assumptions relate to the project benefit types, and are presented in the following order in Section 4 of this document:

- Project area, project life and project analysis year
- Travel characteristics (2020)
    - Increased 2020 bicycle/pedestrian miles traveled
    - Increased 2020 bicycle and pedestrian trips per year
- Safety-related assumptions
    - Bicycle/pedestrian injury accidents and fatalities and potential for reducing them
- Air quality assumptions
    - Greenhouse gas emission factors
    - Criteria pollutant emission factors

Section 5 presents the approach to monetizing identified project-related benefits for:

- Accidents/fatalities avoided
- Public health outcomes
- Criteria pollutants and greenhouse gas emissions reduced

Section 6 includes tables for air quality benefit (including criteria pollutants and greenhouse gas reductions, summarized in Table 3) and the final comprehensive set of monetized net benefits due to this project (Table 4).

3. Data Sources and Information Used for this Analysis

The types of data collected and analyzed include:

- Demographic data (e.g., population, household income, percent of state median household income)
- Transportation-related data (auto/pedestrian/bike collisions, walk and bike miles traveled, auto ownership, mode share)
- Air quality data/emissions factors
- Factors to support monetization of identified benefits

Agency Consultations

As preparation for this grant, consultations were conducted with the appropriate technical and program staff (program specialists, modeling, active transportation, air quality, etc.) from the following agencies and organizations:

- Federal Highway Administration (FHWA)
- California Transportation Commission (CTC)
- California Department of Transportation (Caltrans) Active Transportation Program (ATP) - Sacramento
- State Parks and Recreation
- California Air Resources Board (CARB)
- Caltrans District 7 – Los Angeles
- Southern California Association of Governments (SCAG)
- South Coast Air Quality Management District (SCAQMD)
- Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro)
- Los Angeles County Department of Public Health
- Metro (Portland, OR)
- Healthy Eating Active Living Cities Campaign (Portland, OR)
- Victoria Transport Policy Institute (Todd Litman)

Relevant Plans, Legislation and Guidance

- City of Inglewood, *Inglewood Energy and Climate Action Plan (ECAP)* March 2013 http://www.cityofinglewood.org/civica/filebank/blobdload.asp?BlobID=8311
- Appleyard, PhD, AICP and John Ciccarelli, *City of Inglewood Pedestrian Safety Assessment* (ITS Berkeley Tech Transfer: June 2013)
- California Sustainable Communities and Climate Protection Act
- California Strategic Highway Safety Plan
- Caltrans' Complete Streets Policy
- SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (2012), including Active Transportation Chapter
- Metro Bicycle Transportation Strategic Plan (2006)
- Los Angeles County Metro Bicycle Master Plan (2006)
- City of Los Angeles Department of Public Works 2011 Bicycle Master Plan (2011)
- SCAQMD Carl Moyer Program Guidance http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm

Best Available Research, White Papers, Technical Reports, and other Data Sources

Some of these sources were consulted, but found to be too complex, data-intensive or otherwise inappropriate or insufficient for this analysis. The availability of recent analysis conducted for the City's ECAP and PSA provided the direction for this benefit-cost analysis.

- National Household Travel Survey Add-On (NHTS-CA) (2009)
- American Community Survey (2010 Census Data and other data sets)
- UC Berkley SafeTREC Transportation Injury Mapping System (TIMS) http://tims.berkeley.edu/
- SCAG 2008 Traffic Data: 2008 Traffic Counts, Average Person Trip Lengths by County (personal communication from Mike Ainsworth, SCAG)

- SCAG Regional Travel Demand Model and 2008 Model Validation (June 2012) http://www.scag.ca.gov/Documents/ValidationSummaryReport_SCAG2008Val_2012_06_05.pdf
- Methods to Find the Cost-Effectiveness of Funding Air Quality Projects: *Emission Factor Tables* (California Air Resources Board: May 2013) http://www.arb.ca.gov/planning/tsaq/eval/evaltables.pdf
- City of Los Angeles Health Atlas Maps (http://planning.lacity.org/cwd/framwk/healthwellness/ListofMaps.htm)
- Benefit-Cost Analysis of Bicycle Facilities, Translating Demand and Benefits Research into Guidelines http://www.pedbikeinfo.org/bikecost/methodology.cfm
- T. Fleming (Allatt), S. Turner and L. Tarjomi (2013), *Reallocation of Road Space*, Research Report 530, NZ Transport Agency (www.nzta.govt.nz); at www.nzta.govt.nz/resources/research/reports/530/docs/RR-530-Reallocation-of-road-space.pdf.
- Interagency Working Group on Social Cost of Carbon, *Technical Support Document: Technical Update of the Social Cost of Carbon for Regulatory Impact Analysis- Under Executive Order 128766* United States Government (Revised November 2013)
- Richard J. Jackson, MD, MPH, et al., *Urban River Parkways: An Underutilized Tool for Improving Public Health (*UCLA Fielding School of Public Health: 2012)
- Litman, Todd *Evaluating Active Transport Benefits and Costs* (Victoria Transport Policy Institute:2014)
- World Health Organization (WHO) Health Economic Assessment Tool (HEAT)

4. Assumptions Used in this Analysis to Develop Scenarios for Comparison

The analysis required several simplifying assumptions, which are described below.

Project Area, Project Life and Population Forecasts

- **Project area:** The project area includes the following zip codes within the City of Inglewood:

Table 1: Inglewood Population 109,673 by Zip Code (2010 US Census)

ZIP Code	Population
90301	36,568
90302	29,415
90303	26,176
90304	28,210
90305	14,853

- **Project life: 10 years (2015-2025):** A reasonable "project life" for a planning document is 10 years. A slate of specific pedestrian, bicycle and safety improvements, and outreach, educational and encouragement activities will be identified by the City's Active Transportation Plan and Safe Routes to School Plan. To address long-standing needs, the community and elected officials support for implementation is expected to result in early delivery of projects and strategies. Many of these strategies will have a useful life of 20 years or longer, and will be implemented early in the 10-year project life assumed for this analysis of benefits. These factors will have the effect of underestimating some project benefits.

- **Project Analysis Year - 2020 project life mid-point used for calculations:** The analysis assumes the project life extends from 2015 to 2025, and uses the project life midpoint year of 2020 as representative of annualized VMT reduction. This results in an over-estimate of the first decade of benefits, but will under-

estimate the second decade of benefits, and is a reasonable proxy for annual calculations, which will be summed. In addition, 2020 is the year that the City's ECAP uses for its annualized impact analysis.

Transportation Assumptions

- **Assumed increases in bicycle/pedestrian miles traveled:** ECAP assumptions about active transportation's impact to VMT, vehicle trips and air quality are folded in to this analysis. The City's Energy and Climate Action Plan (ECAP) estimated that through the implementation of a bike network similar to that shown in the General Plan, the City would conservatively see 300 new cyclists on Inglewood's roads which would result in a 1.18 million annual reduction in vehicle miles travelled in the year 2020. This calculation is based on the assumption that every mile of new bikeways produces an increase of 0.075% in bicycle ridership per 100,000 people. The reduction in vehicle miles travelled due to enhancements that create a more pedestrian friendly environment is amplified when considering construction of the LAX/Crenshaw Metro line and stations in Inglewood. Pedestrian improvements alone would conservatively result in 1 million additional walk trips annually, which is an annual reduction of another 1.16 million vehicle miles travelled, for a total of 2.35 million miles of vehicle travel avoided. These calculations are based on modeling assumptions that city-wide and site-specific pedestrian improvements would be made, with VMT reductions and new pedestrian rates varying by project. (Attachment 7 to the City of Inglewood's ATP grant application: ECAP Table 14.)

- **Assumed increases in bicycle/pedestrian trips per day.** As noted above, ECAP estimates 300 new bicycle trips per day, or 109,500 per year. It estimates 1,000,000 new pedestrians trips per year. These numbers are used to calculate a portion of the air quality benefits associated with vehicle trips rather than vehicle miles.

Reduced Injuries/Fatalities Assumptions

- **Incorporating City of Inglewood Pedestrian Safety Assessment recommendations will reduce risks:** The planning efforts proposed by the City will consider, evaluate, rate and prioritize a range of pedestrian and bicycle treatments that will, singly and in combination, create a much safer walking and cycling environment. A conservative estimate is that a comprehensively designed and aggressively implemented set of street treatments and other safety strategies outlined in the FHWA Highway Safety Manual will yield a 15% reduction in serious injury accidents and fatalities in the annualized project midpoint year (2020).

- **Decreased pedestrian and bicycle injury accidents and fatalities assumptions:** The Transportation Injury Mapping System (TIMS) http://tims.berkeley.edu/tools/query/summary.php data for 2009 indicates 63 pedestrian collisions and 23 bicycle collisions. Of those, 4 (4.7%) were fatal, 6 (7%) were severe, and 25 (29.1%) resulted in visible injuries. These are the accidents that will be used to calculate the monetized benefit of avoiding injury and death through implementation of complete streets strategies and other projects identified through the planning process. This analysis assumes that, under a business-as-usual scenario, that annual data would be approximately repeated each year over the ten-year project life. Thus, we would expect to see 40 fatalities, 60 severe injuries and 250 visible injuries. A 15% reduction in that rate would avoid approximately 6 deaths, and 47 serious/visible injuries over 10 years.

Greenhouse Gas and Criteria Pollutant Assumptions

- **Greenhouse Gas (GHG) and Criteria Pollutant Reduction Emission Factors:** Transportation actions are among the most important strategies identified by the California Air Resources Board (CARB) and by SCAG,

the SCAQMD and Los Angeles city and county planning agencies. California's Sustainable Communities and Climate Protection Act, (Senate Bill 375), calls for SCAG to include a Sustainable Communities Strategy (SCS) that reduces greenhouse gas (GHG) emissions from passenger vehicles by

- To be conservative, this analysis uses the set of CARB emission factors *with* the Low Carbon Fuel Standard/Pavley amendments. These factors incorporate cleaner fleets in the future for GHG. This lessens the benefit from VMT reduction, but is more realistic and appropriate.
- Based on assumed project life, year 2025 represents a midpoint. The gms/mile for Year 2025 CARB EMFAC 2011 Low Carbon CO2 emissions factor (grams/mile) = 226.2766376 for SCAG region. This equates to 0.4988546 lbs. /mile.

- **California Air Resources Board (CARB) Criteria Pollutant Emission Factors (EMFAC 2011):** For every vehicle mile traveled and every vehicle trip that is shifted to non-motorized transportation, there will be fewer criteria pollutants in the air. This is especially important for residents within the area around the project site, which is in the 90th percentile for most environmentally burdened areas in the state (CalEnvironScreen scores). For criteria pollutants (ROG, NOx, PM2.5 and CO) this analysis uses CARB emissions factors (May 2013, Table 3 – Average Auto Emission Factors) for the fleet of light-duty passenger vehicles, light-duty trucks and motor cycles, using the factors in the project-life column labeled 16-20 years (2011-2030 is the period calculated in the CARB table).

GHG and criteria pollutants that will be used in this analysis to calculate tons of emissions reduced are shown in Table 2 below.

Table 2: Criteria Pollutant Emission Factors for Inglewood AT & SRTS Plans

EMFAC 11 Average Auto Emission Factors (CARB, May 2013)		
Pollutant	**16-20 Year Project Life Average Emission Factor (Years 2011-30)**	
ROG	VMT (g/mile)	0.119
	Commute trip ends (g/trip end)	0.462
	Average trip end (g/trip end)	0.353
Nox	VMT (g/mile)	0.13
	Commute trip ends (g/trip end)	0.162
	Average trip end (g/trip end)	0.162
PM2.5	VMT (g/mile)	0.087
	running exhaust only (g/mile)	0.002
	tire and brake wear (g/mile)	0.018
	road dust (g/mile)	0.022
	Commute trip ends (g/trip end)	0.004
	Average trip end (g/trip end)	0.004
CO	VMT (g/mile)	1.356
	Commute trip ends (g/trip end)	3.593
	Average trip end (g/trip end)	2.504
GHG	Low Carbon Fuel Standard/Pavley Factor (g/mile)	226.2766376
Source: Table 3, CARB Emission Factor Tables, May 2013 http://www.arb.ca.gov/planning/tsaq/eval/evaltables.pdf		

5. Monetizing Project Benefits

Based upon a broad literature review, an approach to monetizing quantified benefits was developed and presented below.

- **Public health benefits per mile, walking and bicycling:** Public health values vary widely in the literature, although they are universally acknowledged to be significant. Although there are studies that show a health benefit as high as $1.92/mile of cycling and $3.70 /mile of walking (2008 USD, based on a 2010 New Zealand estimate of health benefits, cited above) this analysis uses a very conservative figure supplied by Todd Litman (cited above): $0.50 per mile of increased walking and $0.20 per mile of increased bicycling.

- **Value of reduced pedestrian/bicycle injury:** For both pedestrian and bicycle injury avoided, this analysis assumes a benefit of $49,000 in avoided costs. This is based on a study showing that the average bicycle injury in Minnesota costs $49,000, including hospitalization, loss of productivity, and pain and suffering.http://www.health.state.mn.us/injury/best/best.cfm?gcBest=bike

- **Value of bicycle and pedestrian fatalities avoided:** Each avoided fatal accident yields a monetary benefit of $1.41 M. Source: National Safety Council, 2012 estimate of economic cost in 2010 dollars of lost wages, productivity, medical and administrative expenses. Cited in Portland Metro Active Transportation Plan, Appendix 4 Final Report (CH2MHills: June 2013), Table 2, p.10

- **Value of reduction of each metric ton of greenhouse gas:** This analysis uses the Interagency Working Group on Social Cost of Carbon, *Technical Support Document: Technical Update of the Social Cost of Carbon for Regulatory Impact Analysis- Under Executive Order 128766* United States Government (Revised November 2013). $47 (2007$) per metric ton of C02, for year 2025, with 3% average discount rate

- **Value of reduction of weighted ton of criteria pollutants:** The South Coast Air Quality Management District (SCAQMD) Carl Moyer Program identifies a maximum cost effectiveness of $17,772 per weighted ton of emissions reduced, for emissions reductions occurring after July 2014. The $17,772 figure represents the upper limit on what is considered to be cost effective (i.e., the benefits outweigh the costs) for actions that the regulated community may be required to make to reduce emissions. This analysis takes an extremely conservative approach, and estimates the value of a ton of weighted emissions at $886, which represents 5% of the cost effectiveness threshold. Current Carl Moyer Program guidelines can be accessed at http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp_appg_04_01_14.pdf

  The formula for calculating the Annual Weighted Surplus Emission Reductions is:
  Weighted Emissions Reductions = NOx reductions (tons/year) +ROG reductions (tons/yr. + [20* PM.2.5 reductions tons/year]. Based on the EMFAC emissions per mile of VMT avoided due to this project, we calculate 531.566 annual weighted metric tons of surplus emission reductions.

5. Calculating and Summarizing Benefits

The next step is to use the estimated annual vehicles trips (VT) and vehicle miles traveled (VMT) avoided due to the project (from ECAP assumptions, noted above) to calculate a range of VMT-related benefits. Table 3 summarizes the air quality benefits based on accepted emission factors.

