


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: March 30, 2022

To: Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds, General Manager 
Department of Transportation

Subject: **VISION ZERO IMPLEMENTATION STRATEGY – CALENDAR YEAR 2022**

SUMMARY

In response to [Council File 17-1137](#), this report provides an overview of Vision Zero projects planned for the upcoming year, contingent upon the adoption of the Mayor’s Budget. Included is a summary of accomplishments from Calendar Year 2021, planned work on Priority Corridors and Priority Intersections, the Complete Streets Program, California Department of Transportation (Caltrans) coordination, community engagement efforts, and Safe Routes to School Program and Safe Routes for Seniors Program for Calendar Year 2022.

RECOMMENDATION

LADOT recommends the Los Angeles City Council RECEIVE and FILE this report.

BACKGROUND

In 2017, the Los Angeles City Council (Council) directed LADOT to report annually on the proposed Vision Zero projects for consideration by Council and for inclusion in the Mayor’s Proposed Budget. In March 2020, Council further directed LADOT to provide quarterly status updates on Priority Corridor projects.

The Vision Zero work plan objectives seek to achieve the following:

- Prioritize projects with the highest potential to reduce the greatest number of collisions resulting in severe injuries and fatalities;
- Prioritize projects that address known threats to public safety, addressing severity, vulnerability, social equity, and cost-effectiveness;
- Design improvements according to collision data and crash patterns;
- Update the High Injury Network (HIN) and Priority Corridors regularly as new data becomes available;

This fourth annual report provides a crash trend analysis, summary of work completed in 2021, and details the Vision Zero work plan on Priority Corridors and Priority Intersections for the 2022 calendar year.

DISCUSSION

Since developing its Vision Zero Action Plan in 2017, LADOT installed 5,594 safety treatments on the High-Injury Network, including 1,152 in 2021:

- 3,499 High-Visibility Crosswalk Upgrades, including 644 crosswalks in 2021
- 10.5 miles of Safer Lane Configurations, including one mile on Broadway and two miles on Adams Blvd in 2021
- Four Complete Streets Projects, including Main St in 2021
- 253 Speed Feedback Signs
- 801 Intersection Tightening/Curb Extensions, including 189 in 2021
- 123 Crosswalk Paddle Signs
- 48 Pedestrian Refuge Islands, including four in 2021
- 664 Leading Pedestrian Intervals, including 252 in 2021
- 45 Flashing Beacons for Crosswalks, including six in 2021
- Nine Pedestrian Hybrid Beacons, including six in 2021
- Eight Scramble Crosswalks
- 94 Left-Turn Upgrades, including 30 in 2021
- 43 Traffic Signals, including three in 2021
- Seven Sets of Speed Tables, including one on Riverside Dr in 2021

Crash Trends

The pandemic worsened our local and national traffic safety crisis. The U.S. Department of Transportation's National Highway Traffic Safety Administration's (NHTSA) released early data showing that 20,160 people died in motor vehicle crashes in the first half of 2021, an 18.4% increase over the same period in 2020. They noted that this was the largest number of traffic deaths in that time period since 2006.¹ NHTSA's behavioral research indicates that crashes involving speeding, and driving or riding without a seatbelt, are higher than pre-pandemic levels.²

These nationwide trends are also reflected in the City of Los Angeles. Fatal injury crashes increased by 22% from 241 crashes in 2020, to 294 crashes in 2021. For many years in Los Angeles, unsafe speed has been the top primary collision factor in fatal crashes. However, during the pandemic, the share of fatal crashes attributed to unsafe speed increased from 18% (2018-2019) to 24% (2020-2021).

Safer Lane Configurations on Priority Corridors

Approaches to traffic safety and traffic calming that address a corridor holistically can improve safety for all modes of transportation. A typical lane reconfiguration, as an example, removes a general purpose lane in each direction, repurposing that space for another use, such as a center turn lane, parking, or a bike lane that separates vehicles from people walking and rolling.

¹ "USDOT Releases New Data Showing That Road Fatalities Spiked in First Half of 2021," U.S. Department of Transportation, www.nhtsa.gov/press-releases/usdot-releases-new-data-showing-road-fatalities-spiked-first-half-2021

² "Continuation of Research on Traffic Safety During the COVID-19 Public Health Emergency: January – June 2021," U.S. Department of Transportation, www.nhtsa.gov/sites/nhtsa.gov/files/2021-10/Traffic-Safety-During-COVID-19_Jan-June2021-102621-v3-tag.pdf

In 2020, LADOT installed a lane reconfiguration along a six mile stretch of Avalon Blvd in South Los Angeles. A comparison of pre-project speeds and one-year post-project speeds shows a six mph reduction in 85th percentile speed. Moreover, the lane reconfiguration yielded a 78% reduction of motorists traveling 40 mph or higher. Slower speeds are key to reducing fatal and severe injuries, and the initial data on lane reconfigurations is very promising.

Following robust community engagement, LADOT completed lane reconfigurations on two South Los Angeles Priority Corridors in 2021. LADOT installed a parking protected bike lane and reduced the number of lanes from six to four along Broadway from Manchester Ave and Imperial Hwy (two miles), and installed a buffered bike lane and reduced the number of lanes from five to three along Adams Blvd from Fairfax Avenue and Crenshaw Blvd (two miles). Both projects are designed to:

- Slow vehicle travel speeds, especially reducing the likelihood of vehicle speeds over 35 miles per hour, which reduces the likelihood of severe and fatal injury crashes;
- Reduce the number of lanes pedestrians must pass through to cross the street, which reduces their exposure to moving vehicles; and
- Create dedicated space for bicycling, which improves safety for people biking and encourages bicycle trips.

On Adams Blvd, LADOT partnered with the Department of Public Works to deliver additional safety improvements. LADOT coordinated with the Bureau of Street Services (StreetsLA) to repave and slurry seal the street prior to implementation of the bike lane; coordinated with StreetsLA and the Bureau of Engineering (BOE) to install three pedestrian refuge islands at three new marked pedestrian crossings; coordinated with the Bureau of Street Lighting (BSL) to upgrade existing lighting along the corridor; and coordinated with the Bureau of Sanitation (LASAN) to plant new street trees. Post-project evaluation for the Broadway and Adams Blvd projects will be available in next year's Annual Report.

This year, LADOT looks forward to collaborating with StreetsLA to install a safer lane reconfiguration on the Central Avenue Priority Corridor and the Great Street segment in Watts. LADOT is also conducting community outreach for a possible lane reconfiguration on the Anaheim St Priority Corridor in Wilmington and, with community support, will install a safer configuration in the second half of 2022.

See Attachment 1 for a summary of the work completed and planned on all 73 Vision Zero Priority Corridors. There were several items identified in last year's report that were not completed in 2021, mostly due to delays in material procurement and contractual delays. These are explained in depth in the attachment.

Traffic Signal Improvements and Pedestrian Beacons on the High-Injury Network

Left-turn arrows reduce conflicts between people who drive, walk, and bike, and decrease left-turn collisions by 99% according to the Federal Highway Administration. Pedestrian Hybrid Beacons (PHBs) increase driver compliance by 98%. LADOT selects, designs, and contracts the construction of new traffic signals, left turn traffic signal upgrades, Leading Pedestrian Intervals (LPI), Rapid Rectangular Flashing Beacons (RRFBS), and PHBs at high-priority locations on the High-Injury Network.

Since 2018, LADOT installed 111 new left-turn signals, 49 new traffic signals, 79 RRFBS, 813 LPIs, and nine PHBs. Based on Caltrans crash reduction data, LADOT estimates these improvements represent up to 136 Lives Saved³ over the course of 5 years.

In 2022, LADOT will install 40 left-turn signals, 29 new signals, 14 RRFBS, 115 LPIs, and 12 PHBs. These improvements in 2022 represent up to 42 Lives Saved⁴ over the five years following installation. Two additional Vision Zero signal contracts are in the queue and will progress to design in 2022. See Attachment 2 for a list of Vision Zero traffic signal upgrades and new traffic signals installed since 2017, Attachment 3 for a summary of work completed and planned at the Vision Zero Priority Intersections, and Attachment 4 for a list of Vision Zero pedestrian beacons completed since 2017.

Pedestrian Refuge Island Program

Pedestrian refuge islands are concrete medians that improve safety at designated pedestrian crossings. According to the Federal Highway Administration, they reduce crashes at marked crossings by an average of 46%. The Vision Zero Pedestrian Refuge Island Program is a collaborative effort between LADOT, StreetsLA, and BOE. LADOT proposes and vets locations with the community, the Bureau of Engineering designs the island and curb ramps, and StreetsLA constructs the island and curb ramps.

In 2021, the City completed four pedestrian refuge islands: Fletcher Drive at Avenue 32, Adams Blvd at Portland Ave and Marvin Ave, and Vermont Ave at 52nd St. LADOT looks forward to collaborating on additional refuge islands in 2022, including additional locations at Adams Blvd at Palm Grove Ave and Wellington Ave, Culver Blvd at Pershing Dr.

Independently, LADOT installed the City's first modular plastic pedestrian refuge island on Hollywood Blvd at Lyman Ave in 2021. The response from community members has been positive. LADOT will evaluate the durability of the product and explore other uses in 2022. See Attachment 5 for a list of completed Vision Zero pedestrian islands.

