


**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL MEMORANDUM**

Date: August 21, 2023

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

From: Connie Llanos, Interim General Manager   
Department of Transportation

Subject: **VISION ZERO IMPLEMENTATION STRATEGY - CALENDAR YEAR 2023**

**SUMMARY**

In response to Council File (CF) 17-1137, this report provides an overview of the Vision Zero Program’s recent accomplishments and projects planned for the upcoming year. Included is a summary of accomplishments from Calendar Year 2022, planned work on Priority Corridors and Priority Intersections for the 2023 calendar year, and new studies that will inform the direction of the program going forward. This report also includes a summary of the current status of other relevant Los Angeles Department of Transportation (LADOT) safety programs for neighborhood streets, including the Safe Routes to School Program and Safe Routes for Seniors Pilot Program.

**RECOMMENDATION**

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

**BACKGROUND**

In 2015, former Mayor Garcetti’s Executive Directive No. 10<sup>1</sup> established the Vision Zero initiative, “declaring safety to be the number one goal in designing and building our streets and sidewalks.” The goal of the initiative was to eliminate traffic deaths in the City of Los Angeles by 2025. Several City departments - including LADOT, the Bureau of Engineering (BOE), the Bureau of Street Services (StreetsLA), the Bureau of Street Lighting (BSL), and the Los Angeles Police Department (LAPD) were tasked with the implementation of Vision Zero. Each Department was assigned to use its resources, expertise, and access to data to reduce the likelihood of severe and fatal crashes on City streets.

Following this directive, LADOT developed the City’s High Injury Network (HIN), to identify the streets with the highest rates of traffic deaths and serious injuries (KSI). With over 7,500 miles of roadway within the City, LADOT needed a data-driven approach to focus City resources to make the biggest impact. Using publicly available crash data in 2015, LADOT analyzed severe and fatal crashes to identify 490 miles of HIN streets. LADOT updated the HIN with new crash data in 2018 which expanded the HIN to 509 miles.

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<sup>1</sup> <https://lacity.gov/government/elected-officials/mayor/eric-garcetti>

Within the HIN, LADOT identifies Priority Corridors to guide its work plan based on KSI. The Los Angeles City Council (Council) adopted Priority Corridor lists in 2017, 2019, and 2021. Recognizing that some of the locations with the highest KSIs are singular intersections and not entire corridors, Council also adopted Priority Intersections in 2019 and 2021. At this time, there are a total of 71 Priority Corridors and 90 Priority Intersections. (See Attachment 1 for a list of the Priority Corridors and Attachment 2 for a list of the Priority Intersections.)

In 2017, Council directed LADOT to report annually on its proposed Vision Zero projects for consideration by Council and for inclusion in the Mayor's Proposed Budget. This is the fifth annual report, providing a crash trend analysis, a summary of work completed in 2022, and the Vision Zero work plan for Priority Corridors and Priority Intersections for the 2023 calendar year.

## **DISCUSSION**

LADOT's goal is to improve safety on our roadways for the most vulnerable, using street design and other investments in the public right-of-way to reduce injury and loss of life when crashes occur. LADOT prioritizes safety improvements on the HIN, applying best practices that are proven to reduce the likelihood of severe and fatal crashes, with an emphasis on protecting the most vulnerable road users from harm, who face the highest likelihood of severe harm or death during a crash. Vision Zero is both a funded and staffed program, as well as a philosophy incorporated across all areas of project and program delivery at LADOT. The LADOT Vision Zero work plan objectives are to:

- 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; and
- Update HIN and Priority Corridors regularly as new data becomes available.

This work plan focuses on the streets on the HIN, 60% of which fall within disadvantaged areas. By making pedestrian and bicycle safety improvements on corridors and intersections on the HIN, LADOT is able to serve a significant proportion of people who walk and bike in these high-needs communities. Of all the safety improvements LADOT installed on the HIN to date, 72% are located in census tracts with a CalEnviroScreen score in the top 25%. This includes new and upgraded traffic signals and pedestrian beacons; high-visibility crosswalks; painted intersection tightening; and pedestrian refuge islands - all of which aim to reduce severe and fatal conflicts between drivers and pedestrians. In particular, 80% of all pedestrian flashing beacons and 85% of all intersection tightening treatments installed on the HIN are located in these high-needs communities.

LADOT plans and implements two categories or phases of safety treatments on the HIN. All Priority Corridors have received phase one improvements, which include upgrades to striping and signage using low-cost materials where feasible, such as new crosswalk striping and intersection tightening. Phase two improvements typically require more capital infrastructure and funding and are planned and implemented on all Priority Corridors as funding becomes available. These treatments include adding new signals, upgrading existing signals, and making changes to signal timing. Beyond these individual treatments, LADOT also plans and implements corridor-level street redesign projects to improve driver

behavior and safety. These holistic projects require significant planning, design, and community engagement to deliver.

LADOT implements both phase one and phase two improvements with quick-build materials. Future phases to upgrade these projects to concrete and incorporate new elements such as street lighting, street trees, and street furniture, are implemented by the bureaus under the Board of Public Works. To date, these phase three improvements have been implemented through the Complete Streets Program, the Pedestrian Refuge Island program, and various state and federal grant funding.

### Crash Trends

In 2022, 312 people were killed in car crashes in Los Angeles and 1,517 were seriously injured. This is a tragic, record breaking high, and a public health crisis reflected in trends across the country. Although the vast majority of people in Los Angeles typically travel by car, people walking or riding a bicycle represented 57% of those who were killed and 41% of those who were severely injured last year. These figures have unfortunately remained stubbornly high for years, reflecting that people traveling outside of motor vehicles are at the highest risk. These deaths and life-altering injuries are preventable, the consequence of unsafe driving behavior, fueled by increases in reckless speeding and distracted driving behind the wheel of increasingly bigger and heavier vehicles.

Every LADOT safety project and treatment is designed to account for this behavior by reducing excessive speeding and conflict points between vehicles and other street users and thereby minimizing harm when collisions occur. Initial data shows that where LADOT has made investments, safety conditions have improved.

In 2020, LADOT installed a new street design with a lane reconfiguration along a six-mile stretch of Avalon Boulevard in South Los Angeles. A lane reconfiguration refers to the reallocation of existing travel lanes along a street to accommodate new uses. On Avalon, LADOT removed one travel lane in each direction, and added a continuous center turn lane and bicycle lanes. A comparison of pre-project speeds and those collected one year after the project shows a six-miles-per-hour (mph) reduction in average driving speed. Moreover, the lane reconfiguration yielded a 78% reduction in motorists traveling 40 mph or higher. Slower speeds are key to reducing fatal and severe injuries, and this initial data on this lane reconfiguration is very promising.

LADOT installs Pedestrian Hybrid Beacons (PHBs), and also known as High-Intensity Activated Crosswalks [HAWKS] across the City, based on nationwide studies showing this type of signal to be one of the most effective means to reduce crashes between vehicles and pedestrians crossing the street. Data recently collected by LADOT at nine PHB locations throughout Los Angeles show they have reduced crashes by 65%. Notably, there were no pedestrian or KSI crashes one year after installation at all nine locations. LADOT also assessed user behavior at seven locations and found that drivers are yielding to pedestrians at these locations at a very high rate (about 89% of the time across all locations).

LADOT recently relaunched its project evaluations team to assess lane reconfiguration projects implemented to date. While this work was postponed at the beginning of the COVID-19 pandemic to reassign staff to emergency response work, several corridors will have evaluations completed by Fall 2023. These include the Adams Boulevard, Avalon Boulevard, and South Broadway safety projects. Information from these evaluations will inform future Vision Zero work.

In order to further inform and develop future work plans, LADOT also issued a Task Order Solicitation (TOS) in 2022 for the Vision Zero Safety Study. This contract involves a variety of data analysis tasks that

will shed light on where the LADOT Vision Zero Program should focus investments and what tools the Department should be using in order to best achieve its safety goals. As part of this TOS, the contractor will:

- Conduct **Project Evaluation** on improvements LADOT installed in recent years, to understand which are most effective. This includes an evaluation of individual safety countermeasures (such as PHBs and intersection tightenings) and larger corridor projects (including Adams Boulevard, South Broadway, Temple Street, Figueroa Street in Downtown LA, and North Figueroa Street).
- Perform a **Systemic Safety Analysis** to identify patterns between the physical condition of streets and crash hot spots, in order to isolate the factors most likely to result in certain types of crashes. This will allow LADOT to be strategic, aiming to prevent crashes before a crash pattern emerges.
- Develop a **new High-Injury Network and a new set of Priority Corridors** to better focus our work on areas that need it the most. The last update to the HIN occurred in 2018. Today, new data sources and technology tools are available to inform and even predict critical hot spots, beyond looking at crash data alone. The department will use findings to inform policy decisions and investments moving forward.

## 2022 Accomplishments

### *Speed Limit Reductions*

In October 2021, Governor Gavin Newsom signed California Assembly Bill (AB) 43, which grants municipalities greater control in setting speed limits on city streets. Municipalities can now maintain a safe speed limit on any street with a prior speed 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, LADOT began implementing these provisions, starting with reversing recent speed limit increases on streets where the increase was not merited according to the new law. A total of 177 miles of City streets (77 street segments) had speed limits reduced by five miles per hour, including 28 segments on the HIN. As the provisions of AB43 are further clarified, LADOT looks forward to adjusting speed limits where possible, especially in areas with high pedestrian volumes and frequent intersections.

### *Priority Corridor Treatments*

Since 2017, LADOT has installed 6,771 safety treatments on the HIN, including 443 in 2022.

Treatment	Cumulative through 2022	Installed in 2022
Hi-visibility Crosswalks	4,108	136
Intersection Tightening/Curb Extensions	845	40
Crosswalk Paddle Signs	123	0
Speed Feedback Signs	253	0
Leading Pedestrian Intervals	1,123	215
Traffic Signals	66	4
Left Turn Upgrades	108	18

<b>Flashing Beacons for Crosswalks</b>	80	22
<b>Pedestrian Hybrid Beacons</b>	14	6
<b>Pedestrian Refuge Islands</b>	37	2
<b>Pedestrian Scramble Crosswalks</b>	8	0
<b>Speed Tables</b>	6 sets	0
<b>Safer Lane Configurations</b>	17 miles*	2 miles*

\*Includes two miles on Anaheim Street that began installation in December 2022 and was completed in early 2023.