Table 3: AIR QUALITY BENEFITS: Annual Tons of Pollutants Reduced with Active Transportation Plan/Safe Routes to School Plan

Inglewood Active Transportation and Safe Routes to School Plans	NET 2020 IMPACTS DUE TO PROJECT	ROG		NOx		PM2.5**	CO		CO2e
Air Quality Analysis		grams/mile	G/trip end	grams/mile	G/trip end	grams/mile	grams/mile	G/trip end	grams/mile
CARB EMFAC11 Factors		0.119	0.353	0.13	0.162	0.129	1.356	2.504	226.2766376
2020 VT shifted to Walk	1,000,000								
2020 VT shifted to Bike	109,500								
Total Year 2020 VT shifted to AT	1,109,500		391,654		179,739.00			2,778,188.00	
Total Year 2020 VMT shifted to AT	2,349,188	279,553		305,394		303,045	3,185,499		531,566,362
TOTAL EMISSIONS REDUCED (GRAMS/YEAR)		671,207		485,133		303,045	5,963,687		531,566,362
TOTAL EMISSIONS REDUCED (LBS/YEAR)		1,480		1,070		668	13,148		1,171,903
TOTAL EMISSIONS REDUCED (METRIC TONS/YEAR)		**0.671**		**0.485**		**0.303**	**5.964**		**531.566**

* Using average trip ends for these calculations

** PM2.5 composite includes VMT, running exhaust, tire/brake wear, road dust

Finally, Table 4 summarizes and monetizes the comprehensive results of all previous calculations, using standard practice or explaining proposed alternative approach. As Table 4 illustrates, the estimated annual benefits from this project are valued at approximately $1.9 M. Over the 10-year life of the project, over $19 M of benefits may be realized.

Table 4: Summary of Monetized Project Benefits by Year and Life of Plans (10 Years)

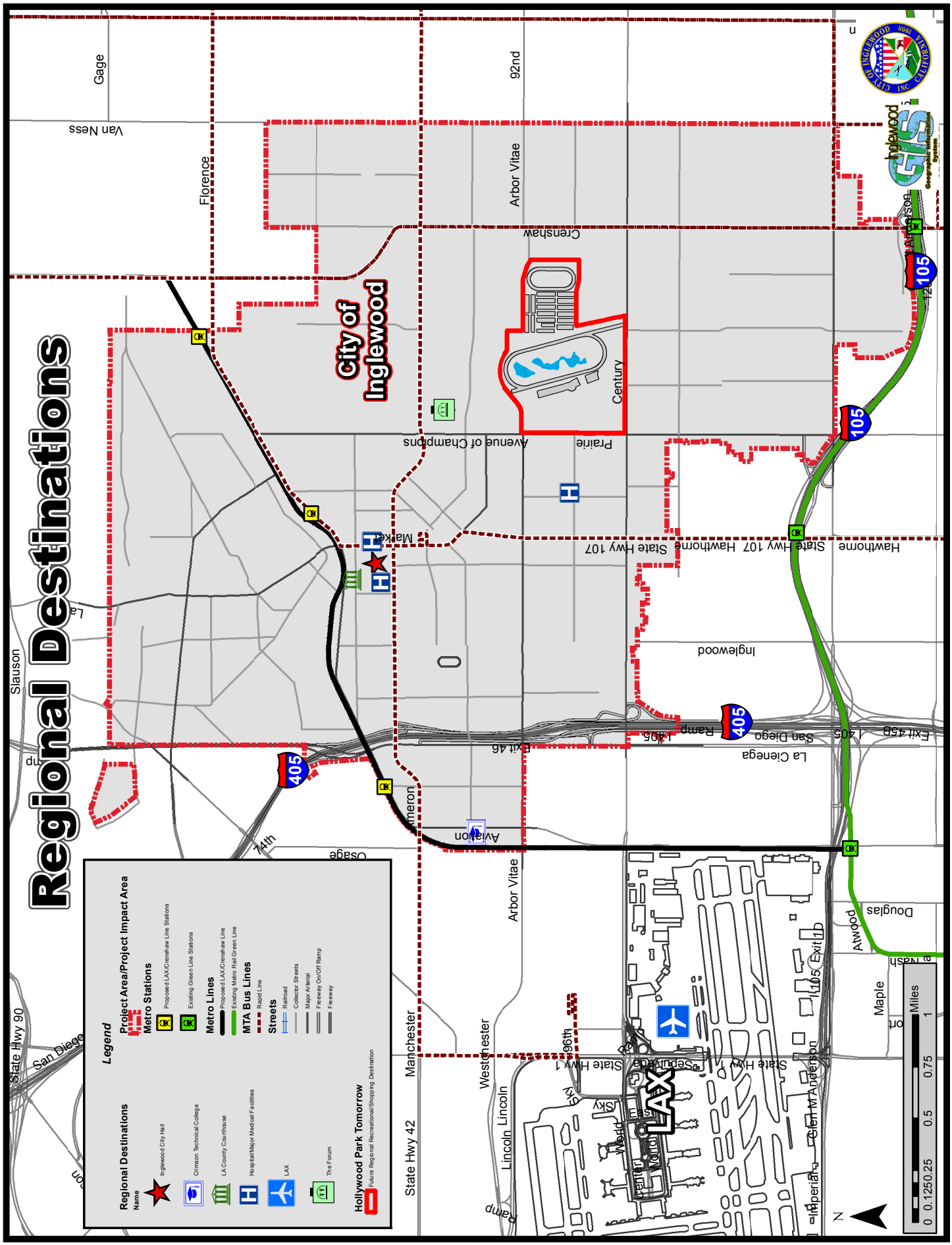
Benefits of Inglewood Active Transportation Plan and Safe Routes to School Plan project implementation	2020 Annual Benefit or Basis of Benefit	Per unit value ($)	2020 Annualized Value of Benefit	10 Years of Annual Benefit (Based on 2020 Midpoint)	10 Year Value of Annual Benefit (Based on 2020 Midpoint)
Net New Walk Trips (All Trips) (ECAP)	1,000,000			10,000,000	
Net New Bike Trips (All Trips) (ECAP)	109,500			1,095,000	
Total Net AT Trips (ECAP)	1,109,500			11,095,000	
Total Net Pedestrian Miles Traveled (ECAP 2013 estimate for year 2020)	1,164,350			11,643,500	
Total Net Bicycle Miles Traveled (ECAP 2013 estimate for year 2020)	1,184,838			11,848,380	
Total Net VMT Reduced (Total Walk + Bike Trips) (ECAP)	2,349,188			23,491,880	
Reduced Vehicle-Involved Bicycle/Pedestrian Crashes with Serious/Visible Injuries (1)	4.70	$49,000	$230,300	47	$2,303,000
Reduced Vehicle-Involved Bicycle/Pedestrian Crashes with Fatalities (2)	0.60	$1,410,000	$846,000	6	$8,460,000
Increased fitness & health - walking ($0.50 per walk mile) (3)	1,164,350	$0.50	$582,175	11,643,500	$5,821,750
Increased fitness & health - biking ($0.20 per bike mile) (3)	1,184,838	$0.20	$236,968	11,848,380	$2,369,676
ROG Reduction Metric Tons	0.671	In Moyer	0	6.713	0
NOx Reduction Metric Tons	0.485	In Moyer	0	4.853	0
PM2.5 Reduction Metric Tons	0.303	In Moyer	0	3.030	0
SCAQMD Carl Moyer Weighted Surplus Emissions Reduction (Metric Tons) (Assume 5% of Max. Cost Effectiveness) (4)	7.217	$886	$339	72.166	$3,391.80
CO Reduction Metric Tons	5.964	not monetized	$-	59.640	$-
CO2 (GHG) Reduction (Metric Ton) (5)	531.566	$47	$24,984	5,315.660	$249,836.02
Total			**$1,920,765**		**$19,207,654**

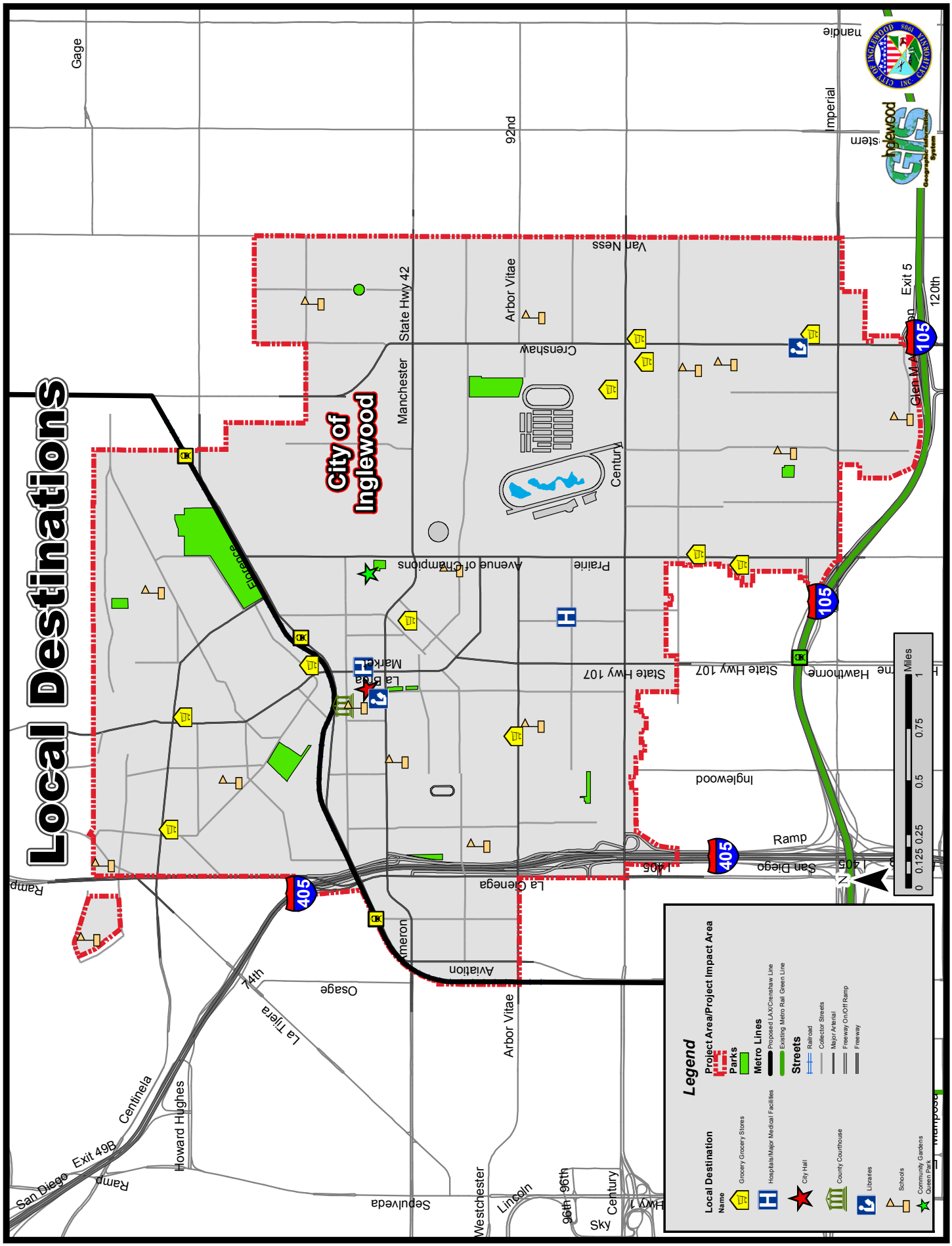
(1) The average bicycle injury in Minnesota costs $49,000, including hospitalization, loss of productivity, and pain and suffering.http://www.health.state.mn.us/injury/best/best.cfm?gcBest=bike

(2) National Safety Council, 2012 estimate of economic cost in 2010 dollars of lost wages, productivity, medical and administrative expenses. Cited in Portland Metro Active Transportation Plan, Appendix 4 Final Report (CH2MHills: June 2013), Table 2, p.10

(4) Assumes benefit is 5% of $17,772 cost effectiveness per weighted ton of emissions (NOx, ROG and PM2.5), or $886 per weighted ton. http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp_appg_04_01_14.pdf

(5) Interagency Working Group on Social Cost of Carbon, *Technical Support Document: Technical Update of the Social Cost of Carbon for Regulatory Impact Analysis- Under Executive Order 128766* United States Government (Revised November 2013). $47 (2007$) per metric ton of CO2, for year 2025, with 3% average discount rate.


Regional Destinations
City of Inglewood
Legend
Regional Destinations
Name
Inglewood City Hall
Crimson Technical College
LA County Courthouse
Hospital/Major Medical Facilities
LAX
The Forum
Project Area/Project Impact Area
Metro Stations
Proposed LAX/Crenshaw Line Stations
Existing Green Line Stations
Metro Lines
Proposed LAX/Crenshaw Line
Existing Metro Rail Green Line
MTA Bus Lines
Rapid Line
Streets
Railroad
Collector Streets
Major Arterial
Freeway On/Off Ramp
Freeway
Hollywood Park Tomorrow
Future Regional Recreational/Shopping Destination
Gage
Van Ness
Florence
92nd
Arbor Vitae
Crenshaw
Century
Prairie
Avenue of Champions
Market
State Hwy 107
Hawthorne
Inglewood
La Cienega
San Diego
Ramp
Exit 45B
Exit 46
Aviation
Cameron
Manchester
State Hwy 42
Westchester
Lincoln
Sky
Sepulveda
State Hwy 1
Imperial
Glen M Anderson
Douglas
Atwood
Maple
Nash
Slauson
State Hwy 90
San Diego
74th
Osage
105
405
LAX
Miles
0 0.125 0.25 0.5 0.75 1
N


Local Destinations
City of Inglewood
Legend
Local Destination
Name
Grocery Grocery Stores
Hospitals/Major Medical Facilities
City Hall
County Courthouse
Libraries
Schools
Community Gardens
Queen Park
Project Area/Project Impact Area
Parks
Metro Lines
Proposed LAX/Crenshaw Line
Existing Metro Rail Green Line
Streets
Railroad
Collector Streets
Major Arterial
Freeway On/Off Ramp
Freeway
Miles
0 0.125 0.25 0.5 0.75 1
Gage
92nd
Imperial
Van Ness
State Hwy 42
Arbor Vitae
Crenshaw
Manchester
Century
Exit 5
120th
Prairie
Avenue of Champions
Florence
La Brea
Market
State Hwy 107
Hawthorne
Inglewood
Ramp
San Diego
La Cienega
Aviation
Cameron
Osage
La Tijera
74th
Arbor Vitae
Centinela
Howard Hughes
Exit 49B
Westchester
Lincoln
96th
Sky
Sepulveda
Hwy 1
105
405

EXECUTIVE SUMMARY

The City of Inglewood Public Works Department requested that the Technology Transfer Program of the Institute of Transportation Studies at University of California, Berkeley conduct a Pedestrian Safety Assessment (PSA) study. A team of two pedestrian safety experts conducted the PSA field visit for City of Inglewood in April 2013 and prepared this report. The objectives of the PSA are to improve pedestrian safety and to enhance walkability and accessibility for all pedestrians in Inglewood.

The City of Inglewood has been striving to accommodate both existing and future pedestrian demand, with efforts including:

- The City maintains an inventory of existing or missing sidewalks. Sidewalk projects are funded through various sources at varying annual sidewalk project funding levels.
- Partnering with local schools to pursue safe routes to school funding
- Inglewood has a street tree ordinance that provides guidance on permissible tree types and permitting requirements.

The PSA focused on identifying opportunities to build on these existing efforts and offering ideas for potential enhancements.

Inglewood has a population of approximately 109,673 residents. Based on the 2009 California Office of Traffic Safety (OTS) safety rankings of California cities, Inglewood ranked 5t^{h} out of 56 California cities for the number of pedestrian casualties (injured or killed) by average population, in the "number of pedestrian injured or killed" category, with 1st being the worst. When looking at the ranking based on daily vehicle miles traveled for cities in the same population group, Inglewood ranked 6th out of 56. From 2008 to 2010, there were 131 pedestrian and 58 bicyclist casualties within Inglewood.

Chapter 2 provides an overview of collision data for the City.