New Crash Countermeasure Pilots

In late 2021 and early 2022, LADOT crews installed modular left-turn treatments at eight intersections where there was a high rate of left turn crashes involving pedestrians. These modular treatments use bollards and plastic curbs placed along the centerline of an intersection, to encourage drivers to make a slower, more careful turn, which reduces the likelihood of left-turn crashes. This year, LADOT will evaluate the product's durability and effectiveness, and determine whether and how to use this countermeasure on additional Vision Zero Priority Corridors and Intersections.

Complete Streets Program

The Complete Streets Program is the City's interdepartmental program that advances safety improvements by prioritizing reconstruction on Vision Zero Priority Corridors with a failed pavement score. LADOT collaborated with BOE on the Complete Streets Program since 2018. In 2019, the City completed the first three Complete Streets Program projects along Roscoe Blvd, Venice Blvd, and Temple St. In 2021, the City completed construction of the fourth Complete Streets Program project on

³ Includes life altering injuries prevented

⁴ Includes life altering injuries prevented

Main St in South Los Angeles (5.5 miles from Martin Luther King, Jr Blvd to Imperial Hwy). Improvements on the first four Complete Streets Program projects included sidewalk repair, ADA ramp upgrades, new traffic signals, and traffic signal upgrades.

The City is completing a similar set of upgrades on Reseda Blvd and Avalon Blvd, with additional complete streets safety elements such as traffic calming, bicycle, and transit improvements. Since breaking ground on Reseda Blvd. In October 2020, StreetsLA reconstructed portions of sidewalks and driveways in greatest need of repair, rebuilt corner curb ramps to meet current accessibility standards, and rebuilt broken curbs and gutters. The result will be safer, smoother surfaces for people walking, rolling, and driving on Reseda Blvd. StreetsLA, LADOT, and contracted crews will construct bus boarding islands, midblock curb ramps for paratransit access, new traffic signals and traffic signal upgrades, and a parking protected bike lane in FY 22-23.

In 2021, BOE and its consultant continued to work with LADOT on the design of the Avalon Blvd Complete Streets project (2.2 miles from 56th St to Manchester Ave). The consultant is also completing engineering design plans for the Avalon Blvd Priority Corridor segments between Martin Luther King, Jr Blvd and 56th St (1.3 miles), and between Manchester Ave and 120th St (2.5 miles).

The design phase of Round 2 projects of this program along La Brea, Highland, and Culver projects will start in the spring of 2022. See Attachment 6 for a list of Complete Streets projects.

Grant Funds Secured for Priority Corridors

The City secured over \$50 million for major projects on Vision Zero Priority Corridors through the State of California's Active Transportation Program (ATP). In Cycle 5 of the ATP program, the City was awarded \$39 million for the Sepulveda Blvd Priority Corridor project 'Mission Mile'. The grant will fund design and construction of a lane reconfiguration, with a median-running walk/bike path, curb extensions, and pedestrian hybrid beacons.

StreetsLA, with support from LADOT, is preparing engineering plans for a major capital improvement project on the Broadway Priority Corridor. The project will install concrete, pavers, and landscaping to make safer lane reconfigurations installed by LADOT permanent. LADOT is also partnering with StreetsLA to submit ATP Cycle 6 applications to improve safety and quality of life on Western Avenue and Anaheim Street Priority Corridors.

California Department of Transportation (Caltrans) Coordination

LADOT advanced major safety projects on Vision Zero Priority Corridors Lincoln Blvd/State Route 1 (Commonwealth Ave to Venice Blvd) and Santa Monica Blvd/State Route 2 (Sepulveda Blvd to Centinela Ave) in partnership with Caltrans. Through forthcoming cost-sharing agreements, Caltrans will construct five pedestrian hybrid beacons on Lincoln Blvd and six pedestrian hybrid beacons on Santa Monica Blvd. LADOT identified the crossing locations and will provide the State with a portion of the construction cost. Caltrans will lead design and construction as a component of scheduled pavement rehabilitation projects. LADOT considered two alternative approaches: 1) a Caltrans encroachment permit to construct these improvements, and 2) funding and including these treatments in Caltrans' general queue of projects districtwide. The selected approach emerged through monthly LADOT-Caltrans Vision Zero meetings and will deliver these safety improvements years before the alternative approach.

LADOT-Caltrans coordination also resulted in improvements on another Priority Corridor segment on Lincoln Blvd/State Route 1 (Bluff Trail Rd to Manchester Ave). This includes additional warning signs to address roadway curves and downhill speeds, reflective pavement markers to increase visibility of lane markings and median islands, and speed feedback signs.

Identifying High-Risk Streets and Intersections

According to the Federal Highway Administration, a proactive approach to safety “focuses on the evolving ‘Science of Safety’, that is, what is known about the evolving specific safety implications of highway design and operations decisions. The proactive approach applies this knowledge to the roadway design process or to the implementation of improvement plans on existing roads to diminish the potential of crashes occurring prior to the road being built or reconstructed.”⁵ FHWA notes that a proactive approach complements a reactive approach, which relies on the analysis of existing crash data.

LADOT will issue a Task Order Solicitation in 2022 for the development of a Systemic Safety Analysis. This project will identify high-risk locations for severe and fatal collisions based on the relationship between roadway characteristics and crash patterns. The Systemic Safety Analysis will be a complement to LADOT’s HIN.

Additionally, LADOT recently launched a consultant project to study almost 100 intersections using “computer vision” to measure near misses and predict injury crashes. Study intersections include Priority Intersections and other high-priority locations on the HIN. LADOT anticipates completing studies of 50 locations in 2022. With the data generated through this study, the Department will implement quick-build projects to mitigate crash patterns of concern or update previously approved traffic controls to address new findings. This analytical work will require sophisticated data analysis. Adding a data analyst to LADOT’s vision zero staff, as proposed in the Department’s FY23 budget request, will allow the vision zero team to process and analyze the large datasets proactive analyses will generate.

Community Engagement

Through community engagement, LADOT strives to lift up LA’s most vulnerable road users and hard-to-reach populations who are the most likely to be killed and severely injured in traffic crashes. In 2021, LADOT made significant investments in community engagement for its Vision Zero projects.

Major projects that reverse crash trends on streets experiencing chronic safety issues can impact the operation of the road. These changes must be developed hand-in-hand with the surrounding community. For Vision Zero projects in 2021, LADOT staff presented at over 30 community meetings and events; made over 400 phone calls to seniors; canvassed hundreds of local businesses; tabled at bus stops; surveyed over 1,500 residents; and sent over 10,000 mailers. LADOT Vision Zero developed a Spanish Glossary of transportation terms that will be published in Spring 2022, and supplied simultaneous interpretation for Pedestrian Advisory Committee meetings. In partnership with the community organization Los Angeles Walks, LADOT paid 32 Spanish-speaking community members to provide feedback on the Spanish Glossary. LADOT installed two Rainbow Halos and three Memorial Signs in 2021, and will continue this work in 2022.

⁵ “FHWA Road Safety Audit Guidelines,” https://safety.fhwa.dot.gov/rsa/guidelines/documents/FHWA_SA_06_06.pdf

In early 2022, LADOT hired a contractor to support its Community-First Engagement work. The contract team will identify paid community ambassadors, develop a street team, engage businesses, collect and archive input, and more. LADOT Vision Zero looks forward to this dedicated engagement support in 2022.

Safe Routes to Schools

The Safe Routes to Schools (SRTS) Action Plan and the SRTS School Prioritization program (CF 14-0348) focus on the Top 50 public schools with most need, based on crashes, density of students within walking distance of their school, free and reduced-price meal enrollment, and prior SRTS funding. In 2021, LADOT garnered \$22.3M in ATP Cycle 5 funds to implement SRTS Plans at eight of the Top 50 Schools. To date, LADOT received funding for construction of SRTS plans for 30 out of the Top 50 schools. In June 2022, LADOT will submit an additional six SRTS Plans for funding consideration under the ATP Cycle 6. See Attachment 7 for a list of all Safe Routes to School Plans.

In 2021, the Department advanced infrastructure projects at a number of priority schools that include:

- Esperanza Elementary: Completed construction of the Little Street Redesign and Rapid Implementation Project, a component of the Esperanza Elementary SRTS Plan, for which the Department received the 2021 SCAG Sustainability Award. Elements included a two-way to one-way lane reconfiguration, new pedestrian hybrid beacons and RRFBs, new and enhanced crosswalks, curb extensions, and a center median.
- Magnolia Avenue Elementary: Hosted a pop-up at Magnolia Avenue Elementary in October 2021, which will inform the project's final design and build out in June 2022.
- Dayton Heights Elementary School: Launched a School Street Pilot at Dayton Heights Elementary School, which trialed a vehicle-free space on the school's entrance block during the morning school commute time.
- Charles White Elementary: Secured endorsement and design services for the City's first raised crosswalk, which will be implemented in 2022 as part of the Charles White Elementary SRTS Plan.
- Mariposa-NABI Primary Center, Hobart Blvd Elementary School, Los Angeles Elementary School, Young Oak Kim, and Berendo Middle School: Secured a \$1.29 million SCAG Sustainable Communities Grant to fund the future Wilshire Center Active Transportation Network Visioning and Quick Build Implementation Project.

LADOT also launched the Student Safety Patrol Program at Ocean Charter Elementary to build leadership skills and provide in-house staffing of the school's vehicle valet lane during school drop-off. For the first time, LAUSD incorporated LADOT's Student Travel questions into their annual School Experience Survey (SES) to capture students' to/from school mode data for over 600,000 4th-12th grade students across the District.