Between 2020-2022, LADOT implemented four lane reconfiguration projects - on Avalon Boulevard, S Broadway, Adams Boulevard, and Anaheim Street. These projects included approximately 8.5 miles of new conventional bike lanes and 3.5 miles of new or upgraded protected bike lanes, bringing safer bike infrastructure to corridors that have long suffered from high rates of crashes resulting in severe injury or death and where over 90% of the surrounding area is composed of people of color. This year, the City will complete the installation of the Reseda Complete Streets Project and the Watts Central Avenue project, both of which will upgrade conventional bike lanes to a safer parking-protected bike lane design.

LADOT also aims to conduct bicycle safety education where new bike infrastructure is installed. One way the Department has consistently done this is through the posting of signs on the street with information on the new street design and how to use new bicycle facilities - particularly protected bike lanes. The information is shared in multiple languages, as appropriate for each neighborhood. LADOT also aimed to host in-person events and community bike rides, where LADOT staff and partner organizations educate community members on the safety benefits of various transportation elements that are planned or installed in their neighborhood, and allow people to ask questions while experiencing the new infrastructure first-hand.

Attachments 1 and 2 provide a summary of the work completed and planned on all 71 Vision Zero Priority Corridors and 90 Priority Intersections. See Attachments 3, 4, and 5 for a list of all new traffic signals, left turn upgrades, and pedestrian beacons installed on the HIN. See Attachment 6 for a list of all pedestrian refuge islands installed as part of the Pedestrian Refuge Island Program.

#### *Complete Streets Program*

BOE's Complete Streets Program implements phase 3 improvements on Priority Corridors, bringing together the need for improved pavement conditions with safety upgrades. The City installed four Complete Streets projects to date, including Main Street, Temple Street, Venice Boulevard, and Roscoe Boulevard. BOE is currently constructing the Reseda Boulevard Complete Streets Project (Victory Boulevard to Parthenia Street), anticipated to be complete in Summer 2023. In 2022, StreetsLA built 11 new concrete bus boarding islands along this stretch of Reseda Boulevard - setting the stage for the new parking-protected bike lanes coming this year. Signal construction, which will bring left turn upgrades to eight locations on Reseda Boulevard, is currently underway.

BOE is also currently managing the Avalon Boulevard Complete Streets Project (56th Street to Manchester Avenue), which will bring new signals and signal upgrades, concrete curb extensions, and

bus bulbs, as well improvements to the sidewalks, curb ramps, and roadway pavement. BOE's consultant substantially completed the design for this project in 2022, and BOE will award the construction contract for this project in 2023. BOE also led the design of similar improvements along the remainder of the Avalon Boulevard Priority Corridor - between Martin Luther King Jr. Boulevard and 56th Street and between Manchester Avenue and 120th Street. Although these segments are not funded through the Complete Streets Program, they are being completed on a similar timeline. See Attachment 7 for a list of Complete Streets projects.

#### *Pedestrian Refuge Island Program*

The Pedestrian Refuge Island Program was established in 2018 as a collaboration between LADOT, StreetsLA, and BOE to install concrete medians and associated curb ramps to improve safety at pedestrian crossings. To date, this program funded the installation of 51 concrete refuge islands (37 on the HIN) including three in 2022. Two of these locations are at new crossings on Adams Boulevard, within the Priority Corridor area that was reconfigured in 2021 to reduce the number of travel lanes, create a continuous center turn lane, and add refuge islands. In addition to new flashing beacons and high-visibility painted crosswalks, the islands will support the visibility of the new crossings and provide pedestrians a place to wait as they navigate across two traffic lanes. *See Attachment 6 for a list of the installed Pedestrian Refuge Islands.*

#### *State and Federal Grant Programs*

State and federal grants are a key source of funding for safety improvements including signals as well as concrete elements.

In 2022 LADOT, together with StreetsLA, prepared three grant applications and were awarded a total of over \$93 million through the California Active Transportation Program (ATP) to fund three major projects on Priority Corridors. The ATP grant program prioritizes projects located in disadvantaged communities, and all three of these project areas met that criteria.

- “Western Our Way: Walk and Wheel Improvements” (\$37.74 million) will bring traffic safety and accessibility improvements to a corridor that has not only suffered from a particularly high rate of severe and fatal crashes, but also has a long history of disinvestment. The “Western Our Way” project scope includes numerous new signalized pedestrian crossings, concrete curb extensions, median islands, left-turn phasing upgrades at existing traffic signals, and new pedestrian-scaled lighting on 4.5 miles of Western Avenue between Martin Luther King Jr. Boulevard and Century Boulevard, as well as complementary bicycle improvements on parallel neighborhood streets.
- “Wilmington Safe Streets: A People First Approach” (\$32.33 million) will bring concrete curb extensions, median islands, pedestrian signals, curb ramp upgrades, sidewalk widening, lighting, and street trees to Anaheim Street. This project also includes concrete elements, such as curb extensions and traffic circles, on nearby neighborhood streets to encourage a more walkable and bikeable street network in a community that has suffered from undesirable traffic impacts from the nearby ports. LADOT installed a “quick-build” version of the improvements on Anaheim Street in late 2022.
- “Normandie Beautiful: Creating Neighborhood Connections in South LA” (\$23.58 million) encompasses Normandie Avenue and surrounding streets between I-10 and Martin Luther King Jr. Boulevard. Led by StreetsLA, this project will bring pedestrian and bike safety improvements

including enhanced pedestrian crossings, traffic signal modifications, and low-stress bicycle facilities to address community-identified mobility barriers.

BOE was also awarded \$9 million through the 2022 Federal Safe Streets for All grant program, a federal program created by the Infrastructure Investment and Jobs Act, to help fund the La Brea Avenue Complete Streets Project. This funding will bring significant safety improvements to the La Brea Priority Corridor, including two new traffic signals, two new pedestrian signals, and a slip lane closure. The La Brea Complete Streets Project area is located within the lowest quartile of the California Healthy Places index, and thus met the intention of the Safe Streets for All program to fund projects in areas of high need.

### 2023 Vision Zero Forecast

#### *Staffing*

To accelerate transportation safety work, LADOT has prioritized staffing needs on the Vision Zero team. In January 2023, LADOT provided acting assignments to fill two engineering positions, transferred a Transportation Engineering Associate III to the team, and hired a new drafting technician. In February 2023, LADOT also hired an Emergency Appointment Principal Engineer to lead the Vision Zero and Active Transportation divisions.

LADOT is now working with Personnel to fill the remaining vacancies for Transportation Planning Associates on the Vision Zero planning team. To bridge the gap during that hiring process, LADOT has transferred three Transportation Engineering Associates to support the Vision Zero planning work.

#### *Continued Investments*

In 2023, LADOT will continue to identify opportunities to increase safety on our streets and give people more options for how to get around their communities. This will include pursuing projects that reallocate vehicular travel lanes, including peak-hour lanes, into space for turn lanes, parking, bicycle lanes, and bus priority lanes. Rebalancing the street to a more multi-modal corridor calms traffic, slows speeds, and creates opportunities for additional pedestrian, transit and bike safety improvements, such as curb extensions, protected bike lanes, bus only lanes and refuge islands. LADOT plans to launch community engagement efforts for at least two new lane reconfiguration projects in 2023, with anticipated completion in 2024.

By the end of Calendar Year 2023, LADOT will install 33 signal improvements on Vision Zero Priority Corridors and complete design on two packages of signal projects for Priority Corridors. These 61 signal projects - which include new full traffic signals, PHBs, left-turn phasing upgrades, and curb ramp improvements - will go out to bid in 2023, with construction anticipated to begin in 2024.

#### *School and Neighborhood Safety*

Over the last 10 years, LADOT's Safe Routes to School (SRTS) delivered school neighborhood safety infrastructure and climate-resilience improvement projects for SRTS' Top 50 Schools of Most Need, and secured over \$120 million to build out plans for 33 of the 50 schools (see Attachment 8 for [SRTS Plan Implementation](#)) and conduct safety education and active transportation encouragement activities citywide.

Last year, as part of the Community Redevelopment Agency (CRA/LA)-funded Charles White Elementary School SRTS Project, LADOT worked with StreetsLA, BSL, and the Los Angeles Department of Water and Power to construct the City's first raised, mid-block crosswalk, leveraging guidance from the City's Supplemental Design Guidelines. The mid-block crosswalk is located on Carondelet Street between 6th Street and Wilshire Boulevard. In August 2022, SRTS launched the ATP Cycle 5 quick build project to redesign the school entrance block in front of Young Oak Kim Academy. The project scope includes a pop up event and installation of safety treatments, new pedestrian space, and parkway shade trees and vegetation by January 2024.

With the closeout of two ATP Cycle 1 SRTS Education and Planning grants, SRTS is transitioning to safety and mobility planning on the City's Neighborhood Enhanced Network (NEN) outlined in the Mobility Plan 2035 (MP2035). The NEN targets a broader range of vulnerable road users, expanding the stakeholder base beyond school communities, and developing a NEN prioritization methodology to guide LADOT's work plan on neighborhood streets. Current SRTS/NEN projects include an ATP Cycle 5-funded Shatto Place Redesign Quick Build project (\$250,000), a SCAG-funded Koreatown-Wilshire Center NEN Quick Build Project (\$1.29 million), a \$500,000 South LA NEN QB Project, funded through the City's South Los Angeles Universal Basic Mobility Pilot Program, will allow LADOT to coordinate with CicLAvia and Slate Z to support a community-centered planning process to identify and prioritize NEN corridors for the build out of quick build active mobility elements by September 2024.

In 2023-24, LADOT launched an effort to prioritize school safety through programmatic quick build activities including School Speed Humps, School Slow Zones (15 mph speed limits in school areas), and School Quick Build Curb Extensions over the next three years. To date and in preparation for the 2023-2024 school year, SRTS has installed nearly 100 Slow Zones (15 MPH when Children are Present) segments, 80 speed humps and 200 quick build curb extensions.

### *Safe Routes for Seniors*

LADOT launched a three-year contract with Toole Design Group to pilot Safe Routes for Seniors neighborhood plans in five neighborhoods in 2022. The project targets older adults (those aged 65 and older) who represent a disproportionate amount of traffic deaths. In 2019, seniors represented 13% of the Los Angeles population but made up 29% of traffic deaths. Older adults also suffer far worse outcomes than younger populations when involved in collisions, and their population is growing. By 2030, older adults are expected to make up around 20% of the City population, or one in every five residents.

Program goals include:

- Eliminate crashes that lead to deaths and serious injuries for older adults in Los Angeles.
- Increase older adult walking and bicycling by addressing barriers including infrastructure disrepair, limited crossings, inaccessibility, and lack of shade and rest areas along travel routes.
- Reduce isolation and improve health outcomes for older adults by enhancing access to direct social and health care services, jobs, healthy food, retail, and recreation.
- Empower older adults to self-identify transportation needs, program elements, and routes that connect to improved quality of life activities, and create avenues where their input is valued in city planning processes.