The remainder of this report presents the findings and suggestions derived from:

- Benchmarking analysis of the City's existing pedestrian programs, policies, and practices (*Chapter 3*)
- Field walking audit (*Chapter 4*)

BENCHMARKING ANALYSIS OF POLICIES, PROGRAMS, AND PRACTICES

A pedestrian safety interview was conducted with City staff in advance of the PSA field visit to gain an understanding of the existing pedestrian policies, programs, and practices in Inglewood. This interview formed the basis for a benchmarking process that categorized the City's programs, practices, and policies into three groups:

- Key Strengths (areas where the City is exceeding national best practices)

- Enhancement Areas (areas where the City is meeting best practices)
- Opportunity Areas (areas where the City may not meet best practices)

The benchmarking analysis aims to provide the City with information on current best practices and how the City compares. Cities have differing physical, demographic, and institutional characteristics that may make certain goals or policies more appropriate in some jurisdictions than others. Ultimately, City staff may determine where resources and efforts are best placed for meeting local development and infrastructure goals for pedestrians.

A discussion of the City's pedestrian safety policies, programs, and practices, and ideas for enhancement is presented in *Chapter 3*.

The following is a summary of ideas for Inglewood to consider towards enhancing pedestrian safety.

Enforcement

- Implement sustained pedestrian safety enforcement efforts and involve the media. Use enforcement as an opportunity for education by distributing pedestrian safety pamphlets in-lieu of, or in addition to, citations.
- Establish a radar gun check-out program for trained community volunteers to record speeding vehicles' license plate numbers.

Design Policies and Development Standards

- Expand the design principles found in the Downtown Inglewood Specific Plan to other areas of the City as appropriate.

Proactive Approach to Institutional Coordination

- Continue to seek opportunities to collaborate with local schools to improve pedestrian safety around transit stops.
- Proactively seek opportunities to collaborate with Caltrans and/or local jurisdictions to identify and improve pedestrian safety along I-405 and I-105.

Open Space Requirements

- Expand open space requirements for non-residential uses.

Use of Street Furniture Requirements

- Consider expanding the Street Furniture Ordinance to include locations and furniture amenities other than those associated with transit stops, as appropriate.

Safe-Routes-To-School Program and Grant Funding

- Develop a comprehensive City-wide Safe-Routes-to-School program that encourages walking to school and highlights preferred walking routes. Such a program may involve

schools, advocates, parents, City staff, community health representatives and other stakeholders. School-specific committees may also be considered. Consider scheduling regular, ongoing meetings to maintain stakeholder involvement.

Collection of Pedestrian Volumes

- Routinely collect pedestrian and bicycle volumes by requiring them to be conducted in conjunction with manual intersection turning movement counts.
- Geo-code pedestrian volume data with GIS software along with other data such as pedestrian control devices and collisions to analyze data for trends or hotspots related to pedestrian safety.

Formal Advisory Committee and Public Involvement

- Consider adding a category or subcategory to the City's website dedicated to pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions.
- Hold public meetings with established forums in the community such as churches, senior centers, or schools.

Pedestrian Oriented Speed Limits and Speed Surveys

- Consider pedestrian volumes when setting speed limits and employ traffic calming strategies in locations where speed surveys suggest traffic speeds are too high for pedestrian areas.
- Explore the use of 15 MPH school zones.
- Ensure design standards in pedestrian areas do not contribute to a routine need for traffic calming.

Pedestrian Traffic Control Audit

- Develop a GIS-based inventory of signs, markings, and traffic signals with pedestrian facilities.
- Develop a crosswalk inventory by conducting audits of the adequacy of current crosswalks.
- Ensure that locations with pedestrian desire lines have crosswalks. The crosswalk policy mentioned below in the Crosswalk Installation, Removal, and Enhancement Policy section [3.3(b)] can help determine the appropriate crossing treatment at uncontrolled locations without marked crosswalks.

Pedestrian-Oriented Traffic Signal and Stop Sign Warrants

- Require a collision history of three instead of five collisions (based on routine underreporting) to warrant a stop sign or signal

- Reduce traffic volume thresholds for warrants based on latent demand
- Provide consideration for school children, pedestrians and traffic speeds in warrants

Adoption of Bicycle Parking Requirements

- Consider implementation of "branded" racks for the City (with a unique design or City symbol) such as the branded rack program in San Diego.
- Consider bicycle parking requirements that differentiate between short-term and long-term bicycle parking.
- Consider bicycle parking requirements for public parking garages.

Neighborhood-sized Schools

- Work with the local school districts to establish a policy on neighborhood-sized and oriented schools as part of a Safe-Routes-to-School policy.
- Work with the school districts to establish suggested walking routes and address potential barriers to pedestrian or bicycle access.

Use of Leading Pedestrian Interval

- Install LPIs in areas of high pedestrian activity throughout the City, providing a right-turn-on-red restriction as necessary per recent research findings[*].

Adoption of Routine Accommodations for New Development

- Establish a Complete Streets Policy and accommodate all modes in standard cross-sections for collectors and arterials. This policy could include a checklist for use during development application review.

Adoption of ADA Improvements and ADA Transition Plan

- Create an ADA Transition Plan to include both public buildings and the public right-of-way to reflect current ADA best practice standards
- Formalize the position of ADA Coordinator by appointing a current employee to that title, even if it is part-time
- Implement directional curb ramps where practical.

Crosswalk Installation, Removal, and Enhancement Policy

- Ensure the crosswalk policy reflects best practices and recent research with respect to the installation, removal, and enhancement of crosswalks, which includes removing

[*] Hubbard, S, Bullock, D and J. Thai, Trial Implementation of a Leading Pedestrian Interval: Lessons Learned, ITE Journal, October 2008, pp. 32-41.

crosswalks only as an option of last resort and providing midblock crossings where they serve pedestrian desire lines. This policy may consider adopting the "triple four" crosswalk striping treatment as used in Sacramento and other jurisdictions in California.

- Include criteria for installing crosswalk enhancements, such as flashing beacons, in-roadway warning lights, or in-roadway pedestrian signs.

Inventory of Sidewalks, Informal Pathways, and Key Pedestrian Opportunity Areas

- Develop an inventory of existing and missing sidewalks in GIS format.
- Expand the sidewalk inventory to include informal pathways and key pedestrian opportunity areas in the City.

Collision History and Collision Reports

- Geo-code (map) and monitor collisions using Crossroads software to allow for more proactive pedestrian safety projects and best practices such as collision typing for countermeasure selection.
- Create a field inventory of collision locations and pedestrian volume counts to enhance comprehensive monitoring. With sufficient pedestrian volume data, the City could prioritize collision locations based on collision rates (i.e., collisions/daily pedestrian volume), a practice that results in a more complete safety needs assessment.

Neighborhood Traffic Management Programs

- Consider adopting a traffic calming program that utilizes devices in addition to speed humps.

Pedestrian Safety Program and Walking Audits

- Include regular walking audits in the City-wide pedestrian safety program, based on the suggestions of this PSA. This effort could complement other "green" or health-oriented programs within the City.

Pedestrian Master Plan

- *Develop a Pedestrian Master Plan and include policies and suggestions in the Pedestrian Master Plan to prioritize and implement capital and maintenance projects.*

Pedestrian/Bicycle Coordinator

- Hire or designate a Pedestrian/Bicycle Coordinator to include interdepartmental coordination, grant writing, and staff liaison to local non-profits, advocacy groups, and schools.

Attention to Crossing Barriers

- Identify and create an inventory of pedestrian barriers, along with appropriate remedies or projects.

Coordination with Health Agencies

- Seek opportunities for technical collaboration and funding with public health and health care professionals.

Transportation Demand Management

- Hire or identify a part-time TDM Coordinator
- Create a TDM program and accompanying website with separate pages for employees, residents, and visitors.

General Plan: Densities and Mixed-Use Zones

- Enhance pedestrian-friendly goals, policies, and actions defined in the City's General Plan, possibly through the development of a Pedestrian Master Plan and establishing transit and auto vehicle policies that support a balanced multi-modal transportation network.

General Plan: Provision of Pedestrian Nodes

- Identify pedestrian nodes in future updates to the General Plan
- Create an overlay district for pedestrian nodes with special pedestrian-oriented guidelines, such as relaxing auto Level of Service standards. Prioritize sidewalk improvement and completion projects in these nodes.

Historic Sites

- Develop a map to showcase natural or local sites of interest, and link key features in the City, including a possible walking route between the sites. Maps of the tour route and historic documentation materials could be made available online and wayfinding signs, maps, and plaques could also be provided throughout the City.

2. BACKGROUND

The City of Inglewood is a suburban community with approximately 149,000 residents. The City is located in western Los Angeles County, directly east of Los Angeles International Airport (LAX). Traffic within and through Inglewood is impacted by regional travel associated with LAX, the I-405 freeway (in the western area of the city), and the I-105 freeway (on the southern boundary of the city). The City of Inglewood has been striving to accommodate both existing and future pedestrian demand, with efforts including:

- Designing safe pedestrian and bicycle access leading to the two new transit stations accommodating the new light rail transit line will soon be constructed through Inglewood.
- A goal to update the bicycle circulation element of the Inglewood General Plan. The Bicycle Routes section of the 1992 Circulation Element is outdated and not entirely consistent with more recent and future development. Inglewood experiences a significant number of bicycle and pedestrian traffic collisions and is seeking guidance in formulating bicycle/pedestrian plans, policies, and programs.
- Partnering with local schools to pursue safe routes to school funding

2.1 PEDESTRIAN COLLISION HISTORY FOR INGLEWOOD

A total of 56 cities fall into the population group of 100,001 to 250,000. For victim and collision rankings ranking of “1” would be assigned to the city with the highest number of victims/collisions per 1,000 residents, while a ranking of “56” would be assigned to the city with the lowest number of victims/collisions per 1,000 residents.

Inglewood has a population of approximately 109,673 residents. Based on the 2009 California Office of Traffic Safety (OTS) safety rankings of California cities, as shown in Figure 2-1, Inglewood ranked 5t^{h} out of 56 California cities for the number of pedestrian casualties (injured or killed) by average population, in the “number of pedestrian injured or killed” category, with 1st being the worst. When looking at the ranking based on daily vehicle miles traveled for cities in the same population group, Inglewood ranked 6th out of 56. From 2008 to 2010, there were 131 pedestrian and 58 bicyclist casualties within Inglewood.

The Office of Traffic Safety (OTS) collision rankings facilitate funding decisions and identify emerging traffic safety problem areas. The rankings allow cities to compare themselves to other cities with similar-sized populations and help them identify their potential disproportionate traffic safety problem(s). Please note that OTS rankings are only indicators of potential problems; there are many factors that may either understate or overstate a city ranking.

Victim and collision data for the rankings is taken from the latest published California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) report. OTS provides two types of rankings: 1) victim and collision rankings and 2) DUI arrest rankings.

Victim and collision rankings are based on rates of victims killed and injured or fatal and injury collisions per “1,000 daily-vehicle-miles-of-travel” (2009 CALTRANS) and per “1,000 average population” (2008-2009 Department of Finance) figures. Pedestrian, bicyclist and motorcycle

victim rankings do not take into account the size or demographics of a city or county's pedestrian/bicyclist/motorcyclist population.

TABLE 2-1: INGLEWOOD TRAFFIC COLLISIONS AND RANKINGS 2009

Type of Collision	Victims Killed and Injured	Ranking by Daily Vehicle Miles Traveled (of 56 cities)	Ranking by Average Population (of 56 cities)
Total Fatal and Injury	501	25	16
Alcohol Involved	34	47	44
HBD (Had Been Drinking) Driver < 21	0	55	51
HBD Driver 21 - 34	14	33	28
Nighttime (9:00pm - 2:59am)	53	13	7
Speed Related	91	24	15
Pedestrians	**57**	**5**	**6**
Pedestrians < 15	**15**	**6**	**7**
Pedestrians 65+	4	26	21
Bicyclists	19	43	41
Bicyclists < 15	3	51	51
Hit and Run	**42**	**14**	**12**
Composite	-	-	-

Source: California Office of Traffic Safety, *www.ots.ca.gov/Media_and_Research/Rankings/default.asp*
2009 data were used, as they appeared to be the most accurate and up to date.

Based on these rankings, the areas of highest concern for traffic safety in Inglewood in 2009 were collisions involving:

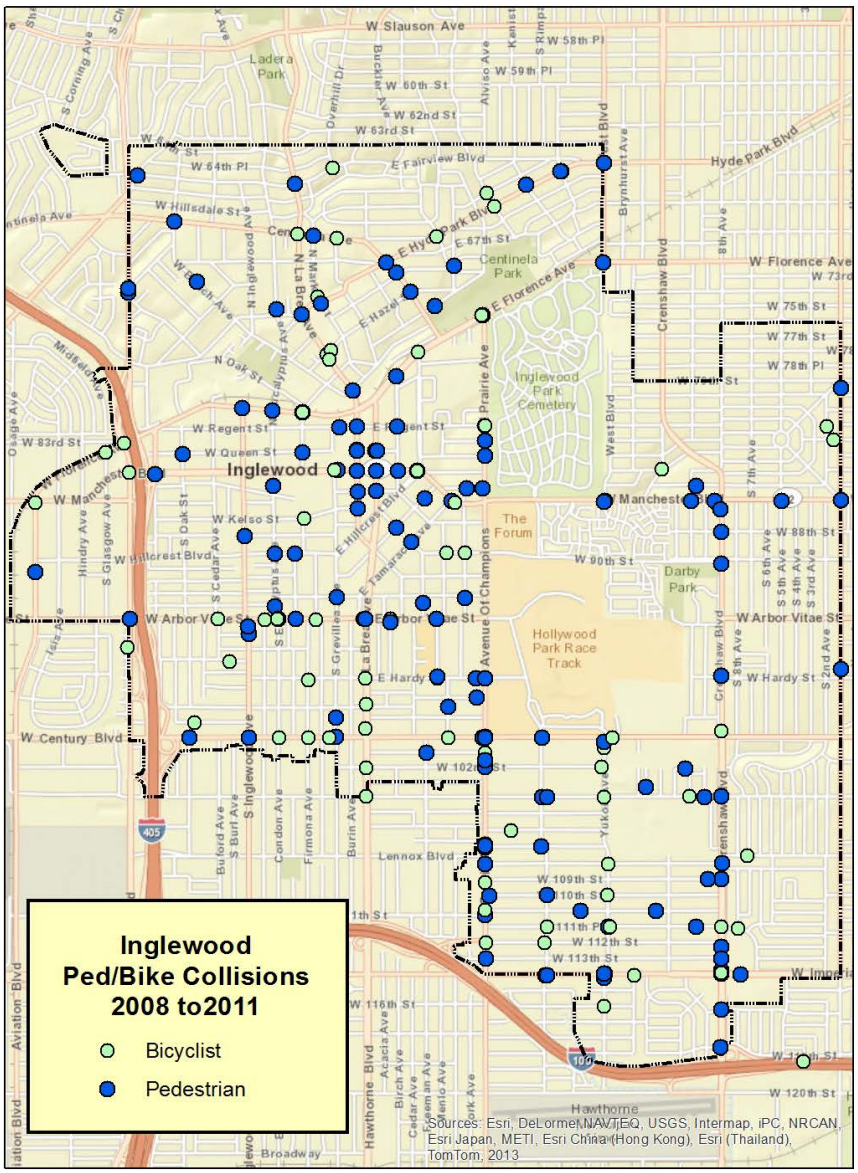
- Pedestrians (of all ages)
- Young Pedestrians (under 15)
- Hit and Run
- Nighttime (9:00 pm – 2:59 AM)

This assessment and report emphasize safety issues associated with pedestrians, including a focus on older and younger pedestrians through suggested treatments such as road diets, curb extensions, and median refuge islands. Many of the suggestions in this report may also improve safety for bicyclists in Inglewood.

2.2 HIGH PEDESTRIAN COLLISION INJURY LOCATIONS

Pedestrian-vehicle collision data for the City of Inglewood for the period from January of 2008 to December of 2011 was taken from the Statewide Integrated Traffic Records System (SWITRS). The locations of the highest number of pedestrian injuries are shown in Figure 2-1.

