

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: June 5, 2019

To: Honorable City Council

From: c/o City Clerk, Room 395
Attention: Committee Chair
Seleta J. Reynolds, General Manager
Department of Transportation

Subject: Vision Zero Caltrans Coordination

SUMMARY

Council File 17-1137 directs the Los Angeles Department of Transportation (LADOT) to report back on engagement with the California Department of Transportation (Caltrans) on the 2019 Vision Zero Priority Corridors and Intersections under its jurisdiction. This report describes the coordination between LADOT and Caltrans to date, details existing roadway conditions, and outlines next steps for further coordination on longer term safety work.

RECOMMENDATION

RECEIVE and FILE this report.

BACKGROUND

In 2015, Mayor Garcetti signed Executive Directive 10 to establish a goal of zero traffic fatalities by 2025 and a set of policies and programs to achieve this goal. This Vision Zero Initiative developed the High Injury Network (HIN), which identified the 6% of city streets that account for 70% of deaths and serious injuries for people walking in the City of Los Angeles (City). In January 2017, LADOT identified 40 Priority Corridors, a subset of the HIN, to focus its first round of safety improvements. In December 2018, City Council (Council) approved 23 additional Priority Corridors and 60 new Priority Intersections.

Several of these recently adopted Priority Corridors and Intersections are partially or fully under Caltrans' jurisdiction. There are two Priority Corridors located on Lincoln Boulevard (SR-1) and one on Santa Monica Boulevard (SR-2), where Caltrans has full jurisdiction on the route, while the City maintains responsibility for the intersecting streets. Seven Priority Intersections include SR-1 (as Pacific Coast Highway, Lincoln Boulevard, or Sepulveda Boulevard) and one includes State Route 27 (as Topanga Canyon Boulevard). Varying by intersection, Caltrans has full or shared jurisdiction on roadway markings, signals, and sidewalks at these locations. Attachments 1 and 2 provide additional information on signal jurisdiction.

In its approval of the 2019 Priority Corridors and Priority Intersections, Council directed LADOT to report back on engagement with Caltrans to implement Vision Zero projects where they have jurisdiction.

DISCUSSION

LADOT and Caltrans share traffic safety as a top priority. Caltrans has adopted a *Toward Zero Deaths* policy, similar to Los Angeles' Vision Zero Initiative. The 2015-2020 Caltrans Strategic Management Plan targets a "10% reduction in the number of fatalities in a calendar year in each of the following mode types: car, transit, pedestrian, and bicyclist." The same document states that "Safety remains Caltrans' first priority and top goal toward zero deaths."

The departments have convened to coordinate and plan for the three Priority Corridors and eight Priority Intersections under full or partial Caltrans jurisdiction, and established monthly meetings to share information, discuss solutions, and track progress on agreed upon treatments.

To begin Priority Corridor project collaboration, LADOT and Caltrans cataloged each of the three Priority Corridors and identified important baseline information (Attachment 1), including:

- Priority Corridor Rank, based on deaths and serious injury crashes per mile and deaths (KSI/mile)
- Number of Fatal and Serious Injury Collisions (2013-2017)
- Crash Pattern Summary
- Council District

Each Priority Intersection and intersection along the three identified Priority Corridors (Attachments 1 and 2) has been cataloged to identify:

- Number of KSI (2013-2017)
- Number of Total Bicycle and Pedestrian-Involved Crashes (2013-2017)
- Number of Bicycle and Pedestrian KSI (2013-2017)
- Existing Crosswalk Striping
- Existing Signalization
- Existing Concrete at Intersection Corners (Curbs)
- Signal Maintenance Agreement

Phase 1 - Rapid Implementation (Striping and Signs)

LADOT's rapid implementation includes installing continental crosswalks, edgeline treatments, intersection tightenings, and paddle signs in crosswalks where appropriate.

