


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: April 8, 2024

To: Honorable City Council
c/o City Clerk, Room 340
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager 
Department of Transportation

Subject: **PROPOSED PRIORITIZATION METHODOLOGY FOR SPEED HUMPS AND SPEED TABLES AROUND SCHOOLS**

SUMMARY

In response to Council File (CF) 23-0306, this report provides a revised prioritization methodology to identify the next set of school sites to receive speed hump and speed table improvements beyond Fiscal Year (FY) 2023-24.

RECOMMENDATION

1. APPROVE LADOT's revised prioritization methodology to rank schools based on their need for street safety improvements; and
2. DIRECT LADOT to report back in 90 days with a ranked list of the schools in the City based on the revised methodology and a prioritized list of the schools recommended for speed humps and speed tables for next fiscal year.

BACKGROUND

The City's FY 2023-2024 Budget allocated an additional \$3.5 million (beyond the annual budget allotment for the LADOT's residential Speed Hump Program) to LADOT's speed hump program, with a minimum of \$2 million to be spent constructing speed humps and speed tables near schools. The budget also included resolution authority and six-months funding for one Transportation Engineering Associate III, one Transportation Engineering Associate II, and one Transportation Engineering Aide I to implement this expanded program. To date, LADOT has filled both the Transportation Associate III and the Transportation Associate II positions, and will be onboarding the Transportation Engineering Aide I position in late April 2024.

In May 2023, City Council (Council) directed LADOT to report on the feasibility of establishing a dedicated speed hump program for all schools, including the required funding and staffing resources, and a timeline for execution.

In August 2023, Council approved LADOT's proposed plan to implement speed humps on 100 street segments at the top 50 schools identified in the City's adopted Safe Routes to School (SRTS) Strategic Plan (CF 14-0348), with an implementation target date of FY 2023-2024. At that time, Council also instructed LADOT to report back with recommendations to prioritize additional schools in future fiscal

years, and any additional staff and resources required to continue the annual school speed hump program. Council further directed LADOT to examine the feasibility of constructing speed humps at specified school locations. This report provides a revised prioritization methodology as further described in the Discussion section below, and requires LADOT to report back in 90 days with a revised ranked list of schools to advance this program beyond FY 2023-24.

DISCUSSION

Safety is LADOT's highest priority, and protecting children traveling to and from schools is a critical safety goal. In 2012, LADOT launched its Safe Routes to School (SRTS) Strategic Plan (CF 14-0348) to implement a data-driven process to improve safety around school campuses. The program focused on creating a safe walking and biking environment to and from schools beyond just the footprint of the streets adjacent to the schools.

To prioritize schools for these safety investments, LADOT and LAUSD developed a methodology that considered the number of pedestrian and bicycle collisions, the number of students who live within a 1/4 mile of the school, the number of students eligible for free/reduced-price meals, and whether dedicated funding was already available to make transportation improvements. LADOT used this methodology to identify the top 50 LAUSD schools for SRTS treatments, such as new traffic controls, mini-roundabouts, enhanced crossings, and new lighting and landscaping. All 50 schools are all on or within one-quarter mile of the High-Injury Network (HIN), which represents six percent of the City's streets that account for 65 percent of deaths and serious injuries for people walking.

To date, LADOT has successfully secured nearly \$120 million in external capital grant funding for projects at 33 of the top 50 schools. Implementation plans have been developed for all top 50 schools: capital improvements have been constructed at nine schools, improvements at 24 schools are currently in the various pre-construction phases, and LADOT continues to seek funding for the remaining 17 schools where plans have been developed.

School Speed hump/Speed Table Program

LADOT receives an annual \$1.9 million to fund the City's Residential Speed Hump program. The City's FY 2023-2024 Budget allocated an additional \$3.5 million to LADOT's speed hump program, with a minimum of \$2 million to be spent constructing speed humps and speed tables near schools. As directed by Council, LADOT began constructing speed humps on 100 street segments surrounding the top 50 LAUSD schools identified in the City's SRTS strategic plan, and anticipates completing all 50 before the start of the 2024-25 school year. LADOT is also working with each Council office to identify priority locations, including additional school sites, for additional speed humps/tables with the balance of the \$1.5 million, and the Department plans to complete these additional priority locations by the fall of 2024.

In response to Council direction in CF 23-0306, LADOT developed a revised methodology to identify and prioritize school locations in future fiscal years. This methodology incorporates updated safety data, the need for speed reduction measures such as speed humps and tables, and additional key indicators such as equity, number of kids walking and/or biking to schools, and the lack of existing infrastructure such as walkable sidewalks.

LADOT proposes to use the following revised prioritization methodology to rank all schools in the City for future street safety investments:

Indicators	Description	Weight
Safety	Safety score(as further described below)	65
Lack of Infrastructure	Presence of sidewalks along route to school	15
Equity	City Planning's Community Health and Equity Index	10
Mode split	Percent of students that are walking/biking to school	10

To develop the safety score, LADOT worked with a consultant to create a methodology to prioritize all intersections Citywide. That methodology used the following safety and contextual factors:

Factor	Maximum Weight
Collisions weighted by severity, mode and victim age	65%
Pedestrian and and bicycle activity centers	5%
Traffic Volume	5%
Speed	5%
Transit Stops	5%
Proximity to a School	5%
Presence on a mobility plan enhanced network	10%

LADOT will use the score of all intersections adjacent to each school to tabulate an average school safety score. This score will be indexed for all schools from 0 to 65 proportionately. To prioritize schools where children may not have sidewalks for part of their journey, each school will be assigned from 0 to 15 points based on whether they are missing sidewalk infrastructure adjacent to the school. To incorporate equity, the Department of City Planning's Community Health and Equity Index for each school will be indexed between 0 and 10. And finally, to address the number of students benefiting from safety improvements, from 0 to 10 points will be added to the score based on the mode split, or the percent of students walking or biking to school, estimated from school surveys. The sum of points from these four indicators will allow LADOT to rank all schools in the City for future street safety needs.

Upon approval of these recommendations, LADOT will immediately initiate the ranking process and identify the next batch of schools for speed hump / speed table installation for the next fiscal year.

FINANCIAL IMPACT

There is no impact to the General Fund from the recommendations of this report.

LRC:cr