Figure 2-1: Inglewood Vehicle-Pedestrian Collision Frequency (2008-2011)

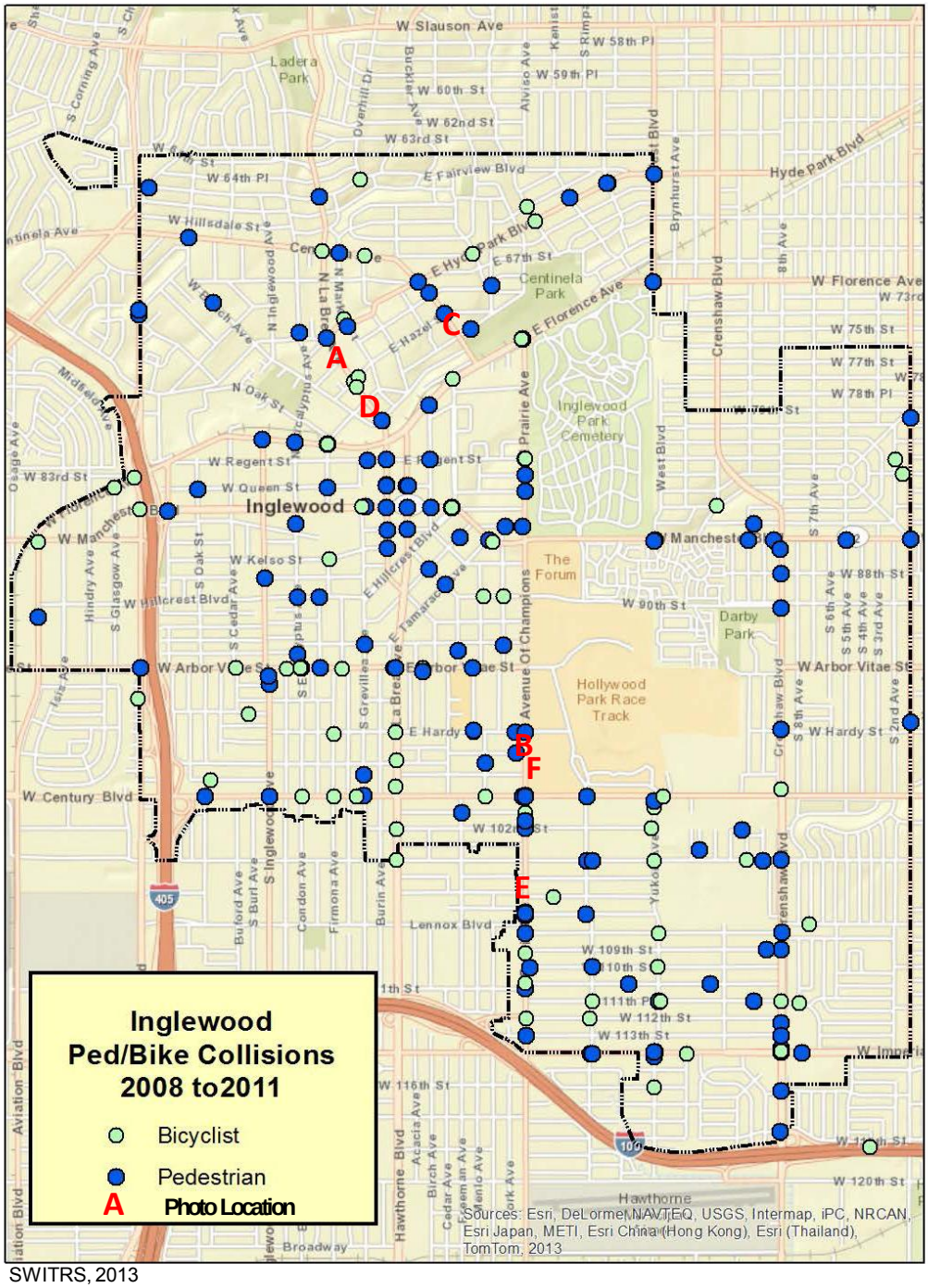


Relevant Plans and Online Locations

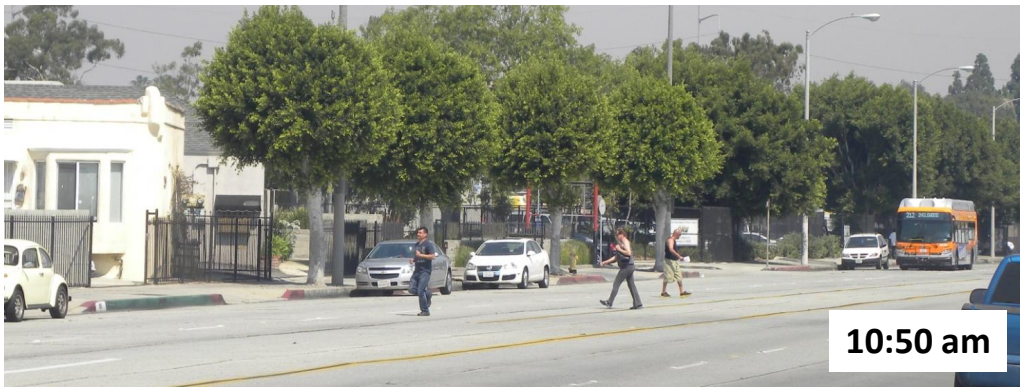
Inglewood Energy and Climate Action Plan (2013)
www.cityofinglewood.org
p.43 (Provide Safe Mobility for All Users),
p.44 (Improve Bike Facilities)
Appendix D, Strategy 4: Improve Transportation Options and Manage Transportation Demand.
–Bicycle and pedestrian assumptions on GHG reduction on p. A-25 and A-27, respectively

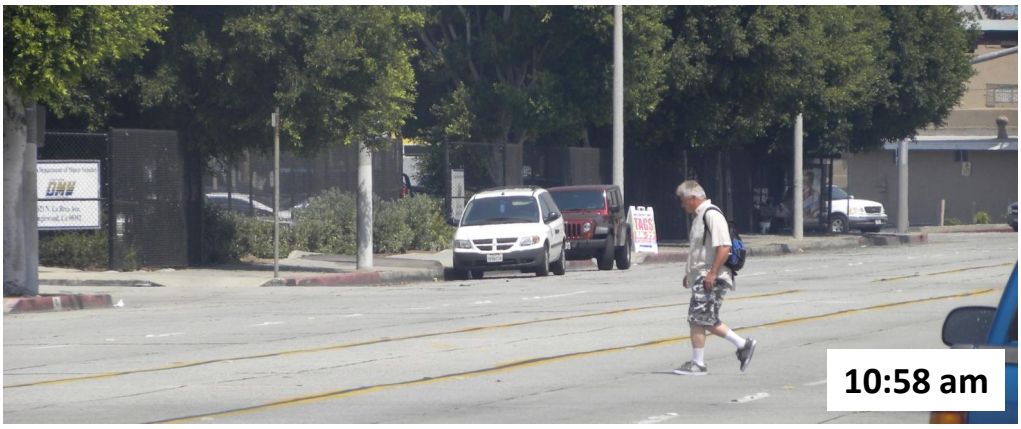
Inglewood Pedestrian Safety Assessment (2013)
www.cityofinglewood.org
pp. 3-5 Pedestrian/Bike Collision History
Section 4.2 – Focus Area Site-Specific Recommendations
p. 27 – recommendation for Pedestrian Master Plan
p 13 – recommendation for Safe Routes to School Plan

Greening Plan (Social Justice Learning Institute, estimated completion September 2014)
www.sjli.org


Inglewood
Ped/Bike Collisions
2008 to2011
Bicyclist
Pedestrian
A Photo Location
A
B
C
D
E
F
W Slauson Ave
W Florence Ave
W Manchester Blvd
W Arbor Vitae St
W Century Blvd
Hyde Park Blvd
E Fairview Blvd
E Florence Ave
Inglewood Park Cemetery
Centinela Park
Ladera Park
The Forum
Darby Park
Hollywood Park Race Track
Hawthorne
Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

SWITRS, 2013





Long distances between signaled crosswalks results in frequent midblock pedestrian crossing movements (Photo Position A: La Brea Ave.)

Narrow sidewalk adjacent to traffic moving 40-50 mph

Long distances between signaled crosswalks

(Photo Position B: Prairie Ave.)

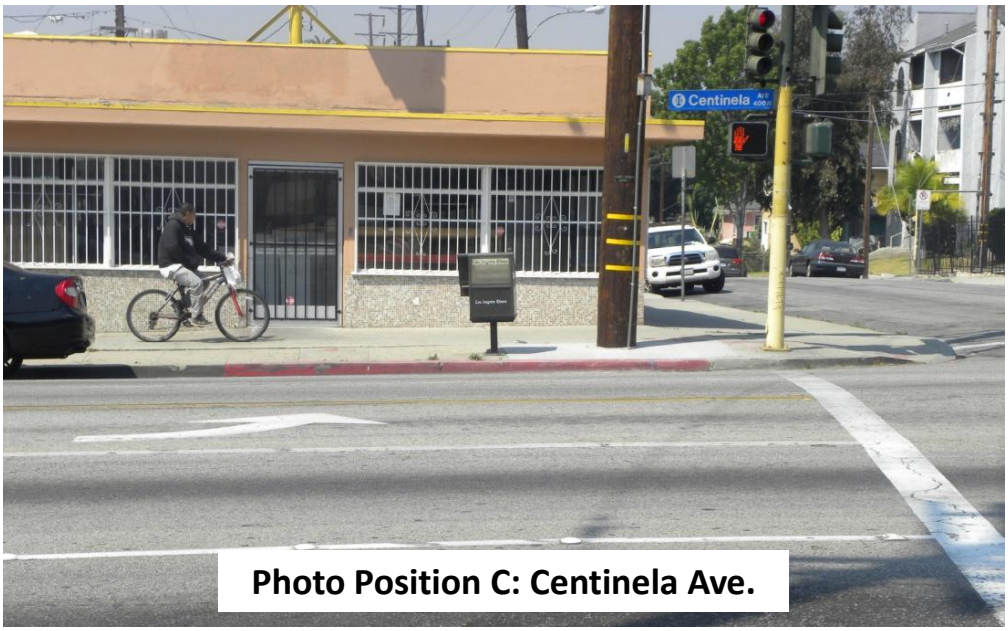


Photo Position C: Centinela Ave.

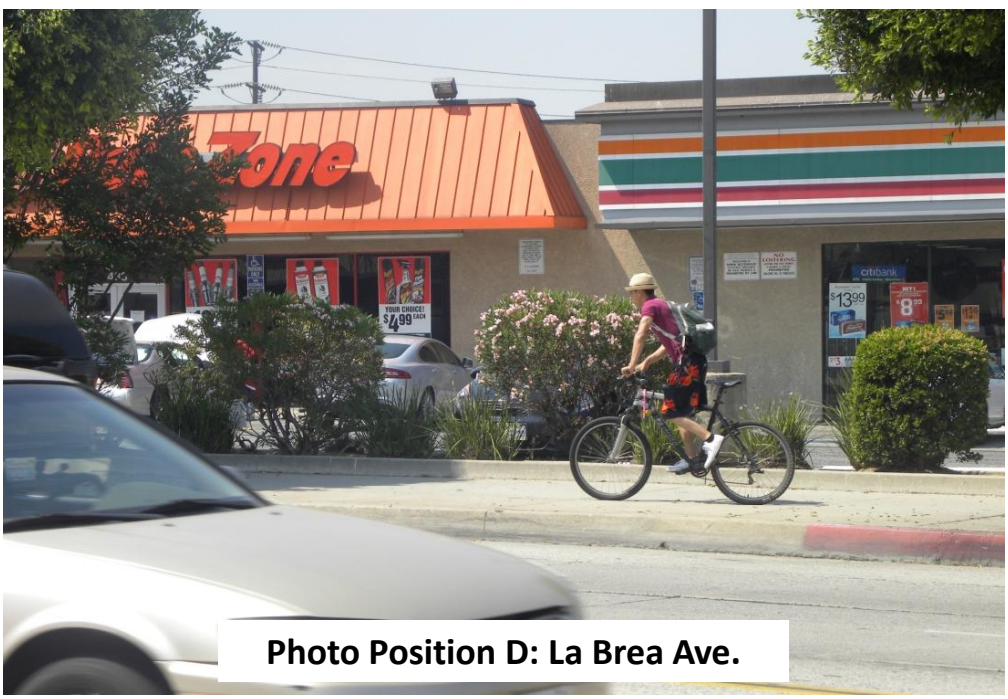


Photo Position D: La Brea Ave.

Frequent Sidewalk Biking due to Unsafe Street Biking Conditions

Photo Position E: Prairie Ave.

Photo Position F: Centinela Ave.

Frequent Sidewalk Biking due to Unsafe Street Biking Conditions

COMMUNITY WORKSHOP:

Help Create A More Sustainable Inglewood!

FIND OUT WHAT THE CITY IS DOING TO ENHANCE WATER AND ENERGY EFFICIENCY, AND SHARE YOUR IDEAS AT A COMMUNITY MEETING…

Date: **Thursday, March 8, 2012**
Time: **6:00-8:00 p.m.**
Location: **Inglewood City Hall**
1st Floor Community Room

The City is preparing an **Energy Climate Action Plan**. This plan will establish targets for energy efficiency and identify programs that will help residents, businesses, and workers save gasoline, electricity, natural gas, and water while improving the environment. This is the first of two community meetings the City will hold to hear your ideas on saving energy, saving water and improving the environment in Inglewood.

WE NEED YOUR INPUT TO MAKE THIS PLAN A SUCCESS!

Questions or if you will require special accommodations due to a disability, please contact the Planning Division by phone (310) 412-5230 or fax (310) 412-5681.

TALLER COMUNITARIO:

¡Ayude a Crear un Mejor Inglewood!

DESCUBRA LO QUE LA CIUDAD ESTÁ HACIENDO PARA MEJORAR EL AGUA Y EFICIENCIA ENERGÉTICA, Y COMPARTA SUS IDEAS EN LA REUNIÓN COMUNITARIA…

Fecha: **Jueves 7 de marzo de 2012**
Hora: **6:00-8:00 p.m.**
Ubicación: **Ayuntamiento de Inglewood, 1er Piso**
Sala Comunitaria

La Ciudad está preparando un Plan de Acción Climática de Energía. Este plan establecerá objetivos para la eficiencia energética e identificará programas que ayudarán a los residentes, empresas y trabajadores a ahorrar gasolina, electricidad, gas natural y agua, al mismo tiempo que mejoran el medio ambiente. Esta es la primera de dos reunions comunitarias que la Ciudad llevará a cabo para escuchar sus ideas sobre ahorrar energía, ahorrar agua y mejorar el medio ambiente en Inglewood.

¡NECESITAMOS SU OPINIÓN PARA HACER DE ESTE PLAN TODO UN ÉXITO!

Preguntas o si necesita atención especial debido a una discapacidad, por favor póngase en contacto con la División de Planificación al (310) 412-5230.

DO YOU HAVE IDEAS FOR SAVING ENERGY AND WATER IN INGLEWOOD?

HEAR WHAT THE CITY IS DOING AND SHARE YOUR IDEAS AT A COMMUNITY MEETING.

You are invited to a community meeting on the Inglewood Energy Climate Action Plan on

Thursday, June 14, 2012
6:00 p.m. - 8:00 p.m.

Inglewood City Hall
1st Floor Community Room

TOGETHER
WE CAN
IMPROVE THE ENVIRONMENT
IN INGLEWOOD!

<u>Questions?</u> Contact the
Inglewood Planning Division
at
(310) 412-5230

TIENE IDEAS PARA EL AHORRO DE AGUA Y ENERGÍA EN INGLEWOOD?

ENTÉRESE DE LO QUE LA CIUDAD ESTA HACIENDO Y OPINE EN UN EVENTO COMUNITARIO.

Lo invitamos cordialmente al evento “Plan de acción en energía climática”

Jueves, Junio 14 del 2012
6:00 p.m. - 8:00 p.m.