Safe Routes for Seniors

LADOT secured \$1.75 million in State of California Active Transportation Cycle 4 grant funds to create five neighborhood plans (Baldwin Hills/Crenshaw, Boyle Heights, Chinatown, DTLA, and South LA) specifically geared towards the active transportation needs of aging adults. LADOT will issue a Request for Proposals in 2022 to onboard a contractor for community engagement and plan development.

LADOT will work with the contractor for a three-year period and this process will result in Safe Routes for Seniors plans with recommended projects for future grant application cycles.

Legislation for Safer Streets

In October, 2021 Governor Gavin Newsom signed California Assembly Bill (AB) 43, which grants municipalities greater control in setting speed limits on city streets. LADOT has long been a proponent of speed limit reform and participated on the Zero Traffic Fatalities Task Force that informed the changes proposed by AB 43. In April 2021, the Los Angeles City Council approved LADOT's proposal to seek legislation that empowers cities to set safe speed limits, and formally supported AB 43 by resolution in July. Absent AB 43, the California Vehicle Code required cities to conduct regular speed surveys to set and enforce speed limits, which are determined by the 85th percentile of driver speeds recorded in the survey. In practice, this process results in streets where speed limits regularly increase with every survey cycle (sometimes called "speed creep") regardless of local safety concerns. AB 43 moved California away from the outdated 85th-percentile practice by providing additional speed limit discretionary powers to city governments and agencies. Municipalities can now maintain a safe speed limit on any street with a prior survey as long as they have not added any travel lanes to the corridor. They can further reduce speed limits on a limited number of roads designated as safety corridors, and in business activity districts. Since AB 43 became law in January 2022, Council approved a local ordinance that will allow LADOT to lower speed limits on 177 miles of city streets.

LADOT continues to support state legislation that will authorize automated speed enforcement (ASE) in California. With speed as a critical factor in an increasing number of fatal crashes in Los Angeles and nationwide, consistent and cost-effective speed enforcement is more important than ever. Cities with ASE programs reduced fatalities by as much as 70%. The legislature is currently considering another bill by Assemblymember Friedman, AB 2336, that will authorize ASE. The bill will reduce any speeding ticket issued through an ASE program to a \$50 civil violation.

The U.S. Department of Transportation recently announced its National Roadway Safety Strategy that will advance Vision Zero locally and nationwide. The federal infrastructure bill includes a new \$6 billion Safe Streets and Roads for All grant program aimed at reducing fatal and severe injury crashes in US communities.

FISCAL IMPACT

Since 2015-16, the Vision Zero Program has been funded through several special funds, including Measure R, Measure M, and Road Maintenance and Rehabilitation Funds (SB1). The 2020-21 Adopted Budget included over \$65M for the Citywide Vision Zero Program. LADOT submitted budget requests for 2022-23 to continue work on the Vision Zero Program inclusive of the Priority Corridors and Intersections.

SJR:DM:cr
Attachments

ATTACHMENT 1 - PRIORITY CORRIDOR STATUS SUMMARY

The majority of projects planned for 2021 described in last year's Vision Zero Annual Report were completed; those that were not will be completed in 2022.

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned (in 2022)
1	3rd St	Normandie Ave	Vermont Ave	0.5	2017	Basic striping upgrades completed in 2017	No work planned in 2022
2	6th St	Rampart Blvd	Beaudry Ave	1.4	2017	Basic striping upgrades completed in 2017	No work planned in 2022
3	7th St	Figueroa St	Olive	0.3	2017	Protected Bike Lane installed in 2020	BOE-led conversion of quick build to permanent safety project to begin construction in Spring 2022
4	Adams Blvd	Hauser Bl	Crenshaw Blvd	1.6	2017	Lane Reconfiguration with Bike Lane and Pedestrian Crossings Installed in 2021	Pedestrian Crossings and Signal Upgrades to be installed 2022-2024
5	Alvarado St	6th St	7th St	0.2	2017	Scramble Crosswalks installed in 2017 Metro Next Gen project initiated	LADOT will continue to work with Metro on improvements
6	Anaheim St	Figueroa St	Henry Ford Ave	2.2	2017	Six pedestrian beacons installed in 2017-19	Two new traffic signals to be installed in 2022
7	Avalon Blvd	San Pedro St	120th St	6.4	2017	Lane reconfiguration with bike lane and modular bus boarding platforms installed in 2020 BOE and LADOT began Complete Streets Program project design in 2020 Four pedestrian beacons installed in 2017	BOE and LADOT to complete Complete Streets Program project design in 2022 Construction contract to be advertised in 2022 Complete Streets Project projected to break ground in 2023
8	Beverly Blvd	Normandie Pl	Westmoreland Blvd	0.8	2019	Basic striping upgrades completed in 2019	No work planned in 2022
9	Broadway	MLK Blvd	Century Blvd	4.5	2017	Lane reconfiguration with protected bike lane installed in 2020 and 2021 (Manchester Ave to Imperial Hwy) StreetsLA secured ATP funding in 2019; selected contractor and began design in 2021 for streetscape project	StreetsLA to continue to oversee the design and construction of ATP streetscape project anticipated to break ground in 2023
10	Central Ave	Jefferson Blvd	17th St	1.4	2017	Basic striping upgrades completed in 2019	No work planned in 2022

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned (in 2022)
11	Central Ave	101st St	109th St	0.6	2021	StreetsLA collaboration on Watts Central Ave Streetscape Project	Parking protected bike lane, two pedestrian beacons, four bus boarding islands planned for construction in 2022
12	Central Ave	Florence Ave	Manchester Ave	1	2021	None	Basic striping upgrades planned 2022
13	Crenshaw Blvd	79th St	Pico Blvd	5.7	2017	Two new signals and one left-turn upgrade installed in 2020; one left-turn upgrade installed in 2021; one left-turn upgrade installed in	Curb extensions and HAWK beacons between Florence and 79th St to be built in 2022 (HSIP)
14	Culver Blvd	Centinela Ave	Slauson Ave	0.6	2019	Basic striping upgrades completed in 2019 Complete Streets Program Pre-Design Report completed in 2020	BOE-led Complete Streets project design to begin in 2022.
15	Figueroa St	MLK Blvd	Imperial Hwy	5.5	2017	Peak Hour Lane removed from Gage Ave to Century Blvd in 2020 Five pedestrian refuge islands installed at 56th, 57th, 67th St, 74th, and 94th in 2018 and 2020 One new signal installed in 2019; Five pedestrian beacons 2017-2018; Three left turn upgrades in 2020-2021	Three left turn upgrades in 2023-2025
16	Fletcher Dr	Riverside Dr	San Fernando Rd	0.8	2017	Basic striping upgrades completed in 2020 One left turn signal upgrade completed in 2020 Pedestrian refuge island and pedestrian beacon completed in 2021	No work planned in 2022

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned (in 2022)
17	Florence Ave	Crenshaw Blvd	Central Ave	4.3	2017	<p>Ped Refuge Island constructed in 2019</p> <p>Four Left turn signal upgrades in 2019-2021</p>	<p>Two new traffic signals to be built in 2022</p> <p>Five left turn signal upgrades to be built in 2022</p> <p>Four Pedestrian Hybrid Beacons to be built in 2022</p>
18	Foothill Blvd	Apperson St	Sherman Grove Ave	1.3	2021	Geo design completed	Basic striping upgrades planned 2022
19	Gaffey St	14th St	O'Farrell St	1	2019	<p>Basic striping upgrades completed in 2019</p> <p>Three (3) pedestrian beacons installed in 2019</p> <p>Consultant completed initial designs</p>	<p>Complete design for one signal and two HAWKS in 2022</p> <p>One (1) Signal to be installed in 2022</p> <p>Consultant to complete final design for curb extensions in 2022</p> <p>Contract construction of signals and curb extensions at five intersections to be awarded in 2023</p>
20	Highland Ave	Franklin Pl	Santa Monica Blvd	0.9	2019	<p>Basic striping upgrades completed in 2019</p> <p>Complete Streets Program Pre-Design Report completed in 2020</p>	BOE-led Complete Streets project design to begin in 2022.
21	Hollywood Blvd	Fuller Ave	Lyman Pl	3.6	2019	<p>Basic striping upgrades completed in 2019</p> <p>Council Office, BOE developed schematic design</p>	LADOT to support Hollywood Walk of Fame project as needed
22	Hoover St	Vernon Ave	Manchester Ave	3	2017	<p>Seven pedestrian beacons installed in 2018</p> <p>One pedestrian beacon installed in 2020</p> <p>Basic striping upgrades completed in 2019</p> <p>One left turn signal upgrade in 2020</p>	<p>Two pedestrian beacons to be built in 2022</p> <p>Two Pedestrian Hybrid Beacons to be built in 2022</p> <p>Two left turn signal upgrades to be built in 2022</p>
23	Imperial Hwy	Athens Way	Vermont Ave	0.8	2019	Basic striping upgrades completed in 2019	No work planned in 2022

