

TRANSPORTATION

MOTION

Nationally, pedestrian fatalities have increased in recent years. Vehicle design, road design, and driver behavior including distracted driving and speeding have all contributed to this trend. The City of Los Angeles has seen a similar increase, mirroring national trends. Pedestrians are particularly vulnerable when crossing streets; many streets where pedestrians cross feature marked crosswalks, but at a number of these locations, the streets are not controlled by traffic signals, hybrid beacons, or stop signs, nor do they feature flashing yellow beacons which add additional awareness to drivers when pedestrians are trying to cross. As a result, driver yielding or stopping behavior at many of these locations is poor.

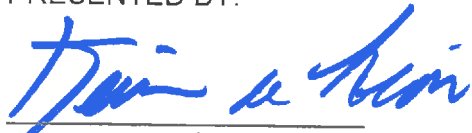
There are hundreds of uncontrolled marked crosswalks throughout the City, many of which do not have warning beacons or other controls in place, nor funded for future installation.

I THEREFORE MOVE that the Department of Transportation report back on the number of uncontrolled marked crosswalks throughout the City, and recommendations for traffic controls and/or beacons at each crosswalk where such devices do not exist nor are funded, and could be beneficial to improve driver yielding and stopping behavior, and as a result, pedestrian comfort and safety.

I FURTHER MOVE that the Department of Transportation, in coordination with the City Administrative Officer, report back with a multi-year funding plan to implement the aforementioned recommendations by 2025.

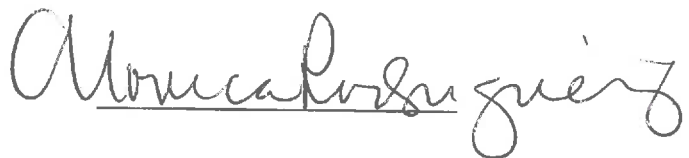
I FURTHER MOVE, that the Bureau of Engineering and the Bureau of Street Lighting assess the required access ramp and street lighting needs for all locations identified for a new traffic control and/or beacon, and provide a ROM cost for this work, and resources necessary to implement.

PRESENTED BY:




KEVIN DE LEÓN
Councilmember, 14th District

SECONDED BY:



ORIGINAL



OCT 06 2021