Ayuntamiento de Inglewood
Recinto Comunitario (1er Piso)

JUNTOS
PODEMOS
AYUDAR AL MEDIO AMBIENTE
EN INGLEWOOD!

Tiene preguntas?

Llame al Departamento de Planeación de Inglewood al (310) 412-5230

DO YOU HAVE IDEAS FOR SAVING ENERGY AND WATER IN INGLEWOOD?

HEAR WHAT THE CITY IS DOING AND SHARE YOUR IDEAS AT A COMMUNITY MEETING.

You are invited to a community meeting on the Inglewood Energy Climate Action Plan

On

Thursday, March 8, 2012
6:00 p.m. - 8:00 p.m.

Inglewood City Hall
1st Floor Community Room

TOGETHER
WE CAN
IMPROVE THE ENVIRONMENT
IN INGLEWOOD!

<u>Questions?</u> Contact the
Inglewood Planning Division
at
(310) 412-5230

TIENE IDEAS PARA EL AHORRO DE AGUA Y ENERGÍA EN INGLEWOOD?

ENTÉRESE DE LO QUE LA CIUDAD ESTA HACIENDO Y OPINE EN UN EVENTO COMUNITARIO.

Lo invitamos cordialmente al evento “Plan de acción en energía climática”

Jueves, Marzo 8 del 2012
6:00 p.m. - 8:00 p.m.

Ayuntamiento de Inglewood
Recinto Comunitario (1er Piso)

JUNTOS
PODEMOS
AYUDAR AL MEDIO AMBIENTE
EN INGLEWOOD!

Tiene preguntas?

Llame al Departamento de Planeación de Inglewood al (310) 412-5230

TALLER COMUNITARIO:

¡Ayude a Crear un Mejor Inglewood!

DESCUBRA LO QUE LA CIUDAD ESTÁ HACIENDO PARA MEJORAR EL AGUA Y EFICIENCIA ENERGÉTICA, Y COMPARTA SUS IDEAS EN LA REUNIÓN COMUNITARIA…

Fecha: Jueves 8 de marzo de 2012
Hora: 6-8pm
Ubicación: Ayuntamiento de Inglewood, 1er Piso Sala Comunitaria A

La Ciudad está preparando un Plan de Acción Climática de Energía. Este plan establecerá objetivos para la eficiencia energética e identificará programas que ayudarán a los residentes, empresas y trabajadores a ahorrar gasolina, electricidad, gas natural y agua, al mismo tiempo que mejoran el medio ambiente. Esta es la primera de dos reuniones comunitarias que la Ciudad llevará a cabo para escuchar sus ideas sobre ahorrar energía, ahorrar agua y mejorar el medio ambiente en Inglewood.

¡NECESITAMOS SU OPINIÓN PARA HACER DE ESTE PLAN TODO UN ÉXITO!

Preguntas o si necesita atención especial debido a una discapacidad, por favor póngase en contacto con la División de Planificación al

(310) 412-5230.

004-10055689

COMMUNITY WORKSHOP:

Find out what the city is doing to enhance water and energy efficiency, and share your ideas at a community meeting…

Date: ***Thursday, June 14, 2012***
Time: ***6:00 p.m. - 8:00 p.m.***
Location: ***Inglewood City Hall***
1st Floor Community Room

Questions or if you will require special accommodations due to a disability, please contact the Planning Division by phone at (310) 412-5230 or fax (310) 412-5681.

Help Create A More Sustainable Inglewood!

The City is preparing an ***Energy Climate Action Plan.*** This plan will establish targets for energy efficiency and identify programs that will help residents, businesses, and workers save gasoline, electricity, natural gas, and water while improving the environment. This is the second of two community meetings the City will hold to hear your ideas on saving energy, saving water and improving the environment in Inglewood.

WE NEED YOUR INPUT TO MAKE THIS PLAN A SUCCESS!

Cut Line

Sign-up for Updates on the Energy Climate Action Plan

Name	Email or Mailing Address	Resident/ Visitor/ Etc.
Ms. Wanda Solomon	139 W. Manchester #4 Inglewood CA 90301 Wandas_2254@yahoo.com	✓
T.J. Walker	tjwalker88@yahoo.com	✓
DAWN ACCIUS	534 Venice Way #12 Inglewood, CA 90302 dawnbeckman@sbcglobal.net	INTEREST IN COMMUNITY GARDENS v Resident
Phillip Thornton	725 S. Hawthorne pchello2268@yahoo.com	Resident
Rosa Vazquez	649 E. 97th st #5 Inglewood CA 90301	Resident
Lenora Baker	10624 Crenshaw #3 Inglewood	Resident.
LASHAWN OPPONG	719 N. EUCALYPTUS AVE #11C INGLEWOOD, CA 90302	RESIDENT
Marcus Sanford	419 N. Eaton Ave Unit 1	Resident
Derek Steele	8802 Victor Ave #18 Inglewood, CA 90302	Resident (SJLI)
BORIS RICKS	19 PINE CT INGLEWOOD, CA 90302	RESIDENT
Debbie Henry	4007 Glenmere Rd #A Inglewood CA	visitor
Augustine Christian	augustinechristian32@listmail.com	Resident.

email to flier & Derek to post on SJLI listserve,

- INTEREST IN COMMUNITY GARDENS
- " FARMERS MARKET
- STREET SWEEPING EVERY OTHER WEEK

Sign-up for Updates on the Energy Climate Action Plan

Name	Email or Mailing Address	Resident/ Visitor/ Etc.
JAMES A. VAUGHAN	THE CRAMMAN 129@MSN.COM	PRESIDENT
Luz	Ramirez 314 Lime st Inglewood.	Residen.

COMMUNITY WORKSHOP #2:

Help Create A More Sustainable Inglewood!

FIND OUT WHAT THE CITY IS DOING TO ENHANCE WATER AND ENERGY EFFICIENCY, AND SHARE YOUR IDEAS AT A COMMUNITY MEETING…

Date: **Thursday, June 14, 2012**
Time: **6:00-8:00 p.m.**
Location: **Inglewood City Hall, 1st Floor Community Room**

The City is preparing an **Energy Climate Action Plan**. This plan will establish targets for energy efficiency and identify programs that will help residents, businesses, and workers save gasoline, electricity, natural gas, and water while improving the environment. This is the second of two community meetings the City will hold to hear your ideas on saving energy, saving water and improving the environment in Inglewood.

WE NEED YOUR INPUT TO MAKE THIS PLAN A SUCCESS!

Questions or if you will require special accommodations due to a disability, please contact the Planning Division by phone (310) 412-5230 or fax (310) 412-5681.

TALLER COMUNITARIO #2:

¡Ayude a Crear un Mejor Inglewood!

DESCUBRA LO QUE LA CIUDAD ESTÁ HACIENDO PARA MEJORAR EL AGUA Y EFICIENCIA ENERGÉTICA, Y COMPARTA SUS IDEAS EN LA REUNIÓN COMUNITARIA…

Fecha: **Jueves 14 de junio de 2012**
Hora: **6:00-8:00 p.m.**
Ubicación: **Ayuntamiento de Inglewood, 1er Piso**
Sala Comunitaria

La Ciudad está preparando un Plan de Acción Climática de Energía. Este plan establecerá objetivos para la eficiencia energética e identificará programas que ayudarán a los residentes, empresas y trabajadores a ahorrar gasolina, electricidad, gas natural y agua, al mismo tiempo que mejoran el medio ambiente. Esta es la segunda de dos reunions comunitarias que la Ciudad llevará a cabo para escuchar sus ideas sobre ahorrar energía, ahorrar agua y mejorar el medio ambiente en Inglewood.

¡NECESITAMOS SU OPINIÓN PARA HACER DE ESTE PLAN TODO UN ÉXITO!

Preguntas o si necesita atención especial debido a una discapacidad, por favor póngase en contacto con la División de Planificación al (310) 412-5230.

Energy Climate Action Plan: Community Workshop #2 June 14, 2012

Name	Email or Mailing Address	How you Heard About Meeting?
Derek Steele	dsteele@sjli-cp.org 882 Victor Ave # 18 90302	Email, mindy wilcox
William Widener	3145 Eucalyptus Ave 90301	williamwidener2000@yahoo.com
Christina Adolphus	cadolphus@gmail.com 8301 West Blvd. 90305	ABC Club/District 1
Mario Lamber		
Richard Purdy		
Elizabeth Carbonado	4828 W. 93rd St	Bill
Marline Toler	MToler@earthlink.Net	E-Mail Notice
Maria Vazquez.		My bill mother
Grace Farwell	grace@sbesc.com	
Sabrina Bornstein	Sabrina@sbesc.com	
Deborah Hartnett	staynyndz@hotmail.com	

Energy Climate Action Plan: Community Workshop #2 June 14, 2012

Name	Email or Mailing Address	How you Heard About Meeting?
N. Aida Mansurini	Red@loveandlifefoundation.org	website
Veronica Chavez	Corazon SALVAJE 47@YAHOO.COM	
Ricardo Romero Chavez	ricardo 2K7@yahoo.com	flyer
COMMISSIONER COLEMAN		
ALICE L JONES	ropijones@gmail.com	Email FLYER

PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Inglewood, California, will hold a public hearing on **February 6, 2013 at the hour of 7:00 p.m.,** in the City Council Chambers, Ninth Floor, Inglewood City Hall, One Manchester Boulevard, Inglewood, California to consider a resolution to adopt the Draft Inglewood Energy and Climate Action Plan.

All persons interested may appear before the Planning Commission and be heard with reference to this matter.

A Negative Declaration (EA-ND-2012-81) has been prepared stating that the proposed amendment will have no significant adverse impact upon the environment, a copy of which is available for public review in the Planning Division office, fourth floor of City Hall, at www.cityofinglewood.org, and via email at mwilcox@cityofinglewood.org.

INGLEWOOD PLANNING COMMISSION
George W. Dotson, Chairperson

If you will require special accommodations, due to a disability, please contact the Planning Division at (310) 412-5230 or FAX (310) 412-5681, One Manchester Boulevard, Fourth Floor, Inglewood City Hall, Inglewood, CA 90301. All requests for special accommodations must be received 48 hours prior to the day of the hearing(s).

"If you challenge the proposed code amendments in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing."

In the event that the Planning Commission meeting of February 6, 2013 is not held, or is concluded prior to this public hearing agenda item being considered, the public hearing will automatically be continued to the next regularly scheduled Planning Commission meeting.

"Si no entiende esta noticia o si necesita mas informacion, favor de llamar a este numero (310) 412-5230."

DATE OF POSTING: January 10, 2013

PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the City Council of the City of Inglewood, California, will hold a public hearing on **March 19, 2013 at the hour of 2:00 p.m.,** in the City Council Chambers, Ninth Floor, Inglewood City Hall, One Manchester Boulevard, Inglewood, California to consider the Inglewood Energy and Climate Action Plan.

All persons interested may appear before the City Council and be heard with reference to this matter.

The proposed project is consistent with the Land Use Element of the Inglewood General Plan and will not create any additional impact on public services. A Negative Declaration (EA-ND-2012-81) has been prepared stating that the proposed plan will have no significant adverse impact upon the environment, a copy of which is available for public review in the Planning Division office, fourth floor of City Hall.

Yvonne Horton, City Clerk
City of Inglewood, California

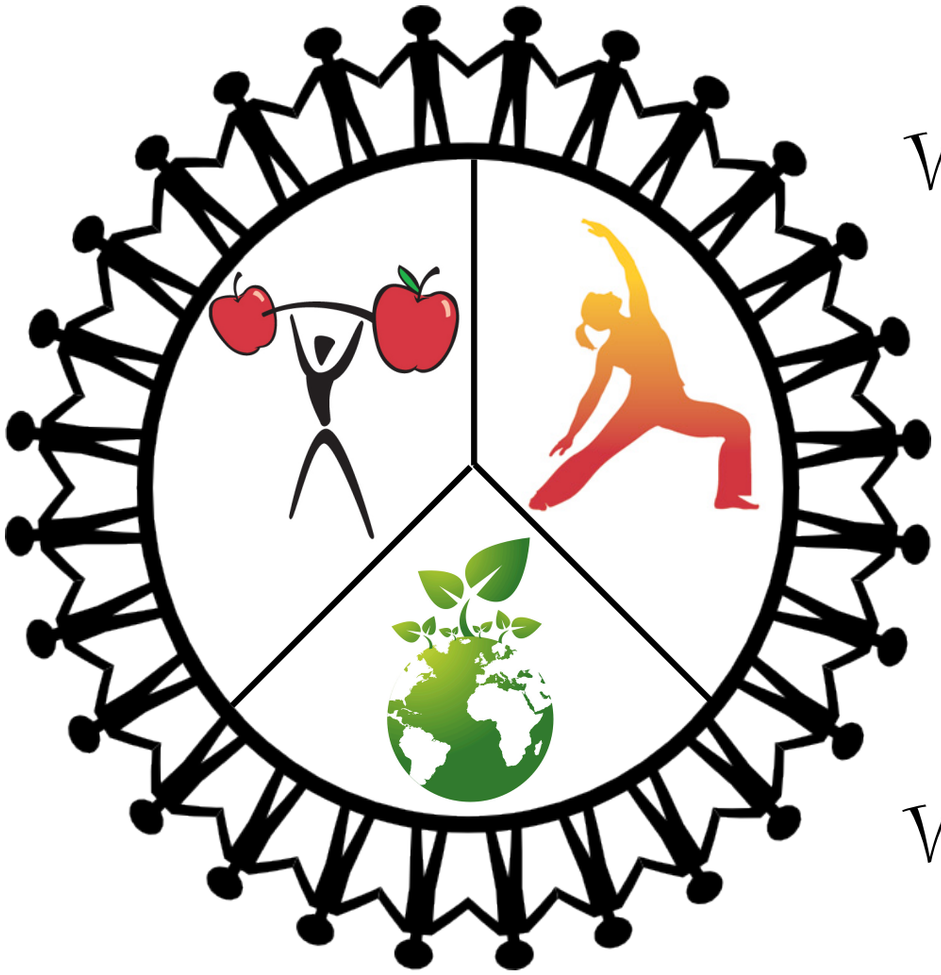
If you will require special accommodations due to a disability, please contact the City Clerk's Office at (310) 412-5280 or FAX (310) 412-5333, One Manchester Boulevard, 1st Floor, Inglewood, California 90301. All requests for accommodations must be received 48 hours prior to the day of the hearing.

"If you challenge the proposed code amendments in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to, the public hearing."

In the event that the City Council meeting of March 19, 2013 is not held, or is concluded prior to this public hearing agenda item being considered, the public hearing will automatically be continued to the next regularly scheduled City Council meeting.

"Si no entiende esta noticia o si necesita mas informacion, favor de llamar a este numero (310) 412-5280."

DATE OF POSTING: March 7, 2013



What: **Healthy & Sustainable Inglewood Collaborative**

Community Meeting

When: **Thursday, March 20th, 2014**

6:00pm - 8:30pm

Where: **Inglewood City Hall- Community Room A**

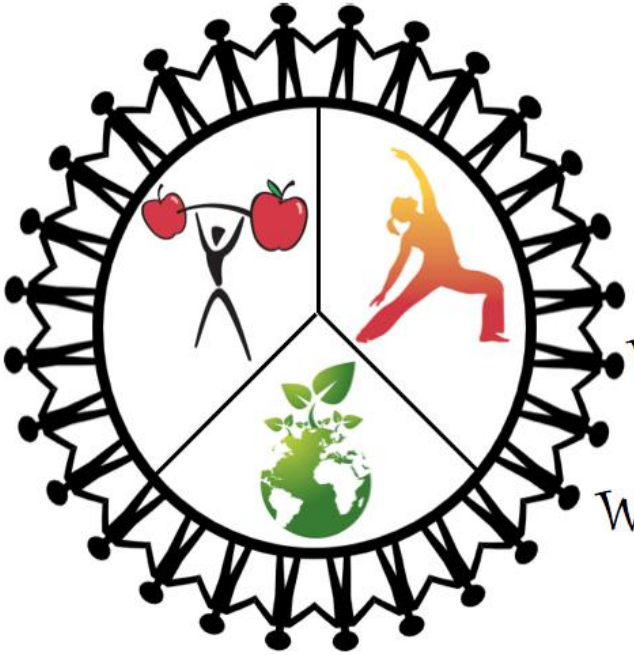
1 West Manchester Blvd. Inglewood, CA 90301

REFRESHMENTS PROVIDED

We are producing an Urban Greening & a Health Action Plan and need YOUR input!