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned (in 2022)
24	La Brea Ave	Adams Blvd	Coliseum St	1	2019	Basic striping upgrades completed in 2019 Complete Streets Program Pre-Design Report completed in 2020	BOE-led Complete Streets project design to begin in 2022.
25	La Brea Ave	Adams Blvd	Pico Blvd	1.1	2017	Basic striping upgrades completed in 2019	Coordinate with Metro on NextGen plans
26	La Cienega Blvd	Guthrie Ave	Whitworth Dr	1.2	2019	Basic striping upgrades completed in 2019 One left turn upgrade installed in 2020	No work planned in 2022
27	Lankershim Blvd	Chandler Blvd	Victory Blvd	1.4	2017	Basic striping upgrades completed in 2020	No work planned in 2022
28	Lincoln Blvd (Caltrans)	Bluff Trail Road	Manchester Ave	0.5	2019	Basic striping upgrades completed in 2020 Caltrans to implement additional striping and signs at curve	Caltrans signal project planned for 2023
29	Lincoln Blvd (Caltrans)	Commonwealth Ave	Venice Blvd	1.1	2019	Basic striping upgrades completed in 2020 through Caltrans partnership Community engagement completed (September 2020- January 2022) Conceptual design completed	Execute funding agreement between City of LA and Caltrans Caltrans to break ground on five Pedestrian Hybrid Beacons and peak hour bus only lanes in 2022
30	Main St	6th St	7th St	0.1	2017	Two-Way Cycle Track installed in 2019	Streetscape project (upgrade facility with concrete separation) in 2023-2024
31	Main St	MLK Blvd	Imperial Hwy	5.5	2017	Complete Streets Program project completed Summer 2021, includes 3 new signals and 4 signal upgrades	No work planned in 2022

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned (in 2022)
32	Manchester Ave	Mckinley Pl	Vermont Ave	1.8	2019	Basic striping upgrades completed in 2019 Two left turn signal upgrades installed in 2020-2021	No work planned in 2022
33	Manchester Ave	Western Ave	Vermont Ave	1	2017	One pedestrian beacon installed in 2018	3 Left Turn Signal Upgrades to be built in 2022
34	N Broadway	Mission Rd	N Spring St	1.5	2017	Peak Hour Lanes (Ave 18 to Lincoln Park Ave) converted to full time parking in 2017	No work planned in 2022
35	N Figueroa St	Ave 43	York Blvd	2.1	2017	Basic striping upgrades and painted curb extensions installed in 2019 One pedestrian beacon installed in 2021	One pedestrian beacon to be built in 2022
36	Nordhoff St	Balboa Blvd	Collett Ave	1.1	2021	None	Basic striping upgrades planned 2022
37	Normandie Ave	Beverly Blvd	Melrose Ave	0.5	2019	Basic striping upgrades completed in 2019 Left turn signal upgrade completed in 2019	No work planned in 2022
38	Normandie Ave	Lomita Blvd	Pacific Coast Hwy	0.5	2019	Basic striping upgrades completed in 2019 One pedestrian beacon installed in 2019	Pedestrian Hybrid Beacon to be built in 2022
39	Normandie Ave	Vernon Ave	I-10	2.4	2017	Basic striping upgrades completed in 2017 Leading Pedestrian Intervals 4 left turn signal upgrades installed in 2020-2022	One left turn signal upgrade to be built in 2022
40	Pacific Coast Hwy (Caltrans)	Broad Ave	Wilmington Blvd	0.8	2021	Caltrans collaboration	Ongoing Caltrans collaboration
41	Pico Blvd	2nd Ave	Western Ave	0.6	2019	Basic striping upgrades completed in 2019	No work planned in 2022

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned (in 2022)
42	Pico Blvd	Robertson Blvd	La Cienega Blvd	0.4	2017	Basic striping upgrades completed in 2017 Leading Pedestrian Intervals One left turn signal upgrade installed in 2020 One new signal installed in 2020	One left turn upgrade to be installed in 2022
43	Pico Blvd	Western Ave	Union Ave	1.9	2017	Two left turn upgrades installed in 2020-2021 One new traffic signal installed 2021	Five left turn upgrades to be installed in 2022 One pedestrian beacon to be built 2022
44	Reseda Blvd	Parthenia St	Victory Blvd	2.9	2017	Complete Streets Program project broke ground in October 2020	Continued construction on Complete Streets Project
45	Roscoe Blvd	I-405	Woodman Ave	2.3	2017	Complete Streets Program project completed in June 2019, including eight left turn signal upgrades	Two pedestrian hybrid beacons to be built in 2022 Two traffic signals to be built in 2022
46	Roscoe Blvd	Oso Ave	Tampa	1.3	2021	None	Basic striping upgrades planned 2022
47	Santa Monica Blvd (Caltrans)	Brockton Ave	Sepulveda Blvd	1.1	2019	Basic striping upgrades completed in 2019	Execute funding agreement between City of LA and Caltrans Caltrans to break ground on six Pedestrian Hybrid Beacons and peak hour bus only lanes in 2022
48	Saticoy St	Topanga Cyn Blvd	Jordan St	0.2	2017	Basic striping upgrades completed in 2017	No work planned in 2022
49	Sepulveda Blvd	Nordhoff St	Rinaldi St	3	2017	Community outreach in 2019-2020 LADOT and StreetsLA secured \$39 million in for California ATP funding for a project that will reconfigure lanes, widen median, and add walking jogging path	StreetsLA to seek consultant support for streetscape project design

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned (in 2022)
50	Soto St	Wabash Ave	8th St	1.9	2017	Work planned as part of Soto St Safe Routes to School project Completed construction of two new traffic signals and one intersection with curb extensions in 2020-2021 (ATP-funded)	No work planned in 2022
51	Spring St	Temple	9th St	1.2	2017	Two-Way Cycle Track installed in 2019	No work planned in 2022
52	Sunset Blvd	L. Ron Hubbard Way	Selma Ave	4.2	2019	Basic striping upgrades completed in 2019	No work planned in 2022 Coordinate with Metro on NextGen Plans
53	Temple St	Beverly Blvd	Beaudry Ave	2.3	2017	Complete Streets Program project completed in October 2019 Speed tables added in 2020	Two additional signals and two pedestrian beacons planned (anticipated 2023-2025) Project evaluation
54	Van Nuys Blvd	Beachy Ave	San Fernando Rd	1.5	2017	Basic striping upgrades installed in 2018	No work planned in 2022
55	Vanowen St	Sepulveda Blvd	Van Nuys Blvd	1	2021	None	Basic striping upgrades planned in 2022 One left turn signal upgrade to be built in 2022
56	Venice Blvd	Arlington Ave	Figueroa St	2.8	2017	Complete Streets Program project completed in December 2019	No work planned in 2022
57	Venice Blvd	Beethoven St	Inglewood Bl	0.8	2017	Lane reconfiguration with protected bike lanes installed 2017 Evaluation report completed 2018 Community partner LANI added planters in bike lane buffer	No work planned in 2022
58	Ventura Blvd	Garden Grove Ave	White Oak Ave	0.6	2019	Basic striping upgrades completed in 2019	No work planned in 2021
59	Vermont Ave	7th St	Beverly Blvd	1.1	2019	Basic striping upgrades completed in 2019 Left turn signal upgrade completed in 2019	No work planned in 2022 Coordinate with Metro on Vermont Transit Corridor

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned (in 2022)
60	Vermont Ave	Gage St	79th St	1	2019	Basic striping upgrades completed in 2019 Left turn signal upgrade completed in 2020	Left turn signal upgrade to be built in 2022
61	Vermont Ave	Gage Ave	Vernon Ave	1.6	2017	New Signal Installed 2020	Left Turn Signal Upgrade to be built in 2022
62	Vermont Ave	Pico Blvd	Adams Blvd	1	2017	Basic striping upgrades installed in 2017 Left Turn Signal Upgrade Installed in 2020	No work planned in 2022
63	Vernon Ave	Western Ave	Central Ave	3	2017	Basic striping upgrades installed in 2019 Three left turn signal upgrades installed 2020-2021	Five left turn signal upgrades to be built in 2022
64	Victory Blvd	Fulton Ave	Whitsett Ave	1	2019	Basic striping upgrades completed in 2019	No work planned in 2022
65	Washington Blvd	La Brea Ave	Vermont Ave	3.2	2017	Basic striping upgrades installed in 2017 One traffic signal installed in 2020 Three left turn signal upgrades installed in 2020-2021	One left turn upgrade to be built in 2022 One pedestrian beacon to be built in 2022 One pedestrian hybrid beacon to be built in 2022
66	Western Ave	3rd St	Washington Blvd	2	2019	Basic striping upgrades completed in 2019 One left turn signal upgrade installed in 2020	One pedestrian hybrid beacon to be built in 2022

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned (in 2022)
67	Western Ave	Century Blvd	Washington Blvd	6.5	2017	Basic striping upgrades installed in 2017 Two pedestrian beacons installed in 2018 Two pedestrian hybrid beacons installed in 2021 Three left turn signal upgrades installed in 2020-2021	LADOT and StreetsLA to apply for State ATP grant in June 2022 One pedestrian beacon to be built in 2022 Two pedestrian hybrid beacons to be built 2022 One traffic signal to be built in 2022 Four left turn signal upgrades to be built between 2022-2023
68	Western Ave	Lexington Ave	Russell Ave	0.8	2019	Basic striping upgrades completed in 2019 One left turn upgrade installed in 2019	One pedestrian hybrid beacon to be built in 2022 One pedestrian beacon to be built in 2022
69	Wilmington Ave	106th St	Imperial Hwy	0.71	2021	Geo design completed	Basic striping upgrades planned 2022
70	Wilshire Blvd	Rampart Blvd	Valencia St	0.9	2017	Basic striping upgrades installed in 2017 One left turn signal upgrade installed 2021 One traffic signal installed 2020	One left turn signal upgrade planned for 2022
71	Woodman Ave	Sherman Way	Saticoy St	0.6	2019	Basic striping upgrades completed in 2019 One left turn signal upgrade installed in 2019	No work planned in 2022

Below is an accounting of items planned for 2021 in the previous report that have experienced delays.