Using the information detailed in Attachments 1 and 2, LADOT and Caltrans have begun to develop plans for baseline Phase 1 treatments, including upgrading crosswalks and enhancing existing crosswalks with additional markings. For example, at many intersections, LADOT has identified new minor leg crosswalks that the City of Los Angeles can stripe. LADOT and Caltrans have identified the responsible party (City or State) for each treatment. LADOT will review proposed baseline treatments with relevant Council offices prior to installation.

As a next step in the rapid implementation phase, Caltrans and LADOT will jointly review signal timing plans for Priority Intersections and along Priority Corridors to identify opportunities for safety improvements.

Based on agreed upon schedules, installation of Phase 1 treatments is expected in 2019.

Phase 2 and 3 Coordination - Pedestrian Beacons and Signals, and Concrete

In Phase 2, LADOT investigates potential pedestrian beacons at uncontrolled crossings, new traffic signals, and new turn phasing at existing traffic signals. In Phase 3, LADOT and its City partners install concrete treatments on streets to make improvements permanent and change the character of the street.

Through a detailed crash analysis and community engagement process to take place in 2019 and 2020, LADOT and Caltrans will identify locations for new signals and beacons, as well as opportunities for concrete curb extensions, bus boarding islands, pedestrian refuge islands, and other concrete safety improvements.

LADOT and Caltrans will coordinate on funding and design for Rapid Rectangular Flashing Beacons and the Pedestrian Hybrid Beacon (PHB or HAWK) at currently uncontrolled crosswalks. Caltrans is also open to planning for additional concrete safety improvements as a part of future capital maintenance projects already planned for these corridors and intersections.

LADOT will continue to coordinate closely with our Caltrans partners on these projects in the coming months.

FINANCIAL IMPACT

There is no impact to the General Fund resulting from these coordination efforts. Previously identified funding for Vision Zero will be used as appropriate to support these projects.

Attachment 1 - 2019 Vision Zero Priority Corridors Owned and Operated by Caltrans

Priority Corridor - Lincoln Boulevard from Commonwealth Avenue to Venice Boulevard

Corridor Length (mi)	1.12
Vision Zero Priority Corridor Rank	#5
State Route	SR-1
Fatal Collisions (2013-2017)	2
Serious Injury Collisions (2013-2017)	14
Council District	11
Crash Pattern Summary	<ul style="list-style-type: none"> - 37.5% of KSI ped related. 9% of all collisions ped related. - 37.5% of KSI turn related. 28% of all collision turn related. - 25% of KSI non ped/turn related. KSI 61% of all collisions.

Intersections on Lincoln Boulevard from Commonwealth Avenue to Venice Boulevard

	Cross Street	KSI	Ped/ Bike Crashes	Ped/Bike KSI	Existing Crosswalk Striping	Existing Signal	Existing Concrete	Signal Maintenance Agreement
1	Commonwealth Ave	0	1	0	None	Uncontrolled T-Intersection w/ Driveway	N & E curb ramps lack yellow truncated domes.	N/A
2	Warren Av	1	3	1	None	Uncontrolled T-Intersection	N & E curb ramps lack yellow truncated domes.	N/A
3	Rose Ave	1	13	1	Ladder (3 legs), Continental (1 leg)	Standard Signal	N, S, E, & W curb ramps have yellow truncated domes.	50% Caltrans / 50% City of Los Angeles