Lets PLAN together to strengthen our community!

Supported by: California Strategic Growth Council, Public Health Institute, Kaiser Permanente



Healthy & Sustainable Inglewood Collaborative Meeting

What: Inglewood Collaborative Meeting

When: Thursday, January 16th, 2014 11am - 2pm

Where: Inglewood Rogers Park
400 West Beach Ave.
Inglewood, CA 90302

LUNCH PROVIDED

HAPPY NEW YEAR!
Lets PLAN together for the better of our community!

Supported by: California Strategic Growth Council, Public Health Institute, Kaiser Permanente

What: **Healthy & Sustainable Inglewood Collaborative Meeting**

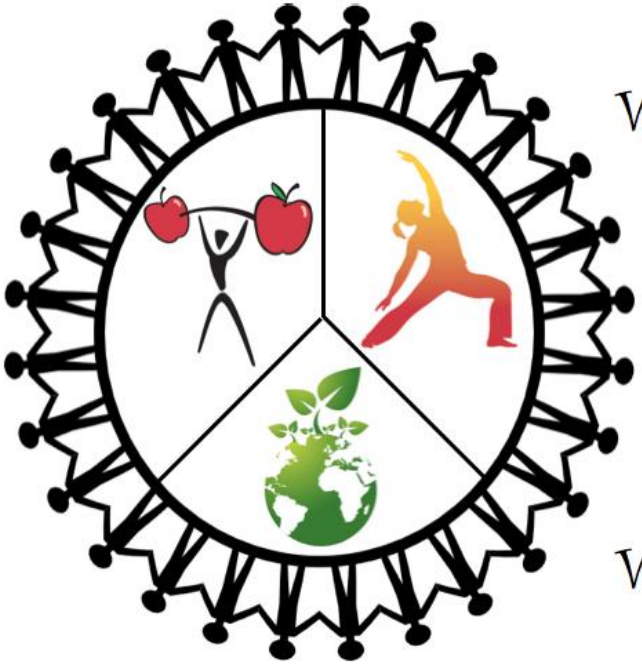
When: **Thursday, February 20th, 2014 11am - 2pm**

Where: **Inglewood Rogers Park**
400 West Beach Ave.
Inglewood, CA 90302

LUNCH PROVIDED

We are getting close!
Lets PLAN together for the better of our community!

Supported by: California Strategic Growth Council, Public Health Institute, Kaiser Permanente



What: **Healthy & Sustainable Inglewood Collaborative Meeting**

When: **Thursday, May 15th, 2014**
11:00am - 2:00pm

Where: **Inglewood Rogers Park**
400 West Beach Ave.
Inglewood, CA 90302

REFRESHMENTS PROVIDED

We are beginning to finalize the Urban Greening & a Health Action Plans and need YOUR input!

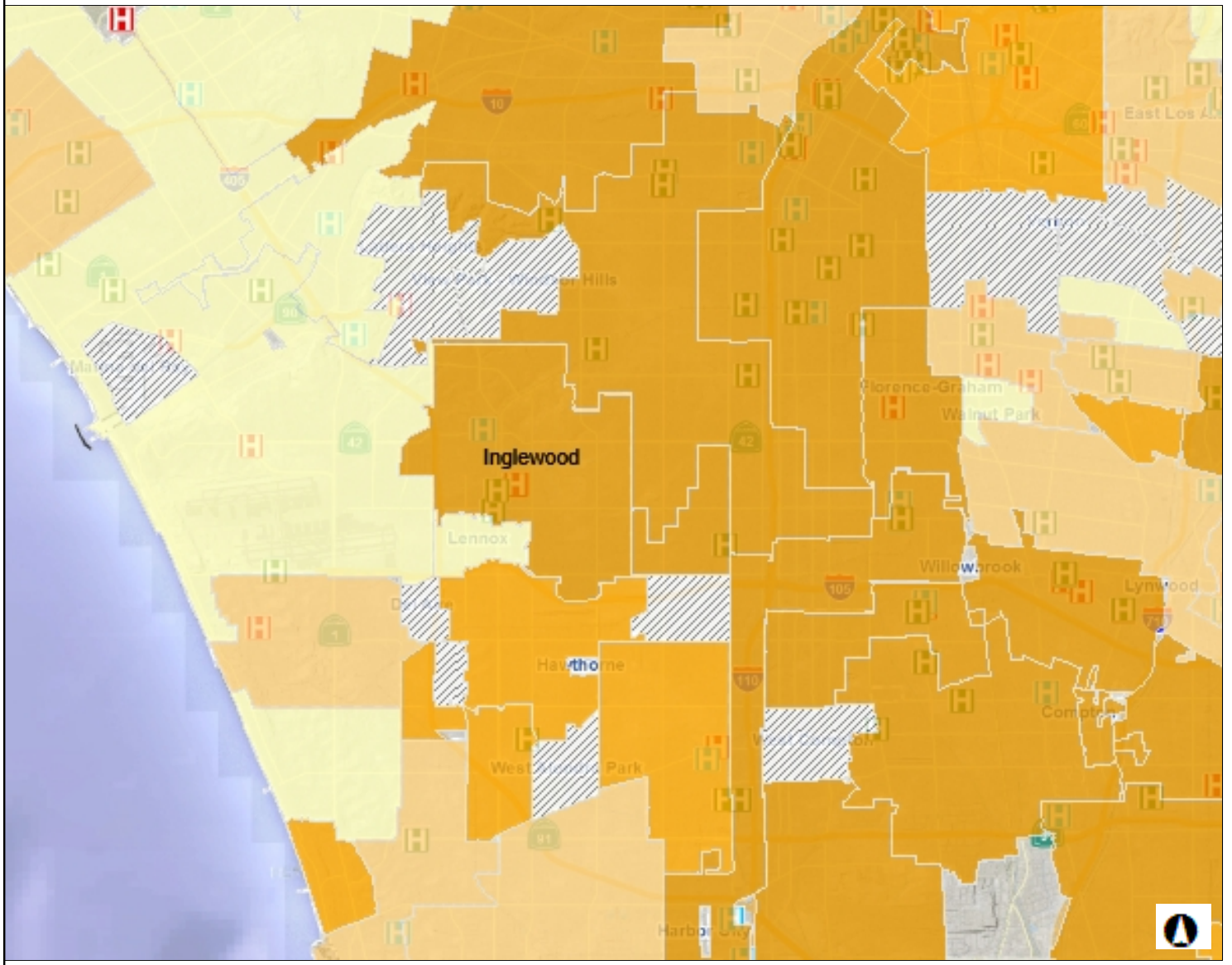
Lets PLAN together to strengthen our community!

Supported by: California Strategic Growth Council

PUBLIC HEALTH INSTITUTE

KAISER PERMANENTE

GIS Map Viewer



Legend

Life Expectancy at Birth, 2006

- 72.4 - 79.2
- 79.3 - 80.7
- 80.8 - 82.5
- 82.6 - 87.8
- Not Reported

- DHS Health Clinics
- Health Centers
- Hospitals and Medical Centers

Notes

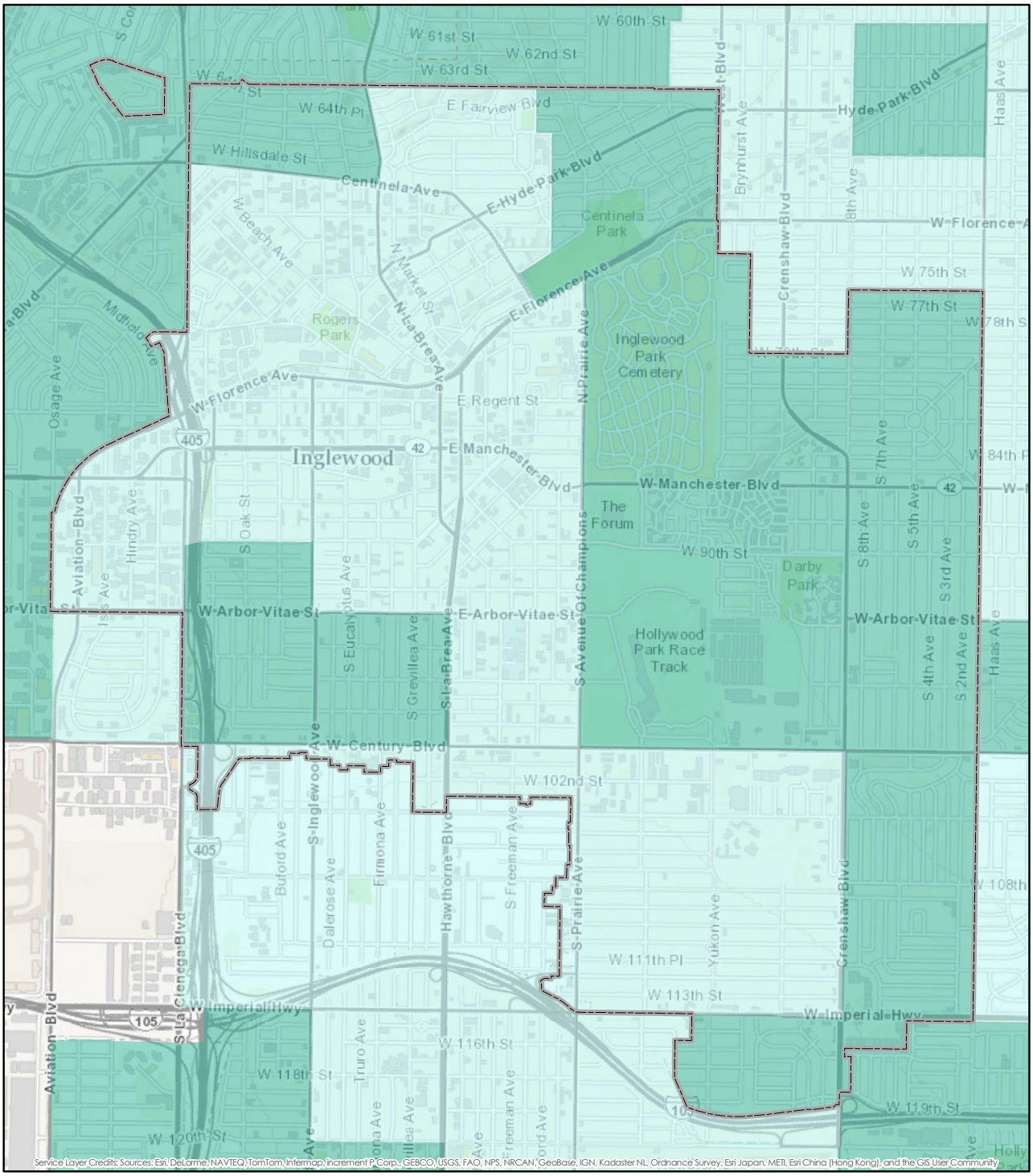
2.7 0 1.33 2.7 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
ISD, Los Angeles County

Disclaimer

The data available on this website, including Geographic Information Systems ("GIS") data, maps, tables, numbers, graphics, and text (hereinafter collectively referred to as the "Information"), is provided AS IS and for you to view, access, copy, distribute and otherwise use the Information at your own risk. The County of Los Angeles, its departments and its affiliated entities, elected and appointed officers, officials, employees and agents (hereinafter referred to as the "County") make no representation or warranty of any kind regarding this website or Information, explicit or implied.

Median Household Income by Census Tract within the City of Inglewood



2012 Median Household Income

< 80% CA Median Income

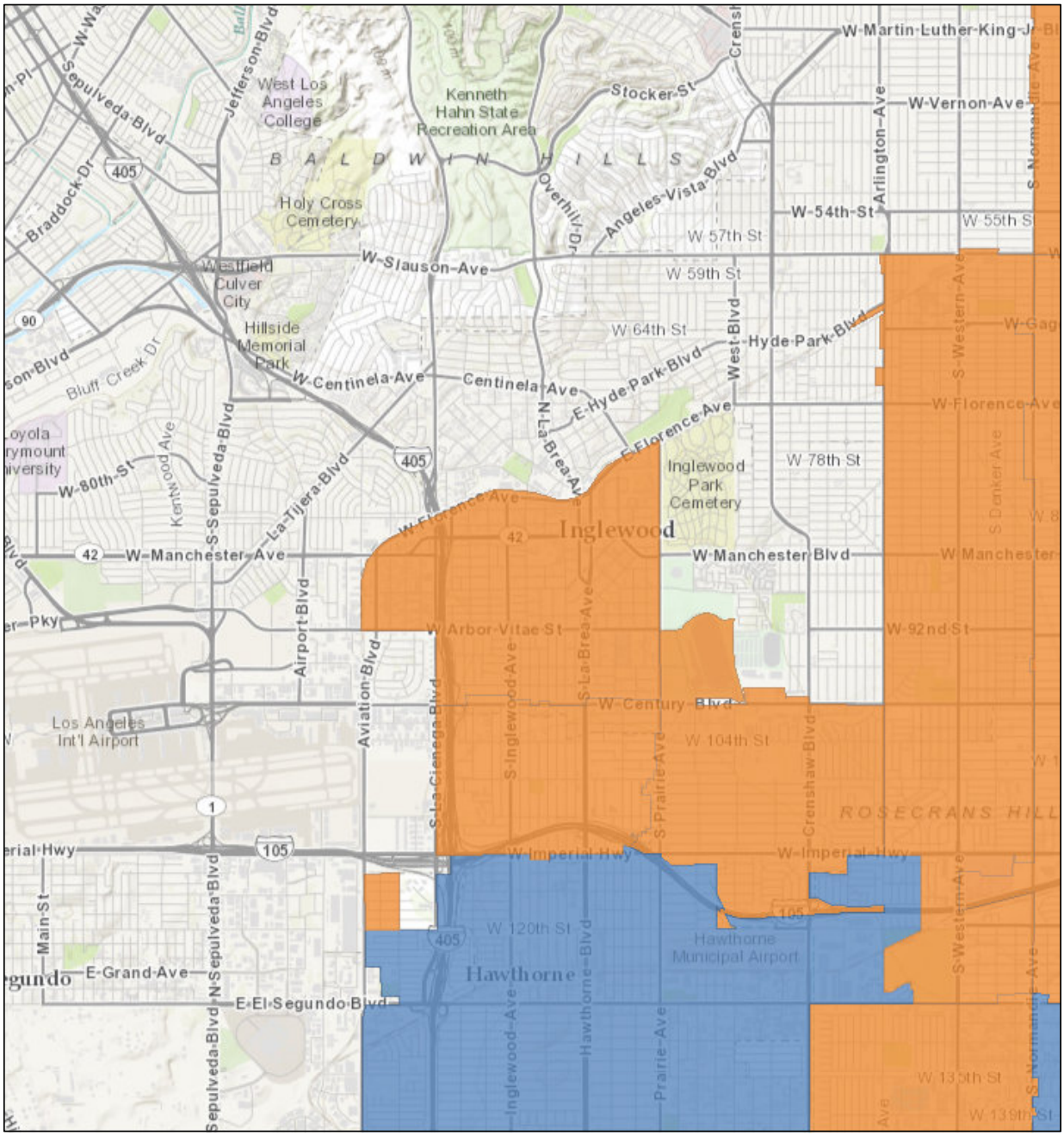
> 80% CA Median Income

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: American Community Survey, 2014 | Date: 5/14/2014
P:\Tom_Vo\Alan Thompson\Median Household Income\SCAG Counties\Los Angeles Cour