1. Alvarado St- In 2021 we committed to study collision patterns and pursue additional safety measures and coordinate with Metro on Next gen improvements. These improvements are ongoing and will continue into 2022.
2. Anaheim St/Crenshaw Bl/Hoover St/Washington Bl/Western Av - HSIP projects experienced procurement delays and are now scheduled for 2022.
3. Avalon Bl- Complete Streets Project now scheduled to break ground 2023 (not the previously reported 2022 due to delays in advertisement and contract award.
4. Gaffey St- Design for one signal was complete and will be installed in 2022. One signal and two PHBs have had delays in civil design and will be carried over to 2023.
5. Pico (line 43) - Additional Phase 1 striping planned for 2021 has been reevaluated and is on hold at this time.

6. Santa Monica BI- Co Op agreement delayed from 2021 to 2022
7. Temple Av- Project evaluation was delayed from 2021 to 2022
8. Western Av (line 67) - In 2021 we committed to study collision patterns and pursue additional safety measures, this has resulted in a current effort to pursue ATP funds to make improvements on the corridor.
9. Wilshire BI - One Left Turn Signal Upgrade experienced delays and is planned to be installed in 2022

ATTACHMENT 2 - VISION ZERO SIGNAL WORK UPDATE**Left-Turn Upgrades (Includes Protected-Only, Protected/Permissive, and Hybrid Left Turn Signalization)**

	PRIMARY STREET	CROSS STREET	COMPLETION DATE
1	1ST ST	NORTH MAIN ST	11/16/2019
2	1ST ST	SPRING ST	9/29/2019
3	2ND ST	SPRING ST	9/29/2018
4	3RD ST	VERMONT AVE	8/12/2019
5	7TH ST	SPRING ST	9/29/2018
6	ABBOT KINNEY BLVD	VAN BUREN AVE	9/14/2021
7	ABBOT KINNEY BLVD	VENICE BLVD	11/22/2021
8	ALVARADO ST	TEMPLE ST	9/4/2019
9	ARLINGTON AVE	VENICE BLVD	12/12/2019
10	ASHBY AVE	OVERLAND AVE	6/3/2019
11	BEAUDRY AVE	TEMPLE ST	10/1/2019
12	CAMARILLO ST	LANKERSHIM BLVD	9/26/2019
13	CANOGA AVE	OXNARD ST	9/11/2019
14	CENTINELA AVE	OLYMPIC BLVD	11/15/2021
15	CENTINELA AVE	VENICE BLVD	11/13/2019
16	CENTURY BLVD	FIGUEROA ST	8/3/2021
17	CHASE ST	WOODMAN AVE	8/10/2021
18	DEVONSHIRE ST	SEPULVEDA BLVD	2/23/2021
19	EAGLE ROCK BLVD	EL PASO DR	9/5/2019
20	EAST EDGEWARE ROAD	TEMPLE ST	9/30/2019
21	FAIRFAX AVE	SAN VICENTE BLVD	11/24/2020
22	FALLBROOK AVE	VANOWEN ST	10/20/2020
23	FIGUEROA ST	VERNON AVE	9/20/2021
24	FILMORE ST	WOODMAN AVE	10/14/2020
25	FLETCHER DR	SAN FERNANDO ROAD NORTHEAST ROADWAY	10/27/2020
26	FLORENCE AVE	8TH AVE	5/24/2019

	PRIMARY STREET	CROSS STREET	COMPLETION DATE
27	FLORENCE AVE	WESTERN AVE	12/2/2021
28	FLORENCE AVE	NORMANDIE AVE	10/21/2020
29	FOOTHILL BLVD	TUJUNGA CANYON BLVD	8/9/2021
30	FOOTHILL BLVD	APPERSON ST	10/22/2020
31	GAFFEY ST	WESTMONT DR	11/6/2019
32	GAMBIER ST	EASTERN AVE	8/28/2019
33	GLENOAKS BLVD	SHELDON ST	8/13/2019
34	HOOVER ST	VERNON AVE	9/28/2020
35	INGLEWOOD BLVD	WASHINGTON PL	9/16/2021
36	INGLEWOOD BLVD	CULVER BLVD	10/13/2021
37	JEFFERSON BLVD	CRENSHAW BLVD	9/22/2021
38	JEFFERSON BLVD	GROSVENOR BLVD	11/23/2021
39	JEFFERSON BLVD	BEETHOVEN ST	10/19/2021
40	LA BREA AVE	ADAMS BLVD	12/21/2020
41	LANGDON AVE	ROSCOE BLVD	6/19/2019
42	MACLAY ST	FOOTHILL BLVD	10/19/2020
43	MAIN ST	7TH ST	11/16/2019
44	MAIN ST	BROOKS AVE	8/4/2021
45	MANCHESTER AVE	FIGUEROA ST	11/19/2020
46	MARTIN LUTHER KING, JR BLVD	NORMANDIE AVE	10/6/2020
47	MINDANAO WAY	GLENCOE AVE	10/12/2021
48	NATIONAL BLVD	ROBERTSON BLVD	11/17/2020
49	NORDHOFF ST	SEPULVEDA BLVD	10/15/2020
50	NORMANDIE AVE	ADAMS BLVD	12/6/2021
51	NORMANDIE AVE	WASHINGTON BLVD	10/6/2021
52	PALMS BLVD	SAWTELLE BLVD	8/20/2019
53	PICO BLVD	LA CIENEGA BLVD	11/2/2020
54	PICO BLVD	BEVERWIL DR	8/30/2021
55	PICO BLVD	VERMONT AVE	12/21/2021

	PRIMARY STREET	CROSS STREET	COMPLETION DATE
56	PICO BLVD	WESTERN AVE	10/28/2020
57	PICO BLVD	BARRINGTON AVE	11/16/2021
58	PLATT AVE	HIGHLANDER ROAD	8/14/2019
59	RAMPART BLVD	WILSHIRE BLVD	8/18/2021
60	ROMAINE ST	VINE ST	6/6/2019
61	ROSCOE BLVD	NOBLE AVE	6/24/2019
62	ROSCOE BLVD	TOBIAS AVE	6/27/2019
63	ROSCOE BLVD	LENNOX AVE	7/2/2019
64	ROSCOE BLVD	NOBLE AVE	6/24/2019
65	ROSCOE BLVD	WILLIS AVE	6/26/2019
66	ROSCOE BLVD	RANCHITO AVE	7/10/2019
67	ROSCOE BLVD	HAZELTINE AVE	7/9/2019
68	ROSCOE BLVD	ORION AVE	6/18/2019
69	ROSE AVE	PACIFIC AVE	8/5/2021
70	SANTA MONICA BLVD	NORMANDIE AVE	9/10/2019
71	SEPULVEDA BLVD	VICTORY BLVD	3/25/2021
72	SEPULVEDA BLVD	RINALDI ST	9/30/2021
73	SHERMAN WAY	WOODMAN AVE	9/25/2019
74	SOTO ST	8TH ST	9/20/2021
75	SPRING ST	4TH ST	9/29/2018
76	SUNSET BLVD	CRESCENT HEIGHTS BLVD	6/4/2019
77	TEMPLE ST	UNION AVE	9/9/2019
78	TEMPLE ST	RAMPART BLVD	8/30/2019
79	TEMPLE ST	BONNIE BRAE ST	9/5/2019
80	THURMAN AVE	VENICE BLVD	8/27/2019
81	VENICE BLVD	NORMANDIE AVE	12/10/2019
82	VENICE BLVD	CRENSHAW BLVD	10/29/2020
83	VENTURA BLVD	RADFORD AVE	2/25/2021
84	VERMONT AVE	ADAMS BLVD	12/7/2021
85	VERMONT AVE	FLORENCE AVE	9/28/2020

	PRIMARY STREET	CROSS STREET	COMPLETION DATE
86	VIA MARINA	WASHINGTON BLVD	8/21/2019
87	WASHINGTON BLVD	VERMONT AVE	12/22/2020
88	WESTERN AVE	FOUNTAIN AVE	9/4/2019
89	WESTERN AVE	VENICE BLVD	11/22/2019
90	WESTERN AVE	MARTIN LUTHER KING, JR BLVD	10/23/2020
91	WESTERN AVE	76TH ST	11/23/2020
92	WESTWOOD BLVD	OLYMPIC BLVD	11/4/2021
93	WILBUR AVE	VICTORY BLVD	9/9/2019
94	WILTON PL	WILSHIRE BLVD	3/23/2021