This project does not include funding and construction for capital infrastructure, but prepares LADOT to address priority projects in the future. Recommended improvements in the final neighborhood plans can be used in future infrastructure grant applications. The project team identified five pilot neighborhoods by assessing six factors determined to reflect potential need for safety, mobility, and accessibility improvements for older adults: low car ownership, hotter average temperatures, high pollution and social vulnerability, presence of senior centers, high older adult population (people aged 65 or older), and high crash rates. The pilot neighborhoods are: Rancho Park, Exposition/Crenshaw, Skid Row, Chinatown, and Watts. In 2023, LADOT will begin a seven-month outreach and engagement phase in two of the five neighborhoods - Chinatown and Rancho Park, that will result in the completion of their Safe Routes for Seniors plans.

#### *New Strategies*

LADOT will continue to deliver proven safety treatments, and will also employ a number of new approaches to address crash trends citywide.

LADOT is studying the feasibility of removing peak-hour lanes on streets across the City, including Priority Corridors, as part of [CF 22-1465](#). Approximately one-third of Vision Zero Priority Corridors include peak-hour travel lanes along some or all of their length. Removing these peak-hour lanes could help reduce unsafe driving behavior and open up opportunities for more pedestrian-focused improvements. The Council-directed assessment will guide recommendations to improve safety along Priority Corridors with peak-hour travel lanes.

As directed in CF 23-0204, LADOT is also evaluating the effectiveness of recently installed speed tables, and developing guidelines for application of speed tables moving forward. This analysis will lead to a strategy for scaling up this relatively low-cost pilot treatment across the HIN to maximize speed reduction and safety benefits.

LADOT is also currently under contract with MicroTraffic to capture and process videos at intersections to assess conflicts and collision risks. This data will inform possible safety countermeasures to mitigate risk, using MicroTraffic's proprietary machine learning algorithms. LADOT is also pursuing other potential new vendors to supplement this task, including using connected video data and video analytics to make safety improvements to signal timing.

#### *Vision Zero Independent Evaluation*

As directed in CF 22-0368, the City Administrative Officer is currently leading an independent evaluation of the City's Vision Zero Program to assess its effectiveness and provide recommendations. This effort will examine the data currently being used to identify focus areas (i.e. the HIN and Priority Corridors), evaluate the appropriateness of the traffic safety solutions currently being used, and the process by which City departments select these tools and coordinate and fund implementation. The report will also assess the level of support the City is providing to the Vision Zero Program and compare the City of Los Angeles to peer cities with Vision Zero programs. Results from this evaluation will be completed in early 2024.

### **FINANCIAL 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 2022-23 Adopted

Budget included over \$32 million for the Citywide Vision Zero Program. The 2023-24 Proposed Budget currently includes \$34 million for the Citywide Vision Zero Program, including funds for LADOT to continue work on Priority Corridors and Priority Intersections.

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[\[ALL ATTACHMENTS\]](#)

Attachment 1: Priority Corridors

Attachment 2: Priority Intersections

Attachment 3: New Traffic Signals

Attachment 4: Left Turn Upgrades

Attachment 5: Pedestrian Beacons

Attachment 6: Pedestrian Refuge Islands

Attachment 7: Complete Streets Program Project Status

Attachment 8: Safe Routes to School Plans Status

**ATTACHMENT 1 - PRIORITY CORRIDOR STATUS SUMMARY**

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned 2022	Work Planned 2023
1	3rd St	Normandie Ave	Vermont Ave	0.5	2017	Basic striping upgrades completed in 2017; One left signal upgrade installed in 2019.	No work planned in 2022	No work planned in 2023
2	6th St	Rampart Blvd	Beaudry Ave	1.4	2017	Basic striping upgrades completed in 2017; One new signal installed in 2021.	No work planned in 2022	No work planned in 2023
3	7th St	Figueroa St	Olive	0.3	2017	Protected Bike Lane installed in 2020	BOE-led streetscape project	BOE-led streetscape project under construction
4	Adams Blvd	Fairfax	Crenshaw Blvd	0.9	2017	Lane Reconfiguration with Bike Lane installed in 2021; Five RRFBs and two left turn signal upgrades installed in 2020-2022; Two Ped Refuge Islands installed in 2022		One left turn signal upgrade
5	Alvarado St	6th St	7th St	0.2	2017	Scramble Crosswalks installed in 2017; Metro bus priority lane added in 2021	No work planned in 2022	No work planned in 2023
6	Anaheim St	Figueroa St	Henry Ford Ave	2.2	2017	Six pedestrian beacons installed in 2017-19; Lane reconfiguration with bike lane began installation in 2022; ATP Cycle 6 grant awarded in 2022 for "Wilmington Safe Streets" project	Two new traffic signals to be installed	Two new signals and one new PHB to be installed
7	Avalon Blvd	San Pedro St	120th St	6.4	2017	Lane reconfiguration with bike lane and modular bus boarding platforms installed in 2020; Additional half-mile segment upgraded with protected bike lanes in 2022; Complete Streets Program project completed substantial design; Four pedestrian beacons installed in 2017	BOE and LADOT to complete Complete Streets Program project design in 2022 Bid and award construction in 2022 Complete Streets Project projected to break ground in 2023	BOE and LADOT to complete design for Complete Streets project in 2023. Bid and award for construction in 2023. Construction to start in 2023. Two left-turn phasing projects, one PHB, and two RRFBs planned for installation in 2023.
8	Beverly	Normandie	Westmor	0.8	2019	Basic striping upgrades	No work planned	No work planned

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned 2022	Work Planned 2023
	<b>Blvd</b>	PI	eland Blvd			completed in 2019	in 2022	in 2023
9	<b>Broadway</b>	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; Six RRFB and one left turn signal upgrade and one new signal installed in 2017-2022	StreetsLA to continue to oversee the design and construction of ATP streetscape project anticipated to break ground in 2023	One left turn signal upgrade and one PHB to be installed
10	<b>Central Ave</b>	Jefferson Blvd	17th St	1.4	2017	Basic striping upgrades completed in 2019; One traffic signal installed in 2022	No work planned in 2022	No work planned in 2023
11	<b>Central Ave</b>	Century Blvd	Imperial Hwy	1.1	2021	One PHB and one RRFB Installed 2022; StreetsLA constructed four bus boarding islands and began installation of new protected bike lane configuration.		StreetsLA will complete installation of new protected bike lanes and additional streetscape elements in 2023.
12	<b>Central Ave</b>	Florence Ave	Manchester Ave	1	2021	In December 2018 LADOT installed basic striping upgrades, including edge-lines and crosswalk improvements, as part of the resurfacing program.	Basic striping upgrades planned 2022	LADOT to complete transportation assessment for Central Ave (I-10 to Century Blvd) and develop recommendations for this corridor
13	<b>Crenshaw Blvd</b>	79th St	Pico Blvd	5.7	2017	Two new signals and three left turn signal upgrades installed in 2020-2022	Curb extensions and PHB beacons between Florence and 79th St coming in 2022 (HSIP)	No work planned in 2023
14	<b>Culver Blvd</b>	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	No work planned in 2023

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned 2022	Work Planned 2023
15	<b>N Figueroa St</b>	Pasadena Ave/Marmion Way	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 installed	One traffic signal, one left turn signal upgrade, and three PHB to be installed
16	<b>Figueroa St</b>	MLK Blvd	Imperial Hwy	5.5	2017	Peak Hour Lane removed from Gage Ave to Century Blvd in 2020; Five pedestrian refuge islands installed in 2018 and 2020; One new signal installed in 2019; Five pedestrian beacons 2017-2021; Three left turn signal upgrades in 2020-2021	Three left turn upgrades in 2023-2025.	One PHB, one left turn signal upgrade to be installed
17	<b>Fletcher Dr</b>	Riverside Dr	San Fernando Rd	0.8	2017	Basic striping upgrades completed in 2020; Two left turn signal upgrades completed in 2020-2022; Pedestrian refuge island and pedestrian beacon completed in 2021	No work planned in 2022	No work planned in 2023
18	<b>Florence Ave</b>	Crenshaw Blvd	Central Ave	4.3	2017	Ped Refuge Island constructed in 2019; Five left turn signal upgrades in 2019-2022	Two new traffic signals  Five left turn signal upgrades  Four Pedestrian Hybrid Beacons	Two left turn signal upgrades and two signals to be installed
19	<b>Foothill Blvd</b>	Apperson St	Sherman Grove Ave	1.3	2021	Basic striping upgrades completed in 2022	Basic striping upgrades planned 2022	Two PHBs and one left turn signal upgrade to be installed
20	<b>Gaffey St</b>	14th St	O'Farrell St	1	2019	Basic striping upgrades completed in 2019; Three (3) pedestrian beacons installed in 2019; Consultant completed initial designs; One signal installed in 2022	Complete design for two signals and two PHBS  Consultant to complete final design for curb extensions  Contract	Consultant to complete design of signals and curb extensions at five intersections in 2023

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned 2022	Work Planned 2023
							construction of signals and curb extensions at five intersections	
21	<b>Highland Ave</b>	Franklin Pl	Santa Monica Blvd	0.9	2019	Basic striping upgrades completed in 2019; Complete Streets Program Pre-Design Report completed in 2020; One RRFB installed in 2019.	BOE-led Complete Streets project design	No work planned in 2023
22	<b>Hollywood Blvd</b>	Fuller Ave	Lyman Pl	3.6	2019	Basic striping upgrades completed in 2019; One RRFB installed in 2022	LADOT	Studying lane reconfiguration project in 2023
23	<b>Hoover St</b>	Vernon Ave	Manchester Ave	3	2017	Seven pedestrian beacons installed in 2018; One pedestrian beacon installed in 2020; Basic striping upgrades completed in 2019; One left turn signal upgrade in 2020; One RRFB installed in 2022	Two pedestrian beacons Two Pedestrian Hybrid Beacons Two left turn signal upgrades	One left turn signal upgrade to be installed
24	<b>Imperial Hwy</b>	Athens Way	Vermont Ave	0.8	2019	Basic striping upgrades completed in 2019	No work planned in 2022	No work planned in 2023
25	<b>La Brea Ave</b>	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.	One left turn signal upgrade to be installed
26	<b>La Brea Ave</b>	Adams Blvd	Pico Blvd	1.1	2017	Basic striping upgrades completed in 2019; One left turn signal upgrade in 2020	Coordinate with Metro on NextGen plans	Coordination with Metro on Next Gen plans
27	<b>La Cienega Blvd</b>	Guthrie Ave	Whitworth Dr	1.2	2019	Basic striping upgrades completed in 2019; One left turn signal upgrade installed in 2020	No work planned in 2022	No work planned in 2023
28	<b>Lankershim Blvd</b>	Chandler Blvd	Victory Blvd	1.4	2017	Basic striping upgrades completed in 2020	No work planned in 2022	Two left turn signal upgrade to be installed

