

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: March 30, 2022

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

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

Subject: UNCONTROLLED MARKED CROSSWALKS IN THE CITY OF LOS ANGELES

SUMMARY

In accordance with Council instructions in November 2021 ([CF 21-1134](#)), this report identifies the number of uncontrolled marked crosswalks in the City, and outlines recommendations and resources needed to implement the necessary traffic control devices at all existing, unfunded, uncontrolled marked crosswalks throughout the City.

RECOMMENDATION

That the City Council, subject to the approval of the Mayor:

1. Direct the Los Angeles Department of Transportation (LADOT) to complete traffic control studies for 155 uncontrolled marked crosswalk locations to identify the appropriate traffic control measure, and report back in 180 days on the outcome of this direction;
2. Direct LADOT, the Bureau of Engineering (BOE) and the Bureau of Street Lighting (BSL) to prepare rough order magnitude costs for the measures identified in Recommendation #1, and report back in 180 days on estimated costs and staffing needs to support the implementation;
3. Direct the City Administrative Office (CAO) to work with LADOT to identify funding for 47 crosswalks locations that have an approved traffic control device, and then identify additional funding for the controls deemed necessary for the 155 study locations identified in Recommendation #1;
4. Authorize LADOT to execute a cooperative agreement with Caltrans for \$1,129,000 with Vision Zero funding for the installation of pedestrian beacons at 5 crosswalks along Lincoln Boulevard;
5. Authorize LADOT to execute a cooperative agreement with Caltrans for \$825,000 with Vision Zero funding for the installation of pedestrian beacons at 6 crosswalks along Santa Monica Boulevard.

BACKGROUND

Marked crosswalks indicate optimal or preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians. Uncontrolled marked crosswalks are locations where a marked crosswalk is only controlled by striping and signage, and not controlled by a traffic control device, such as flashing beacon or traffic signal.

In October, 2021, Council directed LADOT to report on the number of uncontrolled marked crosswalks throughout the City, recommendations for traffic controls and/or beacons at each crosswalk where they do not exist and could improve safety, and on staff and resources needed to make those improvements.

LADOT has added new controls such as flashing beacons and signals at 202 (33%) of 604 marked crosswalks throughout the City, has funding for an additional 123 locations, and requires additional resources to implement approved traffic controls at the remaining 279 locations.

DISCUSSION

Over the past 20 years, LADOT implemented numerous enhancements at uncontrolled crosswalks to increase safety, including fluorescent yellow green warning signs, crosswalk paddle signs, high visibility crosswalk markings, flashing yellow warning beacons, and traffic signals. LADOT's current non-signalized crosswalk inventory includes 202 crosswalks with flashing yellow warning beacons to advise drivers pedestrians are crossing.

LADOT's existing inventory includes an additional 402 uncontrolled marked crosswalk locations throughout the City, with no traffic controls beyond signage and striping. Of these 402 locations, 123 (30%) have funding and are currently on work plans slated for completion by 2025. Eleven of these 123 locations involve work on Caltrans right of way and require a cooperative agreement with Caltrans to advance. LADOT will immediately add an additional 77 (20%) locations to a work plan as further described in the Proposed Work Plan section. LADOT has bundled the remaining 202 (50%) uncontrolled marked crosswalk location into following groups:

- **Group A:** 47 uncontrolled marked crosswalk locations with an approved beacon or traffic signal, with no identified funding
- **Group B:** 155 uncontrolled marked crosswalks that require additional traffic studies to recommend specific traffic control devices, with no identified funding

Proposed Work Plan

LADOT has funding and will implement new devices at 123 uncontrolled crosswalk locations no later than 2025. Eleven of these 123 locations are on Lincoln Boulevard and Santa Monica Boulevard, both of which are Caltrans corridors and Vision Zero Priority Corridors. Vision Zero has coordinated with Caltrans to include these crosswalk enhancements in upcoming Caltrans projects. This process removes the permitting process required for LADOT to design and construct treatments on Caltrans right of way and will accelerate implementation. LADOT has earmarked \$1,954,000 of Vision Zero funding for Caltrans to support the implementation of these treatments.

Crosswalks at an additional 77 locations may qualify for low cost, non-capital measures, such as all way stop controls. LADOT will study these 77 locations to confirm a stop control treatment is the appropriate

measure, and add it to LADOT's annual work program for implementation in FY 22-23, with no request for additional implementation funding. LADOT estimates an overtime cost of \$32,221 to complete the required studies and prepare installation work orders. LADOT will identify funding within its program and project accounts to fund this overtime work.