NEW TRAFFIC SIGNALS

	PRIMARY STREET	CROSS STREET	COMPLETION DATE
1	259TH ST	VERMONT AVE	8/8/2019
2	28TH ST	CRENSHAW BLVD	11/4/2020
3	2ND ST	MAIN ST	11/16/2019
4	3RD ST	SPRING ST	9/29/2018
5	3RD ST	SPRING ST	9/29/2018
6	3RD ST	MAIN ST	11/16/2019
7	57TH ST	VERMONT AVE	12/17/2020
8	5TH AVE	54TH ST	12/23/2020
9	71ST ST	CRENSHAW BLVD	12/3/2020
10	7TH ST	SPRING ST	9/28/2018
11	7TH ST	HARLEM PL	11/16/2019
12	8TH ST	MAIN ST	10/16/2019
13	BROADWAY	67TH ST	12/16/2020
14	CAHUENGA BLVD	ADDISON ST	10/26/2020
15	CESAR E CHAVEZ AVE	NORTH MAIN ST	11/16/2019
16	MAIN ST	9TH ST	11/16/2019
17	MAIN ST	5TH ST	11/16/2019
18	MAIN ST	4TH ST	11/16/2019
19	MAIN ST	6TH ST	11/16/2019
20	Main St	47th St	4/6/2021
21	NAOMI AVE	ADAMS BLVD	8/22/2019
22	NORTH MAIN ST	TEMPLE ST	11/16/2019
23	OVERLAND AVE	ROSE AVE	6/20/2019
24	PICO BLVD	BURNSIDE AVE	7/9/2019
25	PICO BLVD	HOLT AVE	11/5/2020
26	PICO BLVD	MILITARY AVE	6/19/2019
27	ROBERTSON BLVD	OLIN ST	10/17/2019
28	ROBERTSON BLVD	GIBSON ST	2/25/2020

	PRIMARY STREET	CROSS STREET	COMPLETION DATE
29	ROSE AVE	OVERLAND AVE	6/20/2019
30	ROSEWOOD AVE	LA BREA AVE	5/22/2019
31	RUSSELL AVE	VERMONT AVE	2/24/2021
32	SLAUSON AVE	CULVER BLVD	4/30/2019
33	SPRING ST	5TH ST	9/29/2018
34	SPRING ST	5TH ST	9/29/2018
35	SPRING ST	6TH ST	9/29/2019
36	SPRING ST	4TH ST	9/29/2018
37	SPRING ST	TEMPLE ST	11/16/2019
38	ST ANDREWS PL	VENICE BLVD	12/6/2019
39	SUPERIOR ST	ZELZAH AVE	5/14/2019
40	TEMPLE ST	ROSEMONT AVE	9/3/2019
41	VICTORY BLVD	VANALDEN AVE	11/5/2021
42	WERDIN PL	D/E	11/16/2019
43	WERDIN PL	D/E	11/16/2019

ATTACHMENT 3 - Priority Intersections

	Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned	Signal Upgrade Delivery Mechanism	Year Adopted
1	54th St & Normandie Ave	Yes	Yes	TBD	Needs review	Study	TBD	2021
2	Adams Blvd & Buckingham Rd	Yes	Yes	TBD	Needs review	Study	TBD	2019
3	Alvarado St & 8th St	Yes	Decorative	TBD	Needs review	Study	TBD	2021
4	Arlington Ave & Martin Luther King Jr Blvd	Yes	Left Turn Pockets added	Westbound protected permissive left turn	Authorized (TCR signed)	Identify funding and design	TBD	2019
5	Burbank Blvd & Hayvenhurst Ave	Yes	Yes	TBD	Needs review	Study	TBD	2019
6	Burbank Blvd & Woodley Ave	Yes	Yes	TBD	Needs review	Study	TBD	2019
7	Carson St & Normandie Ave	Yes	Yes	TBD	Coordination with LA County due to overlap in jurisdiction	Continue to coordinate with LA County on signal upgrade authorization	TBD	2019
8	Central Ave & 43rd Pl	Yes	Yes	TBD	Needs review	Study	TBD	2021
9	Central Ave & 92nd St	Pending	Yes	TBD	Needs review	Study	TBD	2021
10	Central Ave & Imperial Hwy	Yes	Yes	TBD	Needs review	Study	TBD	2019
11	Century Blvd & Main St	Yes	Yes	TBD	Needs review	Study	TBD	2021
12	Crenshaw Blvd & Washington Blvd	Yes	Yes	TBD	Needs review	Study	TBD	2019
13	Culver Blvd & Jefferson Blvd	Yes	Yes	TBD	Needs review	Study	TBD	2019
14	Culver Blvd & Slauson Ave	Yes	Yes	New full traffic signal	Installed 5/2019	None	VZ 2A	2019
15	De Soto Ave & Saticoy St	Yes	Yes	TBD	Needs review	Study	TBD	2021
16	Devonshire St & Balboa Blvd	Yes	Yes	Westbound/ eastbound protected left turn	Authorized (TCR signed)	Identify funding and design	TBD	2019

	Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned	Signal Upgrade Delivery Mechanism	Year Adopted
17	Figueroa St & 76th St	Yes	Yes	TBD	Needs review	Study	TBD	2021
18	Florence Ave & Avalon Blvd	Yes	Yes	All directions protected left turn	Authorized, funded, designed	Bid/award Complete construction planned in 2022	VZ 2E	2019
19	Florence Ave & Hoover St	Yes	Yes	Westbound/ eastbound protected permissive left turn	Authorized, funded, designed, construction bid/awarded	Bid/award Complete construction planned in 2022	VZ 2E	2019
20	Florence Ave & Vermont Ave	Yes	Yes	Northbound/Southbound Protected, Eastbound/ Westbound Protected/ Permissive	Installed in 2020	None	VZ 2B	2021
21	Foothill Blvd & Oro Vista Ave	Pending	Yes	Eastbound/ Westbound Protected Permissive Left Turn	Authorized, funded, designed	Curb Ramp Design in progress, Bid/Award in 2022, construction in 2023	TBD	2021
22	Gaffey St & Westmont Dr	Yes	Yes	Westbound protected left turn	Installed in 2019	None	DOT Field Force	2019
23	Gage Ave & Broadway	Yes	Yes	All directions variable left turn	Authorized, funded, designed	Bid/award Complete, construction in 2022	VZ 2E	2019
24	Highland Ave & Pat Moore Way	Yes	Yes	TBD	Needs review	Study	TBD	2019
25	Hollywood Blvd & Highland Ave	Yes	Yes	Scramble crosswalk (with exclusive pedestrian signal phase)	Installed in 2015	None	DOT Field Force	2019
26	Hollywood Blvd & Serrano Ave	N/A	N/A	TBD	Needs review	Study for Pedestrian Hybrid Beacon	TBD	2021
27	Hollywood Blvd & Western Ave	Yes	Yes	TBD	Needs review	Study	TBD	2019
28	Hollywood Blvd & Wilton Pl	Yes	Yes	TBD	Needs review	Study	TBD	2021

	Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned	Signal Upgrade Delivery Mechanism	Year Adopted
29	Imperial Hwy & Figueroa St	Yes	Yes	All directions protected left turn	Authorized, funded, designed	Construction in 2022	HSIP 7	2019
30	La Brea Ave & Adams Blvd	Yes	Yes	Northbound/southbound protected left turn, westbound/eastbound variable left turn	Installed 12/2020	None	VZ 2B	2019
31	La Brea Ave & Obama Blvd	Yes	Yes	Southbound/westbound/eastbound protected left turn	Authorized, funded, designed	Bid/award complete. construction in 2022	VZ 2E	2019
32	La Brea Ave & Pico Blvd	Yes	Yes	TBD	Needs review	Study	TBD	2021
33	La Brea Ave & Washington Blvd	Yes	Yes	Westbound protected left turn	Installed 10/2020	None	DOT Field Force	2019
34	La Cienega Blvd & Olympic Blvd	Yes	Pending	TBD	Needs review	Study	TBD	2019
35	Lankershim Blvd & Oxnard St	Yes	Yes	Southbound protected left turn, westbound/eastbound/northbound protected permissive left turn	LADOT coordinated with developer to review signal upgrade	Construction pending	B-Permit (developer)	2019
36	Lassen St & Winnetka Ave	Yes	Yes	Northbound/southbound protected left turn and westbound protected permissive left turn	Authorized (TCR signed)	Identify funding and design	TBD	2019

	Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned	Signal Upgrade Delivery Mechanism	Year Adopted
37	Lincoln Blvd & Washington Blvd	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to identify, study, fund, design, construct signal upgrades	TBD	2019
38	Manchester Ave & Broadway	Yes	Yes	Eastbound protected left turn, northbound/southbound/westbound protected permissive left turn	Authorized, funded, designed	Construction in 2022	HSIP 7	2019
39	Manchester Ave & Figueroa St	Yes	Yes	All directions protected left turn	Installed 11/2020	None	VZ 2B	2019
40	Manchester Ave & Vermont Ave	Yes	Yes	Eastbound/westbound protected left turn	Authorized, funded, designed	Construction in 2022	HSIP 7	2019
41	Mission Rd & Marengo St	Yes	Yes	TBD	Needs review	Study	TBD	2021
42	Mission Rd & Valley Blvd	Yes	Yes	Westbound protected permissive left turn	Authorized (TCR signed)	Identify funding and design	TBD	2019
43	Nordhoff St & Balboa Blvd	Yes	Yes	Northbound/eastbound protected left turn	Authorized (TCR signed)	Identify funding and design	TBD	2019
44	Nordhoff St & Woodley Ave	Yes	Yes	All direction protected permissive left turn	Authorized (TCR signed)	Identify funding and design	TBD	2019
45	Normandie Ave & 255th St	N/A	Yes	Pedestrian Hybrid Beacon	RRFB installed 2019; funding secured and design complete for Pedestrian Hybrid Beacon	Bid/award complete. construction in 2022	VZ 2E	2021

	Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned	Signal Upgrade Delivery Mechanism	Year Adopted
46	Olympic Blvd & Orme Ave	N/A	Yes	New full traffic signal	RRFB installed January 2020; funding secured and design complete for full signal	Bid/award complete, construction in 2022	VZ 2E	2019
47	Pacific Ave & Rose Ave	Yes	Yes	Southbound protected left turn	Installed August 2021	None	West Side Mobility	2019
48	Pacific Coast Hwy & Figueroa Pl	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to study, fund, design, construct signal upgrades	TBD	2019
49	Pacific Coast Hwy & Normandie Ave	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to study, fund, design, construct signal upgrades	TBD	2019
50	Pacific Coast Hwy & Sunset Blvd	Working with Caltrans to facilitate update	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to study, fund, design, construct signal upgrades	TBD	2019
51	Pacific Coast Hwy & Temescal Canyon Rd	Working with Caltrans to facilitate update	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to study, fund, design, construct signal upgrades	TBD	2019
52	Pacific Coast Hwy & Vermont Ave	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to study, fund, design, construct	TBD	2019

	Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned	Signal Upgrade Delivery Mechanism	Year Adopted
						signal upgrades		
53	Parthenia St & Woodley Ave	Yes	Yes	Northbound/southbound protected permissive left turn, westbound/eastbound protected only left turn	Authorized, funded, designed	Bid/award complete, construction in 2022	VZ 2E	2019
54	Pico Blvd & Westmoreland Ave	Yes	Yes	Eastbound/Westbound Protected Permissive Left Turn	Authorized, funded, in design	Anticipate installation 2023	TBD	2021
55	Roscoe Blvd & Owensmouth Ave	Yes	Yes	TBD	Needs review	Study	TBD	2021
56	Roscoe Blvd & Reseda Blvd	Yes	Yes	Westbound/eastbound protected only left turn	Authorized (TCR signed)	Install anticipated 2023	Reseda Complete Streets Project	2019
57	Roscoe Blvd & Winnetka Ave	Yes	Yes	Northbound/southbound protected left turn	Authorized (TCR signed)	Identify funding and design	TBD	2019
58	San Fernando Rd & Sunland Blvd	Pending	Yes	TBD	Needs review	Study	TBD	2021
59	Seaside Ave & Navy Way	Yes	Yes	Advance warning of signal ("Signal Ahead" sign and beacon) and speed feedback sign	Installed 2019	None	DOT Field Force	2019
60	Sepulveda Blvd & Century Blvd	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to identify, study, fund, design, construct signal upgrades	TBD	2019

	Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned	Signal Upgrade Delivery Mechanism	Year Adopted
61	Sepulveda Blvd & Nordhoff St	Yes	Yes	Eastbound Protected Permissive Left Turn	Installed 10/2020	None	VZ 2B	2021
62	Sepulveda Blvd & Parthenia St	Yes	Yes	TBD	Needs review	Study	TBD	2019
63	Sepulveda Blvd & Wyandotte St	N/A	N/A	TBD	Needs review	Study	TBD	2021
64	Sherman Way & Bellaire Ave	Yes	Yes	TBD	Needs review	Study	TBD	2019
65	Sherman Way & Hayvenhurst Ave	Yes	Yes	Northbound/ westbound/ eastbound protected only left turn	Authorized, funded, designed	Bid/award complete, construction in 2022	VZ 2E	2019
66	Sherman Way & Oso Ave	Pending	Yes	TBD	Needs review	Study	TBD	2021
67	Sherman Way & Woodman Ave	Yes	Yes	All directions protected only left turn	Installed 9/2019	None	VZ 2A	2019
68	Slauson Ave & Vermont Ave	Yes	Yes	TBD	Needs review	Study	TBD	2021
69	Sunset Blvd & Fairfax Ave	Yes	Yes	TBD	Needs review	Study	TBD	2019
70	Sunset Blvd & Highland Ave	Yes	Yes	TBD	Under study	Authorize upgrade, design	Highland Complete Streets Project	2019
71	Sunset Blvd & Hobart Blvd	Yes	Yes	TBD	Needs review	Study	TBD	2021
72	Sunset Blvd & Wilton Pl	Yes	Yes	TBD	Needs review	Study	TBD	2021
73	Tampa Ave & Roscoe Blvd	Yes	Yes	Southbound/ eastbound protected left turn	Authorized (TCR signed)	Identify funding and design	TBD	2019
74	Topanga Canyon Blvd & Parthenia St	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to identify, study, fund, design, construct signal upgrades	TBD	2019

	Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned	Signal Upgrade Delivery Mechanism	Year Adopted
75	Valley Circle Blvd & Victory Blvd	Yes	Yes	All directions protected only left turn	Authorized (TCR signed)	Identify funding and design	TBD	2019
76	Van Nuys Blvd & Woodman Ave	Yes	Yes	All directions protected only left turn	Authorized (TCR signed)	Identify funding and design	TBD	2019
77	Venice Blvd & Abbot Kinney Blvd	Yes	Yes	Eastbound Protected Left, Westbound/ Southbound Protected Permissive Left	Installed 11/2021	None	VZ 2D	2021
78	Vermont Ave & 3rd St	Yes	Yes	All Directions Protected Left Turn	Installed 2019	None	VZ 2A	2021
79	Vernon Ave & Broadway	Pending	Yes	Northbound / Eastbound Protected Permissive Left Turn	Authorized, funded, designed	Anticipate installation 2023	TBD	2021
80	Vernon Ave & Central Ave	Yes	Yes	Westbound/ eastbound protected permissive left turn	Authorized (TCR signed)	Identify funding and design	TBD	2019
81	Vernon Ave & Main St	Yes	Yes	Northbound Protected Only Left Turn	Installed 4/2021	None	Main St Complete Streets Project	2021
82	Victory Blvd & Coldwater Canyon Ave	Yes	Yes	Westbound protected left turn, northbound/ southbound protected permissive left turn	Authorized, funded, designed	Construction in 2022	HSIP 7	2019
83	Victory Blvd & Reseda Blvd	Yes	Yes	All directions protected left turn	Improvement identified	Install anticipated 2023	Reseda Complete Streets Project	2019
84	Victory Blvd & Wilbur Ave	Yes	Yes	Westbound/ eastbound protected only left turn	Installed 9/2019	None	VZ 2A	2019
85	Vista Del Mar & Imperial Hwy	Yes	Yes	Southbound protected left turn	Installed in 2017	None	DOT Field Force	2019

	Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned	Signal Upgrade Delivery Mechanism	Year Adopted
86	Washington Blvd & Ocean Ave & Via Marina	Yes	Yes	Westbound protected permissive left turn	Installed 8/2019	None	VZ 2A	2019
87	Western Ave & 48th St	Yes	Yes	Northbound / Southbound Protected Permissive Left Turn	Authorized (TCR signed)	Identify funding and design	TBD	2021
88	Western Ave & 80th St	N/A	Yes	RRFB	Authorized, funded, designed	Construction in 2022	HSIP 6	2021
89	Wilmington Ave & 107th St	N/A	N/A	Pedestrian Hybrid BEacon	Authorized (TCR signed)	Need to identify funding and design Access Ramps	TBD	2021
90	Wilshire Blvd & Western Ave	Yes	Yes	TBD	Needs review	Study	TBD	2019

ATTACHMENT 4 - PEDESTRIAN BEACONS

	PRIMARY STREET	CROSS STREET	BEACON TYPE*	COMPLETION DATE
1	106TH ST	FIGUEROA ST	RRFB	10/3/2018
2	109TH ST	AVALON BLVD	RRFB	3/16/2018
3	111TH ST	MAIN ST	RRFB	5/16/2020
4	38TH ST	BROADWAY	RRFB	12/10/2019
5	58TH ST	HOOVER ST	RRFB	7/2/2018
6	61ST ST	HOOVER ST	RRFB	8/8/2020
7	67TH ST	MAIN ST	RRFB	11/15/2017
8	74TH ST	HOOVER ST	RRFB	7/25/2018
9	75TH ST	HOOVER ST	RRFB	7/25/2018
10	81ST ST	HOOVER ST	RRFB	7/12/2018
11	91ST ST	FIGUEROA ST	RRFB	7/30/2018
12	94TH ST	FIGUEROA ST	RRFB	6/15/2018
13	95TH ST	AVALON BLVD	RRFB	10/14/2017
14	98TH ST	AVALON BLVD	RRFB	11/15/2017
15	ADAMS BLVD	BURNSIDE AVE	RRFB	1/15/2020
16	ADAMS BLVD	MARVIN AVE	RRFB	10/19/2021
17	ANAHEIM ST	ISLAND AVE	RRFB	1/2/2018
18	ANAHEIM ST	PIONEER AVE	RRFB	5/13/2019
19	ANAHEIM ST	FLINT AVE	RRFB	11/27/2018
20	AVALON BLVD	42ND ST	RRFB	9/10/2017
21	BONNIE BRAE ST	VENICE BLVD	PAYFB	4/1/2021
22	BROADWAY	85TH ST	RRFB	11/21/2017
23	BROADWAY	41ST ST	RRFB	6/13/2019
24	CENTRAL AVE	87TH PL	RRFB	10/26/2020
25	EAGLE ROCK BLVD	MERTON AVE	PHB	8/25/2021
26	FIGUEROA ST	110TH ST	RRFB	6/22/2018
27	FIGUEROA ST	57TH ST	RRFB	1/1/2018
28	FIGUEROA ST	57TH ST	RRFB	1/1/2018
29	FIGUEROA ST	AVENUE 60	PAYFB	4/1/2021