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned 2022	Work Planned 2023
29	<b>Lincoln Blvd (Caltrans)</b>	Bluff Trail Road	Manchester Ave	0.5	2019	Basic striping upgrades completed in 2020; Caltrans to implemented additional striping and signs at curve	Caltrans signal project planned for 2023	No work planned in 2023
30	<b>Lincoln Blvd (Caltrans)</b>	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; Funding agreement between City of LA and Caltrans (to install new PHBs) executed	Execute funding agreement between City of LA and Caltrans  Caltrans to construct five Pedestrian Hybrid Beacons and peak hour bus only lanes	No work planned in 2023
31	<b>Main St</b>	6th St	7th St	0.1	2017	Two-Way Cycle Track installed in 2019	Streetscape project (upgrade facility with concrete separation)	No work planned in 2023
32	<b>Main St</b>	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	No work planned in 2023
33	<b>Manchester Ave</b>	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	No work planned in 2023
34	<b>Manchester Ave</b>	Western Ave	Vermont Ave	1	2017	One pedestrian beacon installed in 2018; One left turn signal upgrade installed in 2022	3 Left Turn Signal Upgrades to be installed	One PHB and one left turn signal upgrade to be installed
35	<b>N Broadway</b>	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	No work planned in 2023
36	<b>Nordhoff St</b>	Balboa Blvd	Collett Ave	1.1	2021	No work has been completed.	Basic striping upgrades planned 2022	Basic striping upgrades and possibly peak-hour lane removal planned for 2023
37	<b>Normandie Ave</b>	Beverly Blvd	Melrose Ave	0.5	2019	Basic striping upgrades completed in 2019; One left turn signal	No work planned in 2022	No work planned in 2023

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned 2022	Work Planned 2023
						upgrade completed in 2019		
38	<b>Normandie Ave</b>	Lomita Blvd	Pacific Coast Hwy	0.5	2019	Basic striping upgrades completed in 2019; One pedestrian beacon installed in 2019	Pedestrian Hybrid Beacon planned	One PHB to be installed in 2023
39	<b>Normandie Ave</b>	Vernon Ave	I-10	2.4	2017	Basic striping upgrades completed in 2017; Five left turn signal upgrades installed in 2020-2022; ATP Cycle 6 award for Normandie Beautiful (I-10 to MLK)	One left turn signal upgrade to be installed One PHB One left turn signal upgrade	No work planned in 2023
40	<b>Pacific Coast Hwy (Caltrans)</b>	Broad Ave	Wilmington Blvd	0.8	2021	Caltrans collaboration	Ongoing Caltrans collaboration	Two left turn signal upgrade to be installed in 2023
41	<b>Pico Blvd</b>	2nd Ave	Western Ave	0.6	2019	Basic striping upgrades completed in 2019	No work planned in 2022	One RRFB to be installed in 2023
42	<b>Pico Blvd</b>	Robertson Blvd	La Cienega Blvd	0.4	2017	Basic striping upgrades completed in 2017; One left turn signal upgrade installed in 2020; One new signal installed in 2020	No work planned in 2021 One left turn upgrade planned	No work planned in 2023
43	<b>Pico Blvd</b>	Western Ave	Union Ave	1.9	2017	One new traffic signal installed 2021; Two left turn signal upgrades installed in 2021-2022	Five left turn upgrades planned One pedestrian beacon planned	No work planned in 2023
44	<b>Reseda Blvd</b>	Parthenia St	Victory Blvd	2.9	2017	Complete Streets Program project broke ground in October 2020; One left turn signal upgrade installed in 2021	Continued construction on Complete Streets Project	Complete Streets Project will be complete in 2023. Includes eight left turn signal upgrades and one RRFB.
45	<b>Roscoe Blvd</b>	I-405	Woodman Ave	2.3	2017	Complete Streets Program project completed in June 2019, including nine left turn signal upgrades	Two pedestrian hybrid beacons planned Two traffic signals planned	No work planned in 2023
46	<b>Roscoe Blvd</b>	Oso Ave	Tampa	1.3	2021	VZ striping improvements were determined to not be feasible due to the peak-hour lane. No striping improvement	Basic striping upgrades planned 2022	No work planned in 2023



Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned 2022	Work Planned 2023
					work was completed.		
47	<b>Santa Monica Blvd (Caltrans)</b>	Brockton Ave	Sepulveda Blvd	1.1	2019	Basic striping upgrades completed in 2019; Funding agreement between City of LA and Caltrans to install PHBs was executed	LADOT and Caltrans to establish cooperative agreement to fund PHB beacons through Caltrans SHOPP project Construction to begin on six PHBs in 2023
48	<b>Saticoy St</b>	Topanga Cyn Blvd	Jordan St	0.2	2017	Basic striping upgrades completed in 2017	No work planned in 2022 No work planned in 2023
49	<b>Sepulveda Blvd</b>	Nordhoff St	Rinaldi St	3	2017	LADOT and StreetsLA secured \$39 million in for California ATP funding for the Sepulveda Mission Mile project, which will reconfigure lanes, widen median, and add a multi-use path	StreetsLA to seek consultant support for streetscape project design StreetsLA will initiate PA&ED phase for the Sepulveda Mission Mile project, including environmental study, outreach, and preliminary design.
50	<b>Soto St</b>	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 No work planned in 2023
51	<b>Spring St</b>	Temple	9th St	1.2	2017	Two-Way Cycle Track installed in 2019	No work planned in 2022 No work planned in 2023
52	<b>Sunset Blvd</b>	L. Ron Hubbard Way	Selma Ave	4.2	2019	Basic striping upgrades completed in 2019; Three left turn signal upgrades installed in 2019-2021	No work planned in 2022 Coordinate with Metro on NextGen Plans No work planned in 2023
53	<b>Temple St</b>	Beverly Blvd	Beaudry Ave	2.3	2017	Complete Streets Program project completed in October 2019, including six left turn signal upgrades; Speed tables added in 2020	Two additional signals and two pedestrian beacons planned (anticipated 2023-2025) Project evaluation. One left turn signal upgrade to be installed in 2023
54	<b>Van Nuys Blvd</b>	Beachy Ave	San Fernando Rd	1.5	2017	Basic striping upgrades installed in 2018	No work planned in 2022 No work planned in 2023

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned 2022	Work Planned 2023
55	<b>Vanowen St</b>	Sepulveda Blvd	Van Nuys Blvd	1	2021	Basic striping upgrades completed in 2022	Basic striping upgrades planned One left turn signal upgrade planned	One left turn signal upgrade to be installed in 2023
56	<b>Venice Blvd</b>	Arlington Ave	Figueroa St	2.8	2017	Complete Streets Program project completed in December 2019, including three left turn signal upgrades and one new signal; One RRFB installed in 2021	No work planned in 2022	No work planned in 2023
57	<b>Venice Blvd</b>	Beethoven St	Inglewood Bl	0.8	2017	Lane reconfiguration with protected bike lanes installed 2017; Evaluation report completed 2018; One left turn signal upgrade completed in 2019	No work planned in 2022	No work planned in 2023
58	<b>Ventura Blvd</b>	Garden Grove Ave	White Oak Ave	0.6	2019	Basic striping upgrades completed in 2019	No work planned in 2021	No work planned in 2023
59	<b>Vermont Ave</b>	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	No work planned in 2023
60	<b>Vermont Ave</b>	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 installed	No work planned in 2023
61	<b>Vermont Ave</b>	Gage Ave	Vernon Ave	1.6	2017	New Signal Installed 2020	Left Turn Signal Upgrade to be installed	No work planned in 2023
62	<b>Vermont Ave</b>	Pico Blvd	Adams Blvd	1	2017	Basic striping upgrades installed in 2017 Three Left Turn Signal upgrades Installed in 2020-2021	No work planned in 2022	No work planned in 2023
63	<b>Vernon Ave</b>	Western Ave	Central Ave	3	2017	Basic striping upgrades installed in 2019 Four left turn signal upgrades installed 2020-2022	Five left turn signal upgrades to be installed	One left turn signal upgrade

	Priority Corridor	From Street	To Street	Length (Miles)	Year Adopted	Work Completed	Work Planned 2022	Work Planned 2023
64	<b>Victory Blvd</b>	Fulton Ave	Whitsett Ave	1	2019	Basic striping upgrades completed in 2019	No work planned in 2022	No work planned in 2023
65	<b>Washington Blvd</b>	La Brea Ave	Vermont Ave	3.2	2017	Basic striping upgrades installed in 2017; Three left turn signal upgrades installed in 2020-2021; One RRFB installed in 2022	One left turn upgrade to be installed One pedestrian beacon to be installed One pedestrian hybrid beacon to be installed	One PHB to be installed
66	<b>Western Ave</b>	Century Blvd	Washington Blvd	6.5	2017	Two RRFB installed in 2108; Four left turn signal upgrades, one new signal, one RRFB, and 2 new PHB installed in 2020-2022; ATP Cycle 6 grant awarded for "Western Our Way" - MLK to Century	left turn signal upgrade	One PHB and three left turn signal upgrades to be installed in 2023
67	<b>Western Ave</b>	Lexington Ave	Russell Ave	0.8	2017	Left turn phasing upgrade installed in 2019 and upgraded in 2022; One new signal installed in 2021		No work planned in 2023
68	<b>Western Ave</b>	3rd St	Washington Blvd	2	2019	Basic striping upgrades completed in 2019 Two left turn signal upgrades installed in 2019-2020	One pedestrian hybrid beacon to be installed	No work planned in 2023
69	<b>Wilmington Ave</b>	106th St	Imperial Hwy	0.71	2021	Basic striping upgrades installed in 2022	Basic striping upgrades planned 2022	Speed tables planned for installation in 2023
70	<b>Wilshire Blvd</b>	Rampart Blvd	Valencia St	0.9	2017	Basic striping upgrades installed in 2017; One left turn signal upgrade and one new traffic signal installed 2021	No work planned in 2022	No work planned in 2023
71	<b>Woodman Ave</b>	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	One left turn signal upgrade to be installed