0 0.125 0.25 0.5 Miles

CalEnviroScreen 1.1 Results: Highest Scoring ZIP Codes



February 26, 2014

1:72,224

0 0.5 1 2 mi

0 1 2 4 km

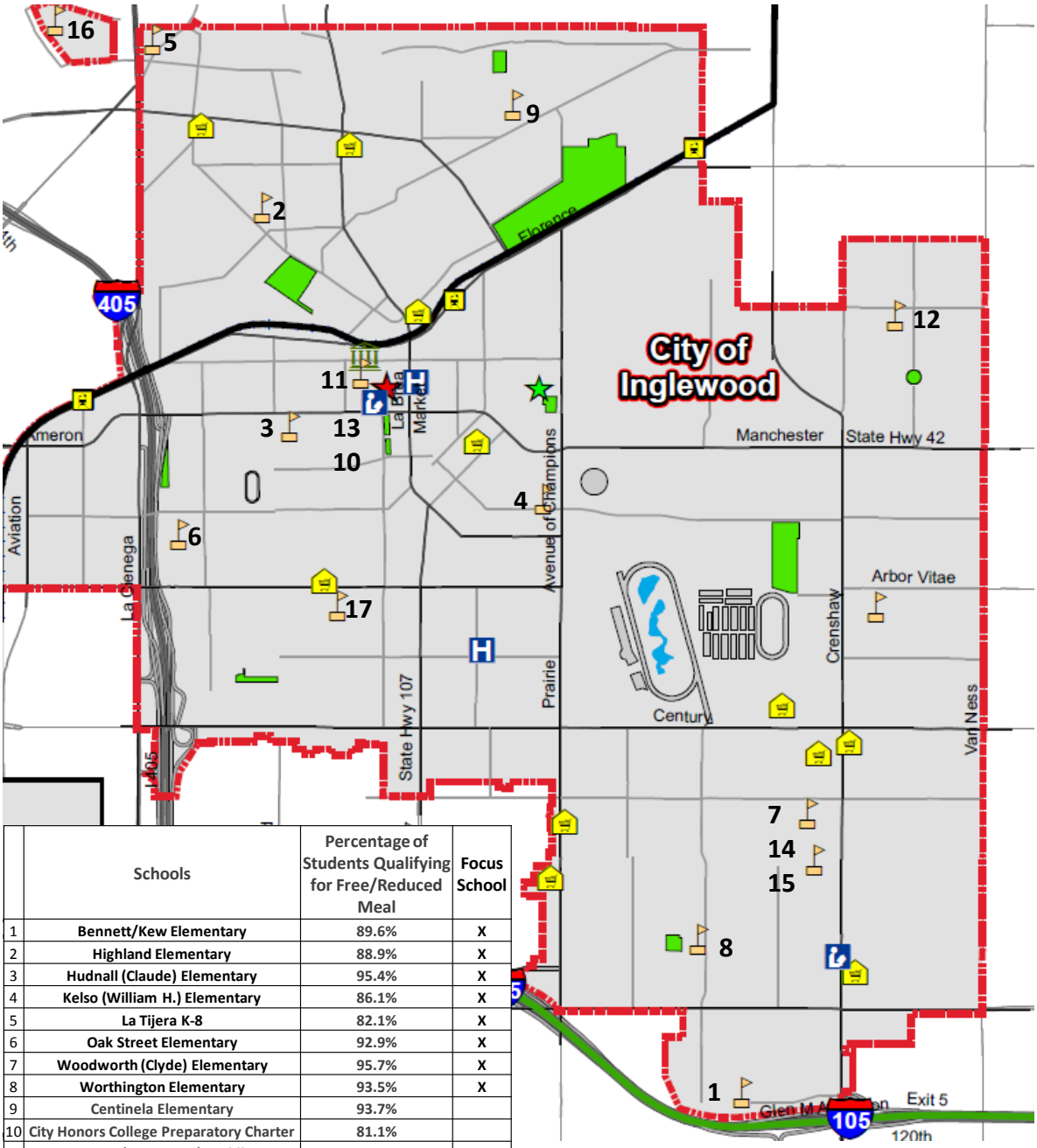
Top 5% of Statewide ZIP Codes

Top 6 - 10% of Statewide ZIP Codes

Sources: Esri, DeLorme, HERE, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

oehha_a

Free & Reduced Lunch Qualification



	Schools	Percentage of Students Qualifying for Free/Reduced Meal	Focus School
1	Bennett/Kew Elementary	89.6%	X
2	Highland Elementary	88.9%	X
3	Hudnall (Claude) Elementary	95.4%	X
4	Kelso (William H.) Elementary	86.1%	X
5	La Tijera K-8	82.1%	X
6	Oak Street Elementary	92.9%	X
7	Woodworth (Clyde) Elementary	95.7%	X
8	Worthington Elementary	93.5%	X
9	Centinela Elementary	93.7%	
10	City Honors College Preparatory Charter	81.1%	
11	Crozier (George W.) Middle	93.5%	
12	Freeman (Daniel) Elementary	94.9%	
13	Inglewood High	87.5%	
14	Monroe (Albert F.) Middle	94.4%	
15	Morningside High	88.5%	
16	Parent (Frank D.) Elementary	74.4%	
17	Payne (Buelah) Elementary	97.5%	

Mindala Wilcox

From: Clark, Virginia@CCC [Virginia.Clark@CCC.CA.GOV]
Sent: Wednesday, May 14, 2014 4:35 PM
To: Mindala Wilcox
Cc: Lino, Edgar@CCC; calocalcorps@gmail.com
Subject: FW: Inglewood Active Transportation Plan and Safe Routes to School Plan

Categories: Grants

Mindala,

The CCC is interested in participating in your ATP project. Please contact Edgar Lino (213) 744-2254 when appropriate.

Virginia Clark
Region Deputy, Region 1

California Conservation Corps
(916) 341-3147
fx(877) 834-4177
virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL
Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps
Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

---

From: Lino, Edgar@CCC
Sent: Wednesday, May 14, 2014 3:23 PM
To: Clark, Virginia@CCC
Subject: RE: Inglewood Active Transportation Plan and Safe Routes to School Plan

We would be interested. Sounds great. Thanks!

From: Clark, Virginia@CCC
Sent: Tuesday, May 13, 2014 9:49 AM
To: Lino, Edgar@CCC
Cc: Rochte, Christie@CCC; Rankin, Michelle@CCC
Subject: FW: Inglewood Active Transportation Plan and Safe Routes to School Plan

Edgar,
Please review this ATP project.

Virginia Clark
Region Deputy, Region 1

California Conservation Corps
(916) 341-3147
fx(877) 834-4177
virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL
Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps
Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

---

From: Mindala Wilcox [mailto:mwilcox@cityofinglewood.org]
Sent: Wednesday, May 07, 2014 11:59 AM
To: Clark, Virginia@CCC; calocalcorps@gmail.com
Cc: Judith Norman; Gangi Redman; Keith Lockard
Subject: ATP: Inglewood Active Transportation Plan and Safe Routes to School Plan

Ms. Clark and Ms. Vitale,
Good morning. On behalf of the City of Inglewood, we request your input on whether the California Conservation Corps (CCC) or California Association of Local Conservation Corps (CALCC) is able to provide any services for our Active Transportation and Safe Routes to School planning effort and educational campaign, which is the subject of our ATP Grant Application.

The City proposes to prepare a comprehensive Active Transportation (AT) Plan that incorporates bicycle, pedestrian, ADA considerations and Safe Routes to School (SRTS) analysis and planning. The community engagement process for the AT and SRTS Plans will include establishment of a technical advisory committee, several community meetings/design charrettes, and multimedia outreach such as a dedicated website. Community engagement activities will also include an Educational/Encouragement Campaign targeting auto drivers, bicyclists, pedestrians, students, and parents in support of AT and SRTS planning and implementation.

Attached you will find our draft scope of work/budget, project schedule, and a map of Inglewood. Based on our review of the Corps' website information, the following activities that are within our scope of work, may be services the corps could provide (there may be others based on your review of our scope):

- Education and outreach
- Bike counts
- Walking counts

At your earliest opportunity, please let me know if there are any services that the CCC or CALCC provide that we have included in our scope of work. The City has worked with the local corps in the past and would enjoy an opportunity to work with the local or state corps again if their services provide a good fit for our scope. Thank you for your consideration and please feel free to contact me should you require any additional information.

Sincerely,

Mindy Wilcox, AICP : Senior Planner : City of Inglewood
Planning Division : One Manchester Boulevard : Inglewood, CA 90301
V(310) 412-5230 : F(310) 412-5681 : mwilcox@cityofinglewood.org

Mindala Wilcox

From: Calcc Calcc [calocalcorps@gmail.com]
Sent: Tuesday, May 20, 2014 7:14 AM
To: Mindala Wilcox; Bo Savage
Cc: virginia.clark@ccc.ca.gov; Judith Norman; Gangi Redman; Keith Lockard
Subject: Re: ATP: Inglewood Active Transportation Plan and Safe Routes to School Plan

Good morning,

Thank you for contacting CALCC. Unfortunately, no local corps will be able to participate on this project. This email should serve as confirmation that you have contacted the local corps and that they have declined to participate. Feel free to attach this email to your final application.

Thanks,
Cynthia

Cynthia Vitale

Conservation Strategy Group

1100 11th Street, Suite 200

Sacramento, CA 95814

(916) 558-1516 ext. 126

On Wed, May 7, 2014 at 11:58 AM, Mindala Wilcox <mwilcox@cityofinglewood.org> wrote:

Ms. Clark and Ms. Vitale,

Good morning. On behalf of the City of Inglewood, we request your input on whether the California Conservation Corps (CCC) or California Association of Local Conservation Corps (CALCC) is able to provide any services for our Active Transportation and Safe Routes to School planning effort and educational campaign, which is the subject of our ATP Grant Application.

The City proposes to prepare a comprehensive Active Transportation (AT) Plan that incorporates bicycle, pedestrian, ADA considerations and Safe Routes to School (SRTS) analysis and planning. The community engagement process for the AT and SRTS Plans will include establishment of a technical advisory committee, several community meetings/design charrettes, and multimedia outreach such as a dedicated website.

Community engagement activities will also include an Educational/Encouragement Campaign targeting auto drivers, bicyclists, pedestrians, students, and parents in support of AT and SRTS planning and implementation.

Attached you will find our draft scope of work/budget, project schedule, and a map of Inglewood. Based on our review of the Corps' website information, the following activities that are within our scope of work, may be services the corps could provide (there may be others based on your review of our scope):

- Education and outreach
- Bike counts
- Walking counts

At your earliest opportunity, please let me know if there are any services that the CCC or CALCC provide that we have included in our scope of work. The City has worked with the local corps in the past and would enjoy an opportunity to work with the local or state corps again if their services provide a good fit for our scope. Thank you for your consideration and please feel free to contact me should you require any additional information.

Sincerely,

Mindy Wilcox, AICP : Senior Planner : City of Inglewood
Planning Division : One Manchester Boulevard : Inglewood, CA 90301
V(310) 412-5230 : F(310) 412-5681 : mwilcox@cityofinglewood.org

INGLEWOOD UNIFIED SCHOOL DISTRICT

401 S. INGLEWOOD AVE., INGLEWOOD CALIFORNIA • 90301 PHONE: (310) 419-2793 (310) 677-0685 FAX

DON BRANN, ED.D.
STATE TRUSTEE

ADMINISTRATION

Mr. Joe Dominguez
Chief Operations Officer

Ms. Joyce Kennedy
Assistant. Superintendent of Human Resources

Ms. La Tanya Kirk-Carter
Assistant Superintendent of Business Services

Ms. Ofelia Lariviere
Assistant Superintendent of Educational Services

ADVISORY BOARD

Dr. Carliss R. McGhee
President

Ms. La Deirdre J. Wilson
Vice President

Mr. Arnold C. Butler
Member

Ms. Carol Raines-Brown
Member

Dr. Johnny J, Young
Member

May 15, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

To Whom It May Concern:

This letter is to indicate our strong support for the City of Inglewood's Active Transportation and Safe Routes to School Grant application proposal to develop an Active Transportation Plan, a Safe Routes to School Plan and to conduct an education and encouragement campaign in support of active transportation throughout the City.

The Inglewood Unified School District serves almost twelve thousand students and safety is one of our highest priorities. Our schools of focus are Bennett/Kew, Worthington, Kelso, Oak Street, Woodworth, Hudnall, La Tijera, and Highland. The development of these plans and the implementation of a supportive educational campaign are the first steps necessary to begin fostering a more multi-modal environment in Inglewood. By investing in enhancements to pedestrian and bicycling facilities, residents, students, and their families will have improved transportation options and greater opportunities to incorporate physical activity into their daily lives.

Thank you for your consideration of this request.

Sincerely,

Joe Dominguez
Chief Operation Officer

JD:im

Mission Statement
The mission of the Inglewood Unified School District is to ensure that all of our students are taught rigorous standards based on curriculum supported by highly qualified staff in an exemplary educational system characterized by high student achievement, social development, safe schools and effective partnerships with all segments of the community.

Metro

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

May 12, 2014

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

RE: Letter of Support for City of Inglewood - Active Transportation Plan & Safe Routes to School Plan 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 City of Inglewood - Active Transportation Plan & Safe Routes to School Plan in the City of Inglewood. 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 Inglewood's efforts and contribution towards a sustainable transportation future. We respectfully request a favorable consideration of the City of Inglewood - Active Transportation Plan & Safe Routes to School Plan for the ATP grant.

Sincerely,

Arthur T. Leahy
Chief Executive Officer

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

20285 Western Avenue, Suite 100
Torrance, California 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

May 12, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

To Whom It May Concern:

This letter is to indicate our strong support for the City of Inglewood's Active Transportation and Safe Routes to School Grant application proposal to develop an Active Transportation Plan, a Safe Routes to School Plan, and to conduct an education and encouragement campaign in support of active transportation throughout the City.

The development of these plans and the implementation of a supportive educational campaign are the first steps necessary to begin fostering a more multi-modal environment in Inglewood. By investing in enhancements to pedestrian and bicycling facilities, residents will have improved transportation options and greater opportunities to incorporate physical activity into their daily lives.

Thank you for your consideration of this request.

Sincerely,

Dan Medina
SBCCOG Chair
Mayor Pro Tem, City of Gardena

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Los Angeles Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County

SOCIAL JUSTICE LEARNING INSTITUTE

664 E. Regent Street
Inglewood, CA 90301
Office: 323.952.7363
Fax: 310.935.4765
www.sjli.org

EMPOWERING COMMUNITIES TO ACHIEVE EQUITY AND JUSTICE

BOARD OF DIRECTORS

Dr. Omai Garner (Chair)

Dr. Nancy Greenstein (Treasurer)

Dr. Linda Baum

Dr. Vickie Mays, Ph.D., MPH

D'Artagnan Scorza, Ph.D. (Secretary)

BOARD OF ADVISORS

Ben Allen, J.D.

Brian Selmo, CPA, CFA

Bowe Kurowski

Owiso Odera, MFA

May 7, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Selection Committee,

On behalf of the Social Justice Learning Institute (SJLI), we are pleased submit a letter of support for the City of Inglewood's Active Transportation and Safe Routes to School Grant proposal to develop an Active Transportation Plan, a Safe Routes to School Plan and to conduct an education and encouragement campaign in support of active transportation throughout the City. SJLI is dedicated to improving the education, health, and well being of youth and communities of color by empowering them to enact social change through research, training, and community mobilization and as committed community stakeholders, we recognize the importance of this undertaking in the City of Inglewood.

The development of a comprehensive active transportation plan, as well as the implementation of an educational campaign, will help our community engage in activities that will foster a multi-modal and environmentally sustainable Inglewood. By investing in enhancements to pedestrian and bicycling facilities, residents will have improved transportation options and greater opportunities to incorporate physical activity into their daily lives. We have worked with the City of Inglewood for more than five years in program and city planning, policy change, organizational capacity building, environmental sustainability, healthy eating and food access. We look forward to supporting the City's future projects and will continue to support their current project initiatives.