LADOT has already determined appropriate traffic control treatments at 47 locations under Group A. These locations have no funding and are not on a current work plan. The rough order magnitude cost for the 47 locations is approximately \$21.5 million. Crosswalks at 14 of these 47 locations are on the High Injury Network and may qualify for future Vision Zero capital funding. An additional 8 locations overlap with the City's non motorized layers of the Mobility Plan 2035, and may qualify for DOT-administered capital bicycle funding. LADOT will also work with the CAO to identify funding to put these locations on future work plans.

LADOT has yet to conduct the necessary studies to determine the appropriate control device at the 155 locations identified in Group B. Based on current levels of staffing, LADOT needs four to five months with approved overtime to complete the required studies. LADOT estimates an overtime cost of \$38,035 to study and prepare the required Traffic Control Reports. LADOT will identify funding within its program and project accounts to fund this work. Additionally, LADOT will work with BOE and BSL to prepare a rough order of magnitude costs for the appropriate controls. The estimated implementation cost for these proposed treatments ranges from \$61 million to \$86 million, depending on the recommended control device and Americans with Disabilities Act (ADA) needs. Forty-nine (49) of the 155 locations are located on the High Injury Network (HIN), and may qualify for future Vision Zero funding, and an additional 33 locations overlap with the City's non motorized layers of the Mobility Plan 2035, and may qualify for DOT-administered capital bicycle funding. LADOT will also work with the CAO to identify the necessary funding to put these locations on future work plans.

Staffing Support

LADOT, BOE, and BSL are experiencing high vacancy rates, and do not have existing capacity to introduce new projects of this magnitude into a new or existing work program. LADOT has an approved, unfilled Vision Zero design team that, once hired, can support this program. Additionally, LADOT prepared a report under [CF 20-0187](#) identifying the resources needed to accelerate its Active Transportation Implementation Plan, as directed by Executive Directive 25, LA's Green New Deal, Leading by Example. The intersection of the Active Transportation Improvement Plans and the unfunded uncontrolled crosswalk locations provides another nexus to support this program.

LADOT anticipates design completion of the entire list of uncontrolled crosswalks by the end of FY 2026 (30 designs in FY 2023, 60 designs in FY 2024, 60 designs in FY 2025, and 60 designs in FY 2026) if LADOT can fill the critical Vision Zero vacant positions in Fiscal Year 2022-23 or earlier. Provided adequate staffing, LADOT can construct these treatments on a rolling basis that can begin in early 2024. As instructed, once BOE and BSL determine their staffing needs to manage and administer this program, LADOT will coordinate these efforts to develop a finalized work plan.

Estimated Project Cost

Group A: LADOT estimates the funding required to implement the approved controls in Group A is approximately \$21.5 million (Table 1). This estimate includes all related BOE and BSL costs. LADOT used recent estimates provided by both bureaus for similar projects to estimate the values for this exercise.

Device Type	Quantity (ea)	Est. Design Cost	Est. Construction Cost	Est. Total Cost
Traffic Signal	6	\$306,000	\$3,030,000	\$3,336,000
Pedestrian Hybrid Beacon (HAWK)	31	\$1,581,000	\$12,555,000	\$14,136,000
PAYFB (Yellow Flashing Beacon)	10	\$551,000	\$3,425,000	\$3,976,000
TOTAL	47	\$2,438,000	\$19,010,000	\$21,448,000

Table 1: Rough-Order-of-Magnitude Estimate for Group A Crosswalks

Group B: LADOT will provide a refined cost estimate for the Group B locations once studies are complete with recommendations. LADOT predicts the costs to design and construct Group B locations to range between \$61 million and \$86 million. This estimate includes related BOE and BSL costs provided by both agencies for similar recent projects.

Fiscal Impacts

The cost to design and construct traffic control elements for the 202 unfunded uncontrolled marked crosswalks in Groups A and B, including BOE and BSL costs, is approximately \$100 million. LADOT will work with the CAO to identify a funding plan and address staffing needs to implement the unfunded control devices identified in Group A, as well as those in Group B once studies are completed and costs can be updated. LADOT will also continue to pursue grant opportunities through programs such as the Active Transportation Program, Safe Routes to School, Highway Safety Improvement Program, Affordable Housing and Sustainable Communities, and others to fund these safety improvements.

SJR:DM:ba