**ATTACHMENT 2 - PRIORITY INTERSECTION STATUS SUMMARY**

Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned 2023	Signal Upgrade Delivery Mechanism	Year Adopted
<b>Adams Blvd &amp; Buckingham Rd</b>	Yes	Yes	Left Turn Phasing	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2019
<b>Arlington Ave &amp; Martin Luther King Jr Blvd</b>	Yes	Yes	Westbound protected permissive left turn	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2019
<b>Burbank Blvd &amp; Hayvenhurst Ave</b>	Yes	Yes	Left Turn Phasing	Needs review	Study in 2023	TBD	2019
<b>Burbank Blvd &amp; Woodley Ave</b>	Yes	Yes	TBD	Needs review	Study in 2023	TBD	2019
<b>Carson St &amp; Normandie Ave</b>	Yes	Yes	Left Turn Phasing	Coordination with LA County due to overlap in jurisdiction	Study in 2023	TBD	2019
<b>Central Ave &amp; Imperial Hwy</b>	Yes	Yes	Left Turn Phasing	Needs review	Study in 2023	TBD	2019
<b>Crenshaw Blvd &amp; Washington Blvd</b>	Yes	Yes	Left Turn Phasing	Needs review	Study in 2023	TBD	2019
<b>Culver Blvd &amp; Jefferson Blvd</b>	Yes	Yes	Left Turn Phasing	Authorized	Secure funding and design	TBD	2019
<b>Culver Blvd &amp; Slauson Ave</b>	Yes	Yes	New full traffic signal	Installed 5/2019	None	VZ 2A	2019
<b>Devonshire St &amp; Balboa Blvd</b>	Yes	Yes	Westbound/ eastbound protected left turn	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2019
<b>Florence Ave &amp; Avalon Blvd</b>	Yes	Yes	All directions protected left turn	Authorized, funded, designed, construction contract awarded	Left turn phasing to be installed in 2023	VZ 2E	2019

Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned 2023	Signal Upgrade Delivery Mechanism	Year Adopted
<b>Florence Ave &amp; Hoover St</b>	Yes	Yes	Westbound/ eastbound protected permissive left turn	Authorized, funded, designed, construction contract awarded	Left turn phasing to be installed in 2023	VZ 2E	2019
<b>Gaffey St &amp; Westmont Dr</b>	Yes	Yes	Westbound protected left turn	Installed in 2019	None	DOT Field Force	2019
<b>Gage Ave &amp; Broadway</b>	Yes	Yes	All directions variable left turn	Authorized, funded, designed, construction contract awarded	Left turn phasing to be installed in 2023	VZ 2E	2019
<b>Highland Ave &amp; Pat Moore Way</b>	Yes	Yes	Left Turn Phasing	Needs review	Study in 2023	TBD	2019
<b>Hollywood Blvd &amp; Highland Ave</b>	Yes	Yes	Scramble crosswalk (with exclusive pedestrian signal phase)	Installed in 2015	None	DOT Field Force	2019
<b>Hollywood Blvd &amp; Western Ave</b>	Yes	Yes	Left Turn Phasing	Needs review	Study in 2023	TBD	2019
<b>Imperial Hwy &amp; Figueroa St</b>	Yes	Yes	All directions protected left turn	Authorized, funded, designed, construction contract awarded	None	HSIP 7	2019
<b>La Brea Ave &amp; Adams Blvd</b>	Yes	Yes	Northbound/ southbound protected left turn, westbound/ eastbound variable left turn	Installed 12/2020	None	VZ 2B	2019
<b>La Brea Ave &amp; Obama Blvd</b>	Yes	Yes	Southbound/ westbound/ eastbound protected left turn	Authorized, funded, designed, construction contract awarded	Left turn phasing to be installed in 2023	VZ 2E	2019
<b>La Brea Ave &amp; Washington</b>	Yes	Yes	Westbound protected left	Installed 10/2020	None	DOT Field Force	2019

Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned 2023	Signal Upgrade Delivery Mechanism	Year Adopted
Blvd			turn				
La Cienega Blvd & Olympic Blvd	Yes	Pending	Left Turn Phasing	Needs review	Study in 2023	TBD	2019
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	Left turn phasing to be installed in 2023	B-Permit (developer)	2019
Lassen St & Winnetka Ave	Yes	Yes	Northbound/southbound protected left turn and westbound protected permissive left turn	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2019
Lincoln Blvd & Washington Blvd	Yes	Yes	TBD	Working with Caltrans to identify and study signal upgrades	None	TBD	2019
Manchester Ave & Broadway	Yes	Yes	Eastbound protected left turn, northbound/southbound/westbound protected permissive left turn	Authorized, funded, designed, construction contract awarded	None	HSIP 7	2019
Manchester Ave & Figueroa St	Yes	Yes	All directions protected left turn	Installed 11/2020	None	VZ 2B	2019
Manchester Ave & Vermont Ave	Yes	Yes	Eastbound/westbound protected left turn	Authorized, funded, designed, construction contract awarded	None	HSIP 7	2019
Mission Rd &	Yes	Yes	Westbound	Authorized,	Bid/award in	VZ 2F	2019

Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned 2023	Signal Upgrade Delivery Mechanism	Year Adopted
Valley Blvd			protected permissive left turn	funded, designed	2023		
Nordhoff St & Balboa Blvd	Yes	Yes	Northbound/ eastbound protected left turn	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2019
Nordhoff St & Woodley Ave	Yes	Yes	All direction protected permissive left turn	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2019
Olympic Blvd & Orme Ave	N/A	Yes	New full traffic signal	RRFB installed January 2020; funding secured and design complete for full signal	Traffic signal to be installed in 2023	VZ 2E	2019
Pacific Ave & Rose Ave	Yes	Yes	Southbound protected left turn	Installed on 8/5/2021	None	Westside Mobility	2019
Pacific Coast Hwy & Figueroa Pl	Yes	Yes	TBD	Working with Caltrans to identify and study signal upgrades	None	TBD	2019
Pacific Coast Hwy & Normandie Ave	Yes	Yes	TBD	Working with Caltrans to identify and study signal upgrades	None	TBD	2019
Pacific Coast Hwy & Sunset Blvd	Working with Caltrans to facilitate update	Yes	TBD	Working with Caltrans to identify and study signal upgrades	None	TBD	2019
Pacific Coast Hwy & Temescal Canyon Rd	Working with Caltrans to facilitate update	Yes	TBD	Working with Caltrans to identify and study signal upgrades	None	TBD	2019
Pacific Coast Hwy & Vermont Ave	Yes	Yes	TBD	Working with Caltrans to identify and study signal upgrades	None	TBD	2019
Parthenia St & Woodley Ave	Yes	Yes	Northbound/ southbound	Authorized, funded,	Left turn phasing to be	VZ 2E	2019

Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned 2023	Signal Upgrade Delivery Mechanism	Year Adopted
			protected permissive left turn, westbound/ eastbound protected only left turn	designed, construction contract awarded	installed in 2023		
<b>Roscoe Blvd &amp; Reseda Blvd</b>	Yes	Yes	Westbound/ eastbound protected only left turn	Authorized, funded, designed, construction contract awarded	Left turn phasing to be installed in 2023	Reseda Complete Streets Project	2019
<b>Roscoe Blvd &amp; Winnetka Ave</b>	Yes	Yes	Northbound/ southbound protected left turn	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2019
<b>Seaside Ave &amp; Navy Way</b>	Yes	Yes	Advance warning of signal ("Signal Ahead" sign and beacon) and speed feedback sign	Installed in 2019	None	DOT Field Force	2019
<b>Sepulveda Blvd &amp; Century Blvd</b>	Yes	Yes	TBD	Working with Caltrans to identify and study signal upgrades	None	TBD	2019
<b>Sepulveda Blvd &amp; Parthenia St</b>	Yes	Yes	Left Turn Phasing	Needs review	Study in 2023	TBD	2019
<b>Sherman Way &amp; Bellaire Ave</b>	Yes	Yes	Left Turn Phasing	Needs review	Study in 2023	Study 2023	2019
<b>Sherman Way &amp; Hayvenhurst Ave</b>	Yes	Yes	Northbound/ westbound/ eastbound protected only left turn	Authorized, funded, designed, construction contract awarded	Left turn phasing to be installed in 2023	VZ 2E	2019
<b>Sherman Way &amp; Woodman Ave</b>	Yes	Yes	All directions protected only left turn	Installed 9/2019	None	VZ 2A	2019
<b>Sunset Blvd &amp; Fairfax Ave</b>	Yes	Yes	Variable Left Turn Phasing in all directions	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2019



Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned 2023	Signal Upgrade Delivery Mechanism	Year Adopted
Sunset Blvd & Highland Ave	Yes	Yes	Left Turn Phasing	Needs review	Study in 2023	TBD	2019
Tampa Ave & Roscoe Blvd	Yes	Yes	Southbound/ eastbound protected left turn	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2019
Topanga Canyon Blvd & Parthenia St	Yes	Yes	TBD	Working with Caltrans to identify and study signal upgrades	None	TBD	2019
Valley Circle Blvd & Victory Blvd	Yes	Yes	All directions protected only left turn	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2019
Van Nuys Blvd & Woodman Ave	Yes	Yes	Left Turn Phasing	Needs review	Study in 2023	TBD	2019
Vernon Ave & Central Ave	Yes	Yes	Westbound/ eastbound protected permissive left turn	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2019
Victory Blvd & Coldwater Canyon Ave	Yes	Yes	Westbound protected left turn, northbound/ southbound protected permissive left turn	Authorized, funded, designed, construction contract awarded	None	HSIP 7	2019
Victory Blvd & Reseda Blvd	Yes	Yes	All directions protected left turn	Authorized, funded, designed, construction contract awarded	Left turn phasing to be installed in 2023	Reseda Complete Streets Project	2019
Victory Blvd & Wilbur Ave	Yes	Yes	Westbound/ eastbound protected only left turn	Installed 9/2019	None	VZ 2A	2019
Vista Del Mar & Imperial Hwy	Yes	Yes	Southbound protected left turn	Installed in 2017	None	DOT Field Force	2019
Washington Blvd & Ocean Ave & Via Marina	Yes	Yes	Westbound protected permissive left turn	Installed 8/2019	None	VZ 2A	2019
Wilshire Blvd & Western	Yes	Yes	Left Turn Phasing	Needs review	Study in 2023	Study 2023	2019

Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned 2023	Signal Upgrade Delivery Mechanism	Year Adopted
<b>Ave</b>							
<b>54th St &amp; Normandie Ave</b>	Yes	Yes	TBD	Needs Review	Study in 2023	TBD	2021
<b>Alvarado St &amp; 8th St</b>	Yes	Pending	TBD	Needs Review	Study in 2023	TBD	2021
<b>Central Ave &amp; 43rd Pl</b>	Yes	Yes	TBD	Needs Review	Study in 2023	TBD	2021
<b>Central Ave &amp; 92nd St</b>	Yes	Yes	TBD	Needs Review	Study in 2023	TBD	2021
<b>Century Blvd &amp; Main St</b>	Yes	Yes	Westbound/eastbound protected permissive left turn	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2021
<b>De Soto Ave &amp; Saticoy St</b>	Yes	Yes	TBD	Needs Review	Study in 2023	TBD	2021
<b>Figueroa St &amp; 76th St</b>	Yes	Yes	TBD	Needs Review	Study in 2023	TBD	2021
<b>Florence Ave &amp; Vermont Ave</b>	Yes	Yes	Northbound/southbound protected left turn, westbound/eastbound variable left turn	Installed 9/30/20	None	VZ 2A	2021
<b>Foothill Blvd &amp; Oro Vista Ave</b>	Yes	Yes	Eastbound and Westbound Protected Permissive Left Turn	Authorized, funded, designed	Bid/award in 2023	Backlog Reduction	2021
<b>Hollywood Blvd &amp; Serrano Ave</b>	Unsignalized	N/A	Hawk	Needs Review	Study in 2023	TBD	2021
<b>Hollywood Blvd &amp; Wilton Pl</b>	Yes	Yes	TBD	Needs Review	Study in 2023	TBD	2021
<b>La Brea Ave &amp; Pico Blvd</b>	Yes	Yes	TBD	Needs Review	Study in 2023	TBD	2021
<b>Mission Rd &amp; Marengo St</b>	Yes	Yes	TBD	Needs Review	Study in 2023	TBD	2021

Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned 2023	Signal Upgrade Delivery Mechanism	Year Adopted
<b>Normandie Ave &amp; 255th St</b>	Yes	Yes	Pedestrian hybrid beacon	Installed 2/13/23	None	VZ 2E	2021
<b>Pico Blvd &amp; Westmoreland Ave</b>	Yes	Yes	Eastbound and Westbound Variable Left Turn Phasing	Authorized, funded, designed	Bid/award in 2023	Backlog Reduction	2021
<b>Roscoe Blvd &amp; Owensmouth Ave</b>	Yes	Yes	TBD	Needs Review	Study in 2023	TBD	2021
<b>San Fernando Rd &amp; Sunland Blvd</b>	Pending	Yes	Signal Modification	Authorized, funded, designed, construction contract awarded	Signal modification to be installed in 2023	San Fernando Bike Path Phase 3	2021
<b>Sepulveda Blvd &amp; Nordhoff St</b>	Yes	Yes	Eastbound Protected/Permissive Left Turn	Installed 10/15/20	None	VZ 2B	2021
<b>Sepulveda Blvd &amp; Wyandotte St</b>	Unsignalized	N/A	TBD	Needs Review	Study in 2023	TBD	2021
<b>Sherman Way &amp; Oso Ave</b>	Yes	Yes	All Directions Protected Only Left Turn	Authorized	Secure funding and design	TBD	2021
<b>Slauson Ave &amp; Vermont Ave</b>	Yes	Yes	Signal Modification	Authorized, funded	Signal modification under construction. Near-miss analysis planned.	Metro Rail to Rail	2021
<b>Sunset Blvd &amp; Hobart Blvd</b>	Yes	Yes	TBD	Needs Review	Study in 2023	TBD	2021
<b>Sunset Blvd &amp; Wilton Pl</b>	Yes	Yes	TBD	Needs Review	Study in 2023	TBD	2021
<b>Venice Blvd &amp; Abbot Kinney Blvd</b>	Yes	Yes	Eastbound Protected Only, Southbound and Westbound Protected Permissive Left Turn	Installed 11/22/21	None	VZ 2D	2021

Priority Intersection	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned 2023	Signal Upgrade Delivery Mechanism	Year Adopted
<b>Vermont Ave &amp; 3rd St</b>	Yes	Yes	All direction Protected Only Left Turns	Installed 8/12/19	None	VZ 2A	2021
<b>Vernon Ave &amp; Broadway</b>	Yes	Yes	Northbound and Eastbound Variable Left Turn Phasing	Authorized, funded, designed	Bid/award in 2023	Backlog Reduction	2021
<b>Vernon Ave &amp; Main St</b>	Yes	Yes	Left Turn Phasing	Installed 4/2021	None	Main St Complete Street Project	2021
<b>Western Ave &amp; 48th St</b>	Yes	Yes	Northbound and Southbound Protected Permissive Left Turn	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2021
<b>Western Ave &amp; 80th St</b>	Unsignalized	Yes	Pedestrian hybrid beacon	Authorized, funded, designed	Bid/award in 2023	VZ 2F	2021
<b>Wilmington Ave &amp; 107th St</b>	Unsignalized	N/A	Pedestrian hybrid beacon	Authorized	Secure funding and design	TBD	2021

**ATTACHMENT 3 - NEW TRAFFIC SIGNAL STATUS SUMMARY**

Primary Street	Cross Street	Completion Date
67TH ST	MAIN ST	11/15/2017
HAWTHORN AVE	HIGHLAND AVE	1/17/2018
PATTON ST	TEMPLE ST	3/23/2018
1ST ST	PACIFIC AVE	5/13/2018
HOOVER ST	ALVARADO ST	7/26/2018
VINELAND AVE	HESBY ST	9/10/2018
7TH ST	SPRING ST	9/28/2018
SPRING ST	5TH ST	9/29/2018
SPRING ST	5TH ST	9/29/2018
3RD ST	SPRING ST	9/29/2018
3RD ST	SPRING ST	9/29/2018
SPRING ST	4TH ST	9/29/2018
KITTRIDGE ST	WHITSETT AVE	12/11/2018
CHASE ST	TOBIAS AVE	1/10/2019
CENTRAL AVE	46TH ST	2/22/2019
SLAUSON AVE	CULVER BLVD	4/30/2019
SUPERIOR ST	ZELZAH AVE	5/14/2019
HOOVER ST	41ST ST	5/20/2019
41ST DR	HOOVER ST	5/21/2019
ROSEWOOD AVE	LA BREA AVE	5/22/2019
FIGUEROA ST	43RD ST	6/18/2019
PICO BLVD	MILITARY AVE	6/19/2019
OVERLAND AVE	ROSE AVE	6/20/2019
ROSE AVE	OVERLAND AVE	6/20/2019
PICO BLVD	BURNSIDE AVE	7/9/2019
CULVER BLVD	LINCOLN BLVD	8/3/2019
NAOMI AVE	ADAMS BLVD	8/22/2019
TEMPLE ST	ROSEMONT AVE	9/3/2019
SPRING ST	6TH ST	9/29/2019
PORTIA ST	SUNSET BLVD	10/9/2019
8TH ST	MAIN ST	10/16/2019
2ND ST	MAIN ST	11/16/2019
3RD ST	MAIN ST	11/16/2019
NORTH MAIN ST	TEMPLE ST	11/16/2019

Primary Street	Cross Street	Completion Date
MAIN ST	9TH ST	11/16/2019
MAIN ST	5TH ST	11/16/2019
MAIN ST	6TH ST	11/16/2019
SPRING ST	TEMPLE ST	11/16/2019
WERDIN PL	D/E	11/16/2019
ST ANDREWS PL	VENICE BLVD	12/6/2019
OSBORNE PL	GLENOAKS BLVD	1/22/2020
DOHENY DR	PICO BLVD	2/10/2020
54TH ST	BROADWAY	2/12/2020
FIGUEROA ST	54TH ST	2/25/2020
FIGUEROA ST	76TH ST	4/7/2020
WESTWOOD BLVD	MISSOURI AVE	6/25/2020
2ND ST	LOS ANGELES ST	6/30/2020
SAN PEDRO ST	AZUSA ST	6/30/2020
LITTLE ST	WILSHIRE BLVD	9/9/2020
28TH ST	CRENSHAW BLVD	11/4/2020
PICO BLVD	HOLT AVE	11/5/2020
71ST ST	CRENSHAW BLVD	12/3/2020
BROADWAY	67TH ST	12/16/2020
57TH ST	VERMONT AVE	12/17/2020
SHERMAN WAY	DARBY AVE	1/11/2021
RUSSELL AVE	VERMONT AVE	2/24/2021
6TH ST	FIGUEROA ST	3/11/2021
PICO BLVD	BERENDO ST	3/16/2021
MAIN ST	47TH ST	4/6/2021
WASHINGTON BLVD	PACIFIC AVE	4/8/2021
GRAND VIEW ST	6TH ST	8/17/2021
HOLLYWOOD BLVD	WILCOX AVE	11/5/2021
MARENGO ST	CUMMINGS ST	7/21/2022
WESTERN AVE	88TH ST	9/6/2022
CENTRAL AVE	28TH ST	9/7/2022
GAFFEY ST	4TH ST	11/14/2022

**ATTACHMENT 4 - LEFT TURN UPGRADE STATUS SUMMARY**

<b>Primary Street</b>	<b>Cross Street</b>	<b>Completion Date</b>
MCCADDEN PL	HOLLYWOOD BLVD	4/19/2018
RESEDA BLVD	DEVONSHIRE ST	5/5/2018
20TH ST	HOOVER ST	6/6/2018
JEFFERSON BLVD	LINCOLN BLVD	6/6/2018
HOLLYWOOD BLVD	VINE ST	7/11/2018
2ND ST	SPRING ST	9/29/2018
SPRING ST	4TH ST	9/29/2018
7TH ST	SPRING ST	9/29/2018
MAGNOLIA BLVD	VINELAND AVE	10/24/2018
ANAHEIM ST	AVALON BLVD	12/5/2018
FLORENCE AVE	8TH AVE	5/24/2019
SUNSET BLVD	CRESCENT HEIGHTS BLVD	6/4/2019
ROMAINE ST	VINE ST	6/6/2019
ROSCOE BLVD	ORION AVE	6/18/2019
LANGDON AVE	ROSCOE BLVD	6/19/2019
ROSCOE BLVD	NOBLE AVE	6/24/2019
ROSCOE BLVD	NOBLE AVE	6/24/2019
ROSCOE BLVD	WILLIS AVE	6/26/2019
ROSCOE BLVD	TOBIAS AVE	6/27/2019
ROSCOE BLVD	LENNOX AVE	7/2/2019
ROSCOE BLVD	HAZELTINE AVE	7/9/2019
ROSCOE BLVD	RANCHITO AVE	7/10/2019
3RD ST	VERMONT AVE	8/12/2019
VIA MARINA	WASHINGTON BLVD	8/21/2019
THURMAN AVE	VENICE BLVD	8/27/2019
GAMBIER ST	EASTERN AVE	8/28/2019
TEMPLE ST	RAMPART BLVD	8/30/2019
ALVARADO ST	TEMPLE ST	9/4/2019
TEMPLE ST	BONNIE BRAE ST	9/5/2019
EAGLE ROCK BLVD	EL PASO DR	9/5/2019
TEMPLE ST	UNION AVE	9/9/2019
SANTA MONICA BLVD	NORMANDIE AVE	9/10/2019
SHERMAN WAY	WOODMAN AVE	9/25/2019
CAMARILLO ST	LANKERSHIM BLVD	9/26/2019

