

TRANSPORTATION COMMITTEE REPORT relative to upgrading all uncontrolled crosswalks throughout the City of Los Angeles.

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

1. INSTRUCT the Los Angeles Department of Transportation (LADOT) to report within 180 days with the results of the complete traffic control studies for 155 uncontrolled marked crosswalk locations to include:
 - a. Recommended traffic control measures.
 - b. Estimated costs for these measures.
 - c. Estimated multi-year funding and staffing needs to support the implementation.
2. INSTRUCT the LADOT, with the assistance of the Bureau of Engineering and Bureau of Street Services, to report within 30 days with estimated multi-year funding and staffing needs to implement all 47 approved, but unfunded crosswalk locations, including projected Fiscal Year 23 funding and staffing needs.
3. AUTHORIZE the LADOT to enter into cooperative agreements with the California Department of Transportation, subject to the approval of the City Attorney as to form and legality, for the installation of traffic control measures along Lincoln Boulevard and Santa Monica Boulevard; and, AUTHORIZE payment for said work from:
 - a. Measure M Local Return Special Fund No. 59C/94
 - b. Vision Zero Corridor Projects Account No. 94TG25, as follows:
 - i. \$1,129,000 for the installation of pedestrian beacons at five crosswalks along Lincoln Boulevard (Victoria Avenue, Amoroso Place, Vernon Avenue, Flower Avenue and Commonwealth Avenue).
 - ii. \$825,000 for the installation of pedestrian beacons at six crosswalks along Santa Monica Boulevard (Amherst Avenue, Armacost Avenue, Granville Avenue, Stoner Avenue, Barry Avenue, and Wellesley Avenue).

Fiscal Impact Statement: The LADOT reports that 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. The 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. The 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.

Community Impact Statement: Yes

For:
Downtown Los Angeles Neighborhood Council

Summary:

On April 12, 2022, your Committee considered a March 30, 2022 LADOT report relative to upgrading all uncontrolled crosswalks throughout the City of Los Angeles. According to the LADOT, 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 the 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. The 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.

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. The 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 percent) have funding and are currently on work plans slated for completion by 2025. 11 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 percent) locations to a work plan as further described in the Proposed Work Plan section. The LADOT has bundled the remaining 202 (50 percent) 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

After further consideration and having provided an opportunity for public comment, the Committee moved to make a series of recommendations as detailed in the above recommendations. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee



COUNCILMEMBER VOTE

BONIN:	YES
KORETZ:	ABSENT
BUSCAINO:	YES

ARL
4/12/22

-NOT OFFICIAL UNTIL COUNCIL ACTS-