If you have any questions or concerns, please feel free to contact me at 323.952.7363 or dscorza@sjli-cp.org.

With regards,

D'Artagnan Scorza, Ph.D.
Executive Director

LA n Sync

United to Improve Community Life

May 15, 2014

Ms. Teresa McWilliam
Caltrans, Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Dear Ms. McWilliam,

LA n Sync is an effective coalition of philanthropy, nonprofits, businesses, academic institutions and government – united in our determination to meet LA's most pressing public needs and dedicated to improving the lives of all Angelenos. This broad group of civic leaders is dedicated to Los Angeles' future and shares the task of building it, with civic pride and solidarity.

Our LA n Sync coalition whose partners are listed on the attached list, is united in enthusiastic support for the City of Inglewood's Active Transportation and Safe Routes to School Grant application proposal to develop an Active Transportation Plan, a Safe Routes to School Plan and to conduct an education and encouragement campaign in support of active transportation throughout the City.

The development of these plans and the implementation of a supportive educational campaign are the first steps necessary to begin fostering a more multi-modal environment in Inglewood. By investing in enhancements to pedestrian and bicycling facilities, residents will have improved transportation options and greater opportunities to incorporate physical activity into their daily lives. We have confidence that the City of Inglewood will succeed in carrying out this work that will significantly benefit the residents and improve their ability to access much needed resources.

The time is right to focus on transportation issues in Inglewood and we look forward to working with and supporting Inglewood and the other key partners on this project.

Sincerely,

Leonard J. Aube, Executive Director, Annenberg Foundation

UNITED TO IMPROVE COMMUNITY LIFE
LA n Sync
SEAL OF APPROVAL
#1013

LA n Sync
United to Improve Community Life

Partners

Academia

- Los Angeles Community College District, Department of Economic Development and Workforce Education
- UCLA, Center for the Study of Social Policy
- USC, Center on Philanthropy and Public Policy

Nonprofit/Service/Policy Agencies

- The Advancement Project
- California Budget Project
- Community Development Corporation
- Community Partners
- First 5 LA
- Youth Policy Institute

Philanthropy

- Ahmanson Foundation
- Annenberg Foundation
- California Community Foundation
- The California Endowment
- The California Wellness Foundation
- Conrad N. Hilton Foundation
- The Goldhirsh Foundation
- W.M. Keck Foundation
- The Los Angeles Fund for Public Education
- Ralph M. Parsons Foundation
- Rose Hills Foundation
- Southern California Grantmakers
- Weingart Foundation

Public Sector

- City of Los Angeles, Mayor's Office
- City of Los Angeles, Department of Cultural Affairs
- City of Los Angeles, Department of Recreation and Parks
- County of Los Angeles
- Housing Authority of the City of Los Angeles
- Housing Authority of the County of Los Angeles
- League of California Cities, Los Angeles Division
- Los Angeles Chamber of Commerce
- Los Angeles County Economic Development Corporation
- Los Angeles County Office of Education
- Los Angeles Police Department
- Los Angeles Unified School District
- Los Angeles World Airports
- Metropolitan Transit Authority

Private/Business

- Anschutz Entertainment Group
- The Capital Group Companies
- Center for Smart Manufacturing Innovation
- Creative Artists Agency
- Phillips and Associates

UNITED TO IMPROVE COMMUNITY LIFE
LA n Sync
SEAL OF APPROVAL
#1013

Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014
Phone 213.629.2142
Facsimile 213.629.2259
www.la-bike.org

May 16, 2014

Ms. Teresa McWilliam
Caltrans, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Support for City of Inglewood
Active Transportation Program

Dear Ms. McWilliam:

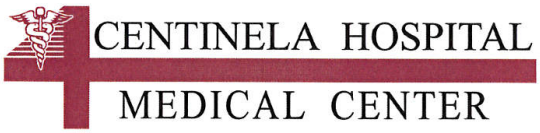
The Los Angeles County Bicycle Coalition (LACBC) strongly supports the City of Inglewood's application to the Active Transportation Program for an Active Transportation and Safe Routes to School Plan. LACBC previously worked with seven nearby cities in the South Bay to adopt a multi-city Bicycle Master Plan in 2011. We are excited to now work with Inglewood to expand these active transportation efforts into Inglewood.

These planning efforts come at a critical time for the City. Inglewood has significant disadvantaged communities that rely on nonmotorized transportation, but has not historically planned for their safety and mobility. The City is anticipating a rapid increase in development with the opening of the Metro Crenshaw light rail line at the end of the decade. To properly coordinate new development, First-Mile/Last-Mile access to Metro Rail and connect to regional bikeway planning efforts in adjacent jurisdictions, the time for this Active Transportation Plan is now. We encourage the State to fund this worthy application.

If you have any questions about this support, I can be reached at (213) 629-2142, ext. 127.

Sincerely,

Eric Bruins
Planning and Policy Director



May 16, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

To Whom It May Concern:

This letter is to indicate our strong support for the City of Inglewood's Active Transportation and Safe Routes to School Grant application proposal to develop an Active Transportation Plan, a Safe Routes to School Plan and to conduct an education and encouragement campaign in support of active transportation throughout the City.

The development of these plans and the implementation of a supportive educational campaign are the first steps necessary to begin fostering a more multi-modal environment in Inglewood. By investing in enhancements to pedestrian and bicycling facilities, residents will have improved transportation options and greater opportunities to incorporate physical activity into their daily lives.

Thank you for your consideration of this request. Please do not hesitate to contact me at (310)680-8092 or lmbradley@primehealthcare.com with any questions about our commitment to the project.

Sincerely,

Linda Bradley
Chief Executive Officer

555 East Hardy Street, Inglewood, CA 90301 ● Telephone (310) 673-4660 ● www.primehealthcare.com

KAISER PERMANENTE®

May 13, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

To Whom It May Concern:

This letter is to indicate our support for the City of Inglewood's Active Transportation and Safe Routes to School Grant application proposal to develop an Active Transportation Plan, a Safe Routes to School Plan and to conduct an education and encouragement campaign. Walking and biking are powerful preventive medicine and a strong, evidence-based solution to the epidemic of childhood obesity. There are many reasons why nearly 1 in 3 kids in California are now overweight or obese, with huge implications for their physical health, their emotional health and their ability to succeed in school.

One big driver of this epidemic is the fact that we have designed physical activity out of kids' lives. Kids today get less play time and more screen time. Physical education has been cut way back. And kids walk and bike to school a lot less than in years past. In 1969, 48 percent of kids walked or biked to school. Today, only 13 percent do. Research shows that children who walk or bicycle to school have better fitness levels, are more active, and do better in school. It's a great way to get families and communities involved in the health of our kids. By installing safe paths and street crossings, and training parents on how to organize walking and biking programs at their schools, Safe Routes to School initiatives change social norms and the built environment, making it easier and safer for physical activity to be part of everyone's everyday routines.

The development of these plans and the implementation of a supportive educational campaign are the first steps necessary to begin fostering a more multi-modal environment in Inglewood. By investing in enhancements to pedestrian and bicycling facilities, residents will have improved transportation options and greater opportunities to incorporate physical activity into their daily lives.

Sincerely,

Roberta Tinajero-Frankel,
Community Benefit Manager
Healthy Eating, Active Living
Kaiser Permanente Southern CA Region

Celia Brugman
Community Benefit Manager
Kaiser Permanente West Los Angeles Medical Center

West Los Angeles Medical Center
Public Affairs
6041 Cadillac Ave., Suite 502
Los Angeles, CA 90034
(323) 857-4496
(323) 857-2339

May 12, 2014

CALTRAN
Division of Local Assistance, MS1
Attn: Office of Active Transportation and Spec. Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Selection Committee:

On behalf of The Around the Block Club (ABC), Inglewood's largest organized block club, we are pleased to submit a letter of support for the City of Inglewood's Active Transportation and Safe Routes to School Grant proposal to develop an Active Transportation Plan, a Safe Routes to School Plan and to conduct an education and encouragement campaign in support of active transportation throughout the City. In addition to public safety, ABC is dedicated to improving the education, health, and well being of our residents – families, children and seniors, by advocating on their behalf for easily accessible and efficient transportation, safe streets, improved walk-ability, good schools, affordable housing and economic development, to name a few. As Inglewood homeowners and stakeholders, we recognize the importance of this undertaking in the City of Inglewood.

The development of a comprehensive active transportation plan, as well as the implementation of an educational campaign, will help our community engage in activities that will foster a multi-modal and environmentally sustainable Inglewood. By investing in enhancements to pedestrian and bicycling facilities, residents will have improved transportation options and greater opportunities to incorporate physical activity into their daily lives. We are consistently working with the City's Mayor and Council to effect policy changes through organizational capacity building, environmental sustainability, affordable living and healthy food access. We look forward to supporting the City's future projects and will continue to support their current project initiatives.

If you have any questions or concerns, please feel free to contact me at: 323-640-8288 or mtoler@earthlink.net.

Best regards,

Maxine Toler
Vice President

RESOLUTION NO. 14-47

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INGLEWOOD, CALIFORNIA AUTHORIZING THE MAYOR TO EXECUTE AGREEMENTS WITH THE DEPARTMENT OF TRANSPORTATION TO FACILITATE THE PREPARATION OF AN ACTIVE TRANSPORTATION PLAN INCLUDING A SAFE ROUTES TO SCHOOL PLAN AND AN EDUCATION CAMPAIGN IN SUPPORT OF ACTIVE TRANSPORTATION IN INGLEWOOD

WHEREAS, with the adoption of the Inglewood Energy and Climate Action Plan, the City has identified the 'Improvement of Bicycle Facilities' and 'Street and Sidewalk Improvements' as strategies for reducing green house gas emissions and providing healthy opportunities for its citizens; and

WHEREAS, the City of Inglewood is eligible to apply for an Active Transportation Program Grant through the California Department of Transportation; and

WHEREAS, the City of Inglewood is partnering with Social Justice Learning Institute (SJLI) to prepare an Active Transportation Plan and Safe Routes to School Plan grant application based on their experience with healthy and sustainable living issues in the community; and

WHEREAS, if awarded, a Master Agreement must be executed with Caltrans before the grant funds can be claimed by the City; and

WHEREAS, the minimum grant award is $250,000 and $600,000 will be requested for this proposal and no City match is required as Inglewood is considered disadvantaged per the grant guidelines; and

WHEREAS, grant applications are due to Caltrans on May 21, 2014; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Inglewood authorizes the Mayor, or designee, to submit an Active Transportation Program grant to Caltrans, enter into a Master Agreement

with Caltrans, and execute all fund transfer agreements and any amendments thereto if grant funds are awarded.

SECTION 1.

The City Clerk shall certify to the adoption of this resolution, and thenceforth and thereafter the same shall be in full force and effect.

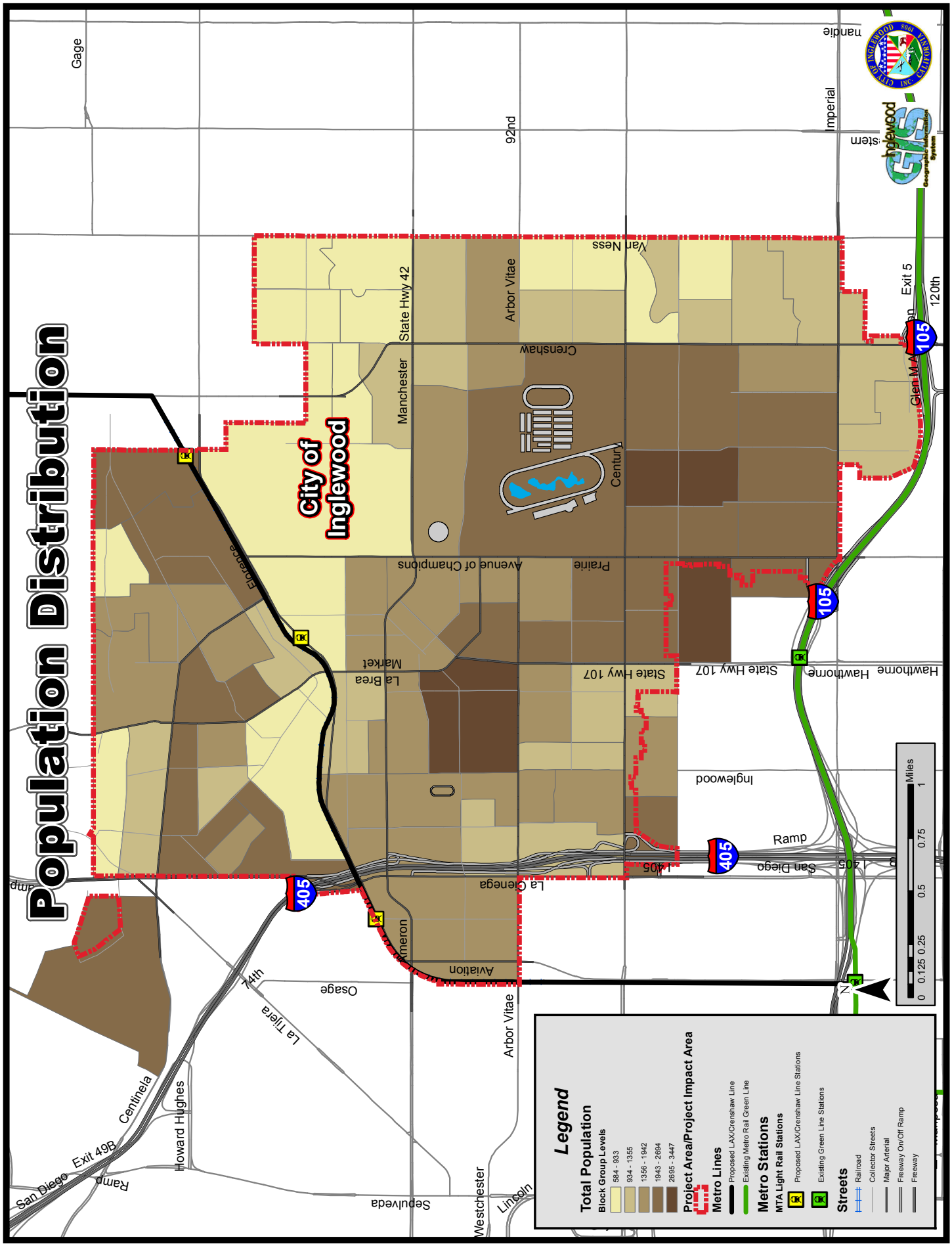
PASSED, APPROVED, AND ADOPTED this 13th day of May, 2014.

James T. Butts, Jr., Mayor

ATTEST:

YVONNE HORTON
CITY CLERK

(SEAL)


Population Distribution
City of Inglewood
Legend
Total Population
Block Group Levels
584 - 933
934 - 1355
1356 - 1942
1943 - 2694
2695 - 3447
Project Area/Project Impact Area
Metro Lines
Proposed LAX/Crenshaw Line
Existing Metro Rail Green Line
Metro Stations
MTA Light Rail Stations
Proposed LAX/Crenshaw Line Stations
Existing Green Line Stations
Streets
Railroad
Collector Streets
Major Arterial
Freeway On/Off Ramp
Freeway
Miles
0 0.125 0.25 0.5 0.75 1
Gage
92nd
Imperial
Van Ness
Arbor Vitae
State Hwy 42
Crenshaw
Manchester
Century
Prairie
Avenue of Champions
Florence
La Brea
Market
State Hwy 107
Hawthorne
Exit 5
120th
Glen M
Inglewood
Ramp
San Diego
La Cienega
Kmeron
Aviation
Osage
74th
La Tijera
Arbor Vitae
Centinela
Howard Hughes
Exit 49B
Ramp
San Diego
Sepulveda
Westchester
Lincoln
405
105