Primary Street	Cross Street	Completion Date
1ST ST	SPRING ST	9/29/2019
EAST EDGEWARE ROAD	TEMPLE ST	9/30/2019
BEAUDRY AVE	TEMPLE ST	10/1/2019
GAFFEY ST	WESTMONT DR	11/6/2019
CENTINELA AVE	VENICE BLVD	11/13/2019
1ST ST	NORTH MAIN ST	11/16/2019
MAIN ST	7TH ST	11/16/2019
WESTERN AVE	VENICE BLVD	11/22/2019
VENICE BLVD	NORMANDIE AVE	12/10/2019
ARLINGTON AVE	VENICE BLVD	12/12/2019
HOOVER ST	VERNON AVE	9/28/2020
VERMONT AVE	FLORENCE AVE	9/28/2020
MARTIN LUTHER KING, JR BLVD	NORMANDIE AVE	10/6/2020
NORDHOFF ST	SEPULVEDA BLVD	10/15/2020
MACLAY ST	FOOTHILL BLVD	10/19/2020
FALLBROOK AVE	VANOWEN ST	10/20/2020
FLORENCE AVE	NORMANDIE AVE	10/21/2020
FOOTHILL BLVD	APPERSON ST	10/22/2020
WESTERN AVE	MARTIN LUTHER KING, JR BLVD	10/23/2020
FLETCHER DR	SAN FERNANDO ROAD NORTHEAST ROADWAY	10/27/2020
PICO BLVD	WESTERN AVE	10/28/2020
VENICE BLVD	CRENSHAW BLVD	10/29/2020
PICO BLVD	LA CIENEGA BLVD	11/2/2020
VANOWEN ST	WHITSETT AVE	11/13/2020
MANCHESTER AVE	FIGUEROA ST	11/19/2020
WESTERN AVE	76TH ST	11/23/2020
LA BREA AVE	ADAMS BLVD	12/21/2020
WASHINGTON BLVD	VERMONT AVE	12/22/2020
DEVONSHIRE ST	SEPULVEDA BLVD	2/23/2021
VENTURA BLVD	RADFORD AVE	2/25/2021
FIGUEROA ST	4TH ST	3/11/2021
2ND ST	FIGUEROA ST	3/16/2021
FIGUEROA ST	3RD ST	3/16/2021
WILTON PL	WILSHIRE BLVD	3/23/2021
SEPULVEDA BLVD	VICTORY BLVD	3/25/2021



Primary Street	Cross Street	Completion Date
CENTURY BLVD	FIGUEROA ST	8/3/2021
MAIN ST	BROOKS AVE	8/4/2021
ROSE AVE	PACIFIC AVE	8/5/2021
FOOTHILL BLVD	TUJUNGA CANYON BLVD	8/9/2021
CHASE ST	WOODMAN AVE	8/10/2021
RAMPART BLVD	WILSHIRE BLVD	8/18/2021
PICO BLVD	BEVERWIL DR	8/30/2021
ABBOT KINNEY BLVD	VAN BUREN AVE	9/14/2021
FIGUEROA ST	VERNON AVE	9/20/2021
SOTO ST	8TH ST	9/20/2021
JEFFERSON BLVD	CRENSHAW BLVD	9/22/2021
NORMANDIE AVE	WASHINGTON BLVD	10/6/2021
INGLEWOOD BLVD	CULVER BLVD	10/13/2021
WESTWOOD BLVD	OLYMPIC BLVD	11/4/2021
PICO BLVD	BARRINGTON AVE	11/16/2021
ABBOT KINNEY BLVD	VENICE BLVD	11/22/2021
FLORENCE AVE	WESTERN AVE	12/2/2021
NORMANDIE AVE	ADAMS BLVD	12/6/2021
VERMONT AVE	ADAMS BLVD	12/7/2021
HOOVER ST	FOUNTAIN AVE	12/10/2021
PICO BLVD	VERMONT AVE	12/21/2021
WOODLEY AVE	VICTORY BLVD	1/3/2022
LA TIJERA BLVD	THORNBURN ST	1/4/2022
SHORT AVE	CENTINELA AVE	1/5/2022
ADAMS BLVD	CRENSHAW BLVD	1/12/2022
VAN NUYS BLVD	NORDHOFF ST	1/26/2022
NORMANDIE AVE	JEFFERSON BLVD	2/9/2022
WADE ST	VENICE BLVD	2/14/2022
BROADWAY	FLORENCE AVE	2/22/2022
CLARINGTON AVE	VENICE BLVD	2/23/2022
REDONDO BLVD	VENICE BLVD	3/9/2022
ALVARADO ST	PICO BLVD	4/29/2022
FLETCHER DR	RIPPLE ST	6/16/2022
WESTERN AVE	54TH ST	7/7/2022
WESTERN AVE	FOUNTAIN AVE	9/17/2022
HOBART BLVD	PICO BLVD	10/19/2022

Primary Street	Cross Street	Completion Date
DELL AVE	WASHINGTON BLVD	12/14/2022
VERNON AVE	NORMANDIE AVE	12/20/2022
BUDLONG AVE	MANCHESTER AVE	12/22/2022

**ATTACHMENT 5 - PEDESTRIAN BEACONS STATUS SUMMARY**

Primary Street	Cross Street	Beacon Type	Completion Date
AVALON BLVD	42ND ST	RRFB	9/10/2017
95TH ST	AVALON BLVD	RRFB	10/14/2017
98TH ST	AVALON BLVD	RRFB	11/15/2017
HAWAIIAN AVE	ANAHEIM ST	RRFB	12/21/2017
FIGUEROA ST	57TH ST	RRFB	1/1/2018
FIGUEROA ST	57TH ST	RRFB	1/1/2018
6TH AVE	SLAUSON AVE	RRFB	1/1/2018
ANAHEIM ST	ISLAND AVE	RRFB	1/2/2018
109TH ST	AVALON BLVD	RRFB	3/16/2018
WHITSETT AVE	VOSE ST	RRFB	4/18/2018
PICO BLVD	GRANVILLE AVE	RRFB	4/18/2018
94TH ST	FIGUEROA ST	RRFB	6/15/2018
WESTERN AVE	43RD ST	RRFB	6/20/2018
FIGUEROA ST	110TH ST	RRFB	6/22/2018
58TH ST	HOOVER ST	RRFB	7/2/2018
WESTERN AVE	82ND ST	RRFB	7/3/2018
81ST ST	HOOVER ST	RRFB	7/12/2018
HOOVER ST	55TH ST	RRFB	7/24/2018
74TH ST	HOOVER ST	RRFB	7/25/2018
75TH ST	HOOVER ST	RRFB	7/25/2018
OXNARD ST	RANCHITO AVE	RRFB	7/27/2018
91ST ST	FIGUEROA ST	RRFB	7/30/2018
HOOVER ST	65TH ST	RRFB	8/17/2018
HOOVER ST	84TH ST	RRFB	9/11/2018
FIGUEROA ST	74TH ST	RRFB	9/18/2018
106TH ST	FIGUEROA ST	RRFB	10/3/2018
MANCHESTER AVE	RAYMOND AVE	RRFB	10/9/2018
KING AVE	ANAHEIM ST	RRFB	10/10/2018
ANAHEIM ST	FLINT AVE	RRFB	11/27/2018
RODNEY DR	HOLLYWOOD BLVD	RRFB	1/19/2019
ANAHEIM ST	PIONEER AVE	RRFB	5/13/2019
BROADWAY	41ST ST	RRFB	6/13/2019
BURBANK BLVD	FULCHER AVE	RRFB	6/14/2019
HOOVER ST	43RD PL	RRFB	6/18/2019

Primary Street	Cross Street	Beacon Type	Completion Date
GLENDALE BLVD	SUNSET BLVD	RRFB	8/28/2019
SPAULDING AVE	D/E	PHB	8/28/2019
SUNNYSLOPE AVE	VANOWEN ST	PHB	9/30/2019
6TH ST	GAFFEY ST	RRFB	10/8/2019
10TH ST	GAFFEY ST	RRFB	10/15/2019
GAFFEY ST	12TH ST	RRFB	10/17/2019
PACIFIC AVE	SUNSET AVE	RRFB	11/11/2019
38TH ST	BROADWAY	RRFB	12/10/2019
LELAND WAY	HIGHLAND AVE	RRFB	12/18/2019
ADAMS BLVD	BURNSIDE AVE	RRFB	1/15/2020
ADAMS BLVD	WEST VIEW ST	RRFB	1/24/2020
MAIN ST	95TH ST	RRFB	5/9/2020
111TH ST	MAIN ST	RRFB	5/16/2020
5TH ST	MAPLE AVE	RRFB	6/11/2020
61ST ST	HOOVER ST	RRFB	8/8/2020
MASSELIN AVE	PICO BLVD	PHB	8/12/2020
BEACON AVE	7TH ST	RRFB	9/9/2020
SOTO ST	SHORT ST	RRFB	10/7/2020
CENTRAL AVE	87TH PL	RRFB	10/26/2020
ADAMS BLVD	PALM GROVE AVE	RRFB	1/21/2021
FLETCHER DR	AVENUE 32	PAYFB	3/18/2021
BONNIE BRAE ST	VENICE BLVD	PAYFB	4/1/2021
EAGLE ROCK BLVD	AVENUE 41	PAYFB	4/1/2021
FIGUEROA ST	AVENUE 60	PAYFB	4/1/2021
SHERMAN WAY	CAPPS	PHB	4/8/2021
WESTERN AVE	38TH PL	PHB	8/24/2021
WESTERN AVE	39TH PL	PHB	8/24/2021
EAGLE ROCK BLVD	MERTON AVE	PHB	8/25/2021
MAIN ST	78TH ST	RRFB	9/21/2021
LA BREA AVE	DE LONGPRE AVE	RRFB	10/6/2021
ADAMS BLVD	MARVIN AVE	RRFB	10/19/2021
VENICE BLVD	SHELL AVE	PHB	10/28/2021
FOUNTAIN AVE	KINGSLEY DR	RRFB	2/10/2022
FOUNTAIN AVE	HOBART BLVD	RRFB	2/10/2022
STRATHERN ST	BECK AVE	RRFB	2/14/2022
CENTRAL AVE	105TH ST	RRFB	3/10/2022