	PRIMARY STREET	CROSS STREET	BEACON TYPE*	COMPLETION DATE
30	FLETCHER DR	AVENUE 32	PAYFB	3/18/2021
31	FOOTHILL BLVD	CHRISTY AVE	PHB	8/26/2021
32	GULF AVE	ANAHEIM ST	RRFB	8/21/2018
33	HAWAIIAN AVE	ANAHEIM ST	RRFB	12/21/2017
34	HOOVER ST	84TH ST	RRFB	9/11/2018
35	HOOVER ST	55TH ST	RRFB	7/24/2018
36	HOOVER ST	65TH ST	RRFB	8/17/2018
37	KING AVE	ANAHEIM ST	RRFB	10/10/2018
38	LA BREA AVE	DE LONGPRE AVE	RRFB	10/6/2021
39	LELAND WAY	HIGHLAND AVE	RRFB	12/18/2019
40	MAIN ST	78TH ST	RRFB	9/21/2021
41	MANCHESTER AVE	RAYMOND AVE	RRFB	10/9/2018
42	MASSELIN AVE	PICO BLVD	PHB	8/12/2020
43	NORMANDIE AVE	255TH ST	RRFB	12/6/2019
44	PACIFIC AVE	SUNSET AVE	RRFB	11/11/2019
45	PICO BLVD	GRANVILLE AVE	RRFB	4/18/2018
46	RODNEY DR	HOLLYWOOD BLVD	RRFB	1/19/2019
47	SHERMAN WAY	CAPPS	PHB	4/8/2021
48	SPAULDING AVE	D/E	PHB	8/28/2019
49	SUNNYSLOPE AVE	VANOWEN ST	PHB	9/30/2019
50	VENICE BLVD	SHELL AVE	PHB	10/28/2021
51	WESTERN AVE	82ND ST	RRFB	7/3/2018
52	WESTERN AVE	43RD ST	RRFB	6/20/2018
53	WESTERN AVE	39TH PL	PHB	8/24/2021
54	WESTERN AVE	38TH PL	PHB	8/24/2021

**Beacon Type:*

- RRFB: Rectangular Rapid Flashing Beacon
- PHB: Pedestrian Hybrid Beacon
- PAYFB: Pedestrian Activated Yellow Flashing Beacon

ATTACHMENT 5 - PEDESTRIAN REFUGE ISLANDS

	Primary Street	Cross-Street	Installation Date
1	Adams Blvd	Marvin Ave	10/30/2021
2	Adams Blvd	Portland St	5/3/2021
3	Central Ave	87th Pl	5/26/2020
4	Central Ave	104th St	9/9/2018
5	Central Ave	118th St	2/9/2020
6	Century Blvd	Holmes Ave	11/3/2018
7	Chatsworth Dr	Los Alimos St	6/26/2018
8	Eagle Rock Blvd	Avenue 41	5/10/2017
9	Eagle Rock Blvd	Merton Ave	9/17/2018
10	Fairfax Ave	1st St	12/31/2020
11	Fletcher Dr	Ave 32	3/30/2021
12	Figueroa St	Buena Vista Ter	9/4/2019
13	Figueroa St	Diamond St	11/11/2018
14	Figueroa St	F St	4/2/2019
15	Figueroa St	Robidoux St	4/2/2019
16	Figueroa St	56th St	9/21/2020
17	Figueroa St	57th St	9/21/2020
18	Figueroa St	67th St	6/8/2018
19	Figueroa St	74th St	4/1/2020
20	Figueroa St	94th St	9/21/2020
21	Florence Ave	10th Ave	6/18/2019
22	Gateway Blvd	Coolidge Ave	4/25/2019
23	Hollywood Blvd	Lyman Pl	1/30/2021
24	Hollywood Blvd	Rodney Dr	1/19/2019
25	Imperial Hwy	Slater St	4/24/2019
26	Jefferson Blvd	Harvard Blvd	6/24/2019
27	Olympic Blvd	Orlando Ave	4/15/2018
28	Pico Blvd	Alfred St	8/15/2018
29	Pico Blvd	Federal Ave	10/22/2019

	Primary Street	Cross-Street	Installation Date
30	Pico Blvd	Fox Hills Dr	5/7/2019
31	Playa Vista Dr	Bay Park Dr	1/26/2020
32	Reseda Blvd	Tribune St	10/10/2017
33	Riverside Dr	Ranchito Ave	5/6/2018
34	Rodeo Rd	Dublin Ave	4/19/2019
35	San Fernando Rd	Hallett Ave	6/4/2019
36	Sepulveda Blvd	Clover Ave	6/4/2019
37	Sherman Way	Whitaker Ave	7/31/2017
38	Soto St	Short St	5/7/2019
39	Ventura Blvd	La Maida St	6/23/2019
40	Vermont Ave	52nd St	11/15/2021
41	Washington Blvd	Longwood Ave	11/18/2017
42	Western Ave	Virginia Ave	4/26/2020
43	Wilbur Ave	Arminta St	11/12/2017
44	Winnetka Ave	Community St	7/24/2017
45	Zelzah Ave	Hiawatha St	9/1/2017

ATTACHMENT 6 - COMPLETE STREETS PROJECTS

	Priority Corridor	From Street	To Street	Length (Miles)	Construction Start Date	Construction End Date
1	Avalon Blvd	Jefferson Blvd	120th St	6.3	<i>Expected 2023</i>	<i>Expected 2024</i>
2	Main St	Martin Luther King Jr Blvd	Imperial Hwy	5.5	December 2018	June 2021
3	Reseda Blvd	Parthenia St	Victory Blvd	2.9	October 2020	<i>Expected 2023</i>
4	Roscoe Blvd	I-405	Woodman Ave	2.3	June 2018	June 2019
5	Temple St	Beverly Blvd	Beaudry Ave	2.3	October 2018	October 2019
6	Venice Blvd	Arlington Ave	Figueroa St	2.8	June 2018	December 2019
7	La Brea Ave	Coliseum St	Adams Blvd	1	TBD	TBD
8	Culver Blvd	Centinela Ave	Slauson Ave	0.6	TBD	TBD
9	Highland Ave	Franklin Pl	Santa Monica Blvd	0.9	TBD	TBD

ATTACHMENT 7 - SAFE ROUTES TO SCHOOL PLANS

	Top 50 School Projects	Plan Status	Construction Status	Council District	Construction Complete Date
1	Hollywood High and Selma Avenue Elementary Schools	Complete	Complete	13	2019
2	West Vernon and Menlo Ave Elementary Schools	Complete	Complete	9	2019
3	Dolores Huerta, 28th St, and Quincy Jones Elementary Schools	Complete	Complete	9	2021
4	Breed St and Sheridan St Elementary Schools	Complete	Complete	14	2021
5	Alexandria Avenue Elementary School	Complete	Grant Funds Secured	13	2023
6	112th Street and Lovelia Flournoy Elementary Schools	Complete	Grant Funds Secured	15	2023
7	Liechty Middle and Esperanza Elementary Schools	Complete	Grant Funds Secured	1	2023
8	Gratts Learning Academy & Gratts Early Education Center	Complete	Grant Funds Secured	1	2023
9	10th Street Elementary School	Complete	Grant Funds Secured	1	2023
10	Berendo Middle School	Complete	Grant Funds Secured	1	TBD
11	Hoover Street and Leo Politi Elementary Schools	Complete	Grant Funds Secured	1	TBD
12	Washington Carver Middle School; Ascot Avenue and Harmony Elementary Schools	Complete	Grant Funds Secured	9	TBD
13	Magnolia Avenue Elementary School	Complete	Grant Funds Secured	1	TBD
14	Panorama City Elementary School	Complete	Grant Funds Secured	6	TBD
15	Lockwood Elementary	Complete	Unfunded	13	TBD
16	Grant Elementary	Complete	Unfunded	13	TBD
17	Los Angeles Elementary	Complete	Unfunded	10	TBD
18	Mariposa-Nabi Primary Center Elementary and Hobart Boulevard Elementary Schools	Complete	Unfunded	10	TBD
19	Charles White and MacArthur Park Elementary Schools	Complete	Unfunded	1	TBD
20	66th Street and 75th Street Elementary Schools	Complete	Unfunded	9	TBD
21	Manchester Avenue Elementary School	Complete	CRALA Funds Secured	8	TBD

	Top 50 School Projects	Plan Status	Construction Status	Council District	Construction Complete Date
22	Young Oak Kim Academy	Complete	Unfunded	10	TBD
23	Aurora Elementary School	Complete	Unfunded	9	TBD
24	Frank Del Olmo Elementary	Complete	Unfunded	13	TBD
25	Lake Street Primary and Union Avenue Elementary Schools	Complete	CRALA Funds Secured	13	TBD
26	Dayton Heights Elementary	Complete	Unfunded	13	TBD
27	Commonwealth Avenue Elementary School and Lafayette Park Primary Center	Complete	Unfunded	1, 13	TBD
28	Cabrillo Avenue Elementary School	Complete	Unfunded	15	TBD
29	Vermont Avenue Elementary School	Complete	Unfunded	8	TBD
30	Alta Loma Elementary School	Complete	Unfunded	10	TBD
31	Van Nuys Elementary School	Complete	Unfunded	2	TBD
32	Westminster Avenue Elementary School	Complete	Unfunded	11	TBD
33	Ramona Elementary School and Lexington Avenue Primary Center	Complete	Unfunded	13	TBD