Primary Street	Cross Street	Beacon Type	Completion Date
SHERMAN WAY	ETON AVE	PHB	3/31/2022
57TH ST	HOOVER ST	RRFB	5/4/2022
BROADWAY	49TH ST	RRFB	5/4/2022
WESTERN AVE	80TH ST	RRFB	5/4/2022
ADAMS BLVD	WELLINGTON RD	RRFB	5/5/2022
OLYMPIC BLVD	KENISTON AVE	PAYFB	6/2/2022
94TH ST	BROADWAY	PAYFB	6/9/2022
WINONA BLVD	HOLLYWOOD BLVD	PAYFB	6/9/2022
MELROSE AVE	ORANGE DR	PHB	6/23/2022
CENTRAL AVE	S/O 109TH ST	PHB	7/6/2022
WASHINGTON BLVD	LONGWOOD AVE	PAYFB	8/1/2022
PICO BLVD	HI POINT ST	PAYFB	8/11/2022
FULLER AVE	BEVERLY BLVD	PAYFB	8/11/2022
PICO BLVD	ORANGE DR	PAYFB	8/11/2022
3RD ST	VAN NESS AVE	PAYFB	8/11/2022
PICO BLVD	TREMAINE AVE	PAYFB	8/11/2022
CHANDLER BLVD	VAN NUYS BLVD	PAYFB	9/28/2022
LOMITA BLVD	BELLE PORTE AVE	PHB	10/14/2022
PICO BLVD	ALFRED ST	PAYFB	10/21/2022
CENTINELA AVE	GREENE AVE	PHB	11/3/2022
BURBANK BLVD	EDWARD EVERETT HORTON LANE	PAYFB	11/14/2022
EAGLE ROCK BLVD	RIDGEVIEW AVE	PAYFB	11/17/2022
CLOVER AVE	SEPULVEDA BLVD	PHB	11/22/2022
OLYMPIC BLVD	CAMULOS ST	PAYFB	12/8/2022

## ATTACHMENT 6 - PEDESTRIAN REFUGE ISLANDS STATUS SUMMARY

Primary Street	Cross Street	Installation Date
Eagle Rock Blvd	Avenue 41	5/10/2017
Winnetka Ave	Community St	7/24/2017
Sherman Way	Whitaker Ave	7/31/2017
Zelzah Ave	Hiawatha St	9/1/2017
Reseda Blvd	Tribune St	10/10/2017
Wilbur Ave	Arminta St	11/12/2017
Washington Blvd	Longwood Ave	11/18/2017
Olympic Blvd	Orlando Ave	4/15/2018
Riverside Dr	Ranchito Ave	5/6/2018
Figueroa St	67th St	6/8/2018
Chatsworth Dr	Los Alimos St	6/26/2018
Pico Blvd	Alfred St	8/15/2018
Central Ave	104th St	9/9/2018
Eagle Rock Blvd	Merton Ave	9/17/2018
Century Blvd	Holmes Ave	11/3/2018
Figueroa St	Diamond St	11/11/2018
Hollywood Blvd	Rodney Dr	1/19/2019
Figueroa St	F St	4/2/2019
Figueroa St	Robidoux St	4/2/2019
Rodeo Rd	Dublin Ave	4/19/2019
Imperial Hwy	Slater St	4/24/2019
Gateway Blvd	Coolidge Ave	4/25/2019
Pico Blvd	Fox Hills Dr	5/7/2019
Soto St	Short St	5/7/2019
San Fernando Rd	Hallett Ave	6/4/2019
Sepulveda Blvd	Clover Ave	6/4/2019
Florence Ave	10th Ave	6/18/2019
Ventura Blvd	La Maida St	6/23/2019
Jefferson Blvd	Harvard Blvd	6/24/2019
Figueroa St	Buena Vista Ter	9/4/2019
Pico Blvd	Federal Ave	10/22/2019
Playa Vista Dr	Bay Park Dr	1/26/2020
Central Ave	118th St	2/9/2020
Figueroa St	74th St	4/1/2020

<b>Primary Street</b>	<b>Cross Street</b>	<b>Installation Date</b>
Western Ave	Virginia Ave	4/26/2020
Central Ave	87th Pl	5/26/2020
Figueroa St	56th St	9/21/2020
Figueroa St	57th St	9/21/2020
Figueroa St	94th St	9/21/2020
Coldwater Canyon Ave	Erwin St	12/1/2020
Fairfax Ave	1st St	12/31/2020
Hollywood Blvd	Lyman Pl	1/30/2021
Fletcher Dr	Ave 32	3/30/2021
Adams Blvd	Portland St	5/3/2021
Adams Blvd	Marvin Ave	10/30/2021
Vermont Ave	52nd St	11/15/2021
Adams Blvd	Palm Grove Ave	1/12/2022
Adams Blvd	Wellington Ave	5/5/2022
Culver Blvd	Pershing Dr.	5/2022

**ATTACHMENT 7 - COMPLETE STREETS PROGRAM STATUS SUMMARY**

	<b>Priority Corridor</b>	<b>From Street</b>	<b>To Street</b>	<b>Length (Miles)</b>	<b>Construction Start Date</b>	<b>Construction End Date</b>
1	<b>Avalon Blvd</b>	Jefferson Blvd	120th St	6.3	<i>Expected 2023</i>	<i>Expected 2025</i>
2	<b>Main St</b>	Martin Luther King Jr Blvd	Imperial Hwy	5.5	December 2018	June 2021
3	<b>Reseda Blvd</b>	Parthenia St	Victory Blvd	2.9	October 2020	<i>Expected 2023</i>
4	<b>Roscoe Blvd</b>	I-405	Woodman Ave	2.3	June 2018	June 2019
5	<b>Temple St</b>	Beverly Blvd	Beaudry Ave	2.3	October 2018	October 2019
6	<b>Venice Blvd</b>	Arlington Ave	Figueroa St	2.8	June 2018	December 2019
7	<b>La Brea Ave</b>	Coliseum St	Adams Blvd	1	TBD	TBD
8	<b>Culver Blvd</b>	Centinela Ave	Slauson Ave	0.6	TBD	TBD
9	<b>Highland Ave</b>	Franklin Pl	Santa Monica Blvd	0.9	TBD	TBD



**ATTACHMENT 8 - SAFE ROUTES TO SCHOOL PLANS STATUS SUMMARY**

<b>Top 50 School Projects</b>	<b>Council District</b>	<b>Plan Status</b>	<b>Construction Status</b>	<b>Construction Complete Date</b>
<b>10th Street Elementary School</b>	1	Complete	Grant Funds Secured	2028
<b>112th Street Elementary School</b>	15	Complete	Grant Funds Secured	2028
<b>Lovelie Flournoy Elementary School</b>	15	Complete	Grand Funds Secured	2028
<b>66th Street Elementary School</b>	9	Complete	Unfunded	TBD
<b>75th Street Elementary School</b>	9	Complete	Unfunded	TBD
<b>Alexandria Avenue Elementary School</b>	13	Complete	Grant Funds Secured	2028
<b>Alta Loma Elementary School</b>	10	Complete	Unfunded	TBD
<b>Aurora Elementary School</b>	9	Complete	Unfunded	TBD
<b>Berendo Middle School</b>	1	Complete	Grant Funds Secured	2028
<b>Breed St Elementary Schools</b>	14	Complete	Complete	2021
<b>Sheridan St Elementary School</b>	14	Complete	Complete	2021
<b>Cabrillo Avenue Elementary School</b>	15	Complete	Unfunded	TBD
<b>Charles White Elementary Schools</b>	1	Complete	Unfunded	TBD
<b>MacArthur Park Elementary School</b>	1	Complete	Partially Funded	2028
<b>Commonwealth Avenue Elementary School</b>	13	Complete	Unfunded	TBD
<b>Lafayette Park Primary Center</b>	1	Complete	Unfunded	TBD
<b>Dayton Heights Elementary</b>	13	Complete	Unfunded	TBD
<b>28th St Elementary School</b>	13	Complete	Complete	2021
<b>Dolores Huerta Elementary School</b>	9	Complete	Complete	2021

Top 50 School Projects	Council District	Plan Status	Construction Status	Construction Complete Date
Quincy Jones Elementary School	9	Complete	Complete	2021
Frank Del Olmo Elementary	13	Complete	Unfunded	TBD
Grant Elementary	13	Complete	Unfunded	TBD
Gratts Learning Academy	1	Complete	Grant Funds Secured	2028
Gratts Early Education Center	1	Complete	Grant Funds Secured	2028
Hollywood High School	13	Complete	Complete	2019
Selma Avenue Elementary Schools	13	Complete	Complete	2019
Hoover Street Elementary Schools	1	Complete	Grant Funds Secured	2028
Leo Politi Elementary Schools	1	Complete	Grant Funds Secured	2028
Lake Street Primary	13	Complete	Unfunded	TBD
Union Avenue Elementary School	1	Complete	Partially Funded	2024
Liechty Middle School	1	Complete	Grant Funds Secured	2028
Esperanza Elementary Schools	1	Complete	Grant Funds Secured	2028
Lockwood Elementary	13	Complete	Partially Funded	2026
Los Angeles Elementary	10	Complete	Partially Funded	2026
Magnolia Avenue Elementary School	1	Complete	Grant Funds Secured	2028
Manchester Avenue Elementary School	8	Complete	CRA/LA Funds Secured	2026
Mariposa-Nabi Primary Center Elementary	10	Complete	Unfunded	TBD
Hobart Boulevard Elementary School		Complete	Unfunded	TBD
Panorama City Elementary School	6	Complete	Grant Funds Secured	2028
Ramona Elementary School	13	Complete	Unfunded	TBD
Lexington Avenue Primary Center	13	Complete	Unfunded	TBD
Van Nuys Elementary School	2	Complete	Unfunded	TBD

<b>Top 50 School Projects</b>	<b>Council District</b>	<b>Plan Status</b>	<b>Construction Status</b>	<b>Construction Complete Date</b>
<b>Vermont Avenue Elementary School</b>	8	Complete	Funded	2027
<b>Washington Carver Middle School</b>	9	Complete	Grant Funds Secured	2028
<b>Ascot Avenue Elementary School</b>	9	Complete	Grant Funds Secured	2028
<b>Harmony Elementary School</b>	9	Complete	Grant Funds Secured	2028
<b>West Vernon Elementary School</b>	9	Complete	Complete	2019
<b>Menlo Ave Elementary Schools</b>	9	Complete	Complete	2019
<b>Westminster Avenue Elementary School</b>	11	Complete	Unfunded	TBD
<b>Young Oak Kim Academy</b>	10	Complete	Funded	2024