4	Flower Ave	0	6	0	None	Uncontrolled Intersection	N, S, E, & W curb ramps lack yellow truncated domes.	N/A
5	Sunset Ave	5	9	4	None	Uncontrolled Jogged Intersection	N, S, E, & W curb ramps lack yellow truncated domes.	N/A
6	Vernon Ave	0	7	0	Ladder (1 leg - across Lincoln)	Uncontrolled Crosswalk	N,S,E, & W curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
7	Indiana Ave	0	1	0	None	Uncontrolled Intersection	N, S, E, & W curb ramps lack yellow truncated domes.	N/A
10	Lake St/ Brooks Av	1	1	1	Transverse (4 legs)	Standard Signal	N: curb ramps lack yellow truncated domes. W & S: curb ramps lack yellow truncated domes, dual ramps E: curb ramps lack yellow truncated domes, dual ramps that are separated by a significant distance.	50% Caltrans / 50% City of Los Angeles
11	Broadway St	0	2	0	Yellow Ladder (1 leg - across Broadway)	Uncontrolled T-Intersection	W & S: curb ramp has yellow truncated domes. N & E: N/A	N/A
12	California Ave	1	4	0	Yellow Ladder (4 legs)	Standard Signal	N, S, E, & W: curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
13	Millwood Ave	0	0	0	None	Uncontrolled T-Intersection	W & S: curb ramps lack yellow truncated domes. N & E: N/A	N/A

14	Palms Blvd	1	3	1	Ladder (3 legs)	Signalized Jogged Intersection	N, S, E, & W: curb ramps have yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
15	Nowita Pl	1	0	0	None	Uncontrolled T-Intersection	N & W: curb ramps lack yellow truncated domes. S & W: N/A	N/A
16	Superba Ave	0	1	0	Transverse (4 legs)	Standard Signal	N & S: curb ramps lack yellow truncated domes; has dual ramps. W & E: curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
17	Marco Pl	0	0	0	None	Uncontrolled T-Intersection	N & E: curb ramps lack yellow truncated domes. S & W: N/A	N/A
18	Amoroso Pl	0	0	0	Yellow Ladder (1 leg - across Lincoln)	Uncontrolled Crosswalk	N & W: curb ramps lack yellow truncated domes. S & W: Crossing between the two is an unmarked driveway; S doesn't have a clear curb ramp for Lincoln crossing.	N/A
20	Venezia Ave	0	1	0	None	Uncontrolled T-Intersection	W & S: curb ramps lack yellow truncated domes. N & E: N/A	N/A
21	Victoria Ave	1	1	0	Yellow Ladder (1 leg - across Lincoln)	Existing APWD	N, S, E, & W: curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles

22	Lucille Ave	2	0	0	None	Uncontrolled T-Intersection	W & S: curb ramps lack yellow truncated domes. N & E: N/A	N/A
23	Venice Blvd	1	7	1	Transverse (4 legs)	Protected Left Turn - All Directions	N, S, E, & W: curb ramps lack yellow truncated domes.	75% Caltrans / 25% City of Los Angeles

Priority Corridor - Lincoln Boulevard from Bluff Trail Road to Manchester Avenue

Priority Corridor	Lincoln Boulevard from Bluff Trail Road to Manchester Avenue
Corridor Length (mi)	0.51
Vision Zero Priority Corridor Rank	#21
State Route	SR-1
Fatal Collisions (2013-2017)	2
Serious Injury Collisions (2013-2017)	5
Council District	11
Crash Pattern Summary	<ul style="list-style-type: none">- 0 % of KSI ped related. 6% of all collisions ped related.- 57% of KSI turn related. 48% of all collision turn related.- 43% of KSI non ped/turn related. KSI 45% of all collisions.

Intersections on Lincoln Boulevard from Bluff Trail Road to Manchester Avenue

	Cross Street	KSI	Ped/ Bike Crashes	Ped/Bike KSI	Existing Crosswalk Striping	Existing Signal	Existing Concrete	Signal Maintenance Agreement
1	Manchester Ave	1	5	0	Ladder (4 legs)	Protected Left Turn - All Directions	SW: dual curb ramps have yellow truncated domes. SE: crossings converge on a pedestrian refuge island; all curb ramps have yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
2	85th St	1	0	0	None	Uncontrolled Intersection	NE, SE, & SW: curb ramps have yellow truncated domes. NW: curb ramp lacks yellow truncated domes.	N/A
3	84th St	1	0	0	Transverse (3 legs)	T-Intersection with Southbound Protected Permissive Left Turn	N, W, & E: curb ramps have yellow truncated domes; no dual ramps on N on E S: curb ramp lacks yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
4	83rd St	1	1	0	Transverse (3 legs)	Southbound Protected Permissive Left Turn and Eastbound Protected Left Turn	N, S, E, & W: curb ramps have yellow truncated domes, no dual ramps	50% Caltrans / 50% City of Los Angeles
5	Bluff Trail Rd	0	0	0	Transverse (2 legs)	Northbound and Southbound Protected Left Turn	N,S, E, & W: curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles

Priority Corridor - Santa Monica Boulevard from Brockton Avenue to I-405

Priority Corridor	Santa Monica Boulevard from Brockton Avenue to I-405
Corridor Length (mi)	1.09
Vision Zero Priority Corridor Rank	#22
State Route	SR-2
Fatal Collisions (2013-2017)	1
Serious Injury Collisions (2013-2017)	12
Council District	11
Crash Pattern Summary	<ul style="list-style-type: none">- 62 % of KSI ped related. 9% of all collisions ped related.- 38% of KSI turn related. 26% of all collision turn related.- 0% of KSI non ped/turn related. KSI 65% of all collisions.

Intersections on Santa Monica Boulevard from Brockton Avenue to I-405

	Cross Street	KSI	Ped/ Bike Crashes	Ped/Bike KSI	Existing Crosswalk Striping	Existing Signal	Existing Concrete	Signal Maintenance Agreement
1	Brockton Ave	2	7	0	Transverse (4 legs)	Standard Signal	N,S, E, & W: curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
2	Armacost Ave	1	6	1	Transverse (2 legs - across Santa Monica Blvd)	None - 2 Uncontrolled Crosswalks	N,S, E, & W: curb ramps lack yellow truncated domes.	N/A
3	Westgate Av	1	7	1	Transverse (4 legs)	Standard Signal	N,S, & W: curb ramps lack yellow truncated domes. E: dual curb ramp has yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
4	Granville Av	0	3	0	Transverse (1 leg - across Santa Monica Blvd)	None - Uncontrolled Crosswalk	N,S, E, & W: curb ramps lack yellow truncated domes.	N/A
5	Stoner Ave	0	0	0	Transverse (2 legs - across Santa Monica Blvd)	None - 2 Uncontrolled Crosswalks	N,S, E, & W: curb ramps lack yellow truncated domes.	N/A
6	Barrington Ave	1	1	0	Transverse (3 legs) Continental (1 leg)	Standard Signal	N,S, E, & W: curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
7	Barry Ave	0	3	0	Transverse (1 leg - across Santa Monica Blvd)	None - Uncontrolled Crosswalk	N,S, E, & W: curb ramps lack yellow truncated domes.	N/A
8	Federal Ave	0	3	0	Transverse (4 legs)	Standard Signal	N,S, E, & W: curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles

9	Colby Ave	1	3	1	Transverse (4 legs)	Standard Signal	S, E, & W: curb ramps lack yellow truncated domes. N: dual curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
10	Butler Ave	0	3	0	Transverse (4 legs)	Standard Signal	N & W: curb ramps lack yellow truncated domes. S & E: curb ramps have yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
11	Purdue Ave	0	1	0	Transverse (3 legs) Continental (1 leg)	Standard Signal	N,S, E, & W: curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
12	Corinth Ave	0	0	0	Transverse (3 legs) Continental (1 leg)	Standard Signal	N,S, E, & W: curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
13	Sawtelle Blvd	3	9	2	Transverse (4 legs)	Standard Signal	N,S, E, & W: curb ramps lack yellow truncated domes.	50% Caltrans / 50% City of Los Angeles
14	Beloit Ave	1	4	1	Transverse (2 legs - across freeway ramps)	Protected Left Turn and Protected Permissive Left Turn for onramp/offramp	N & W: curb ramps lack yellow truncated domes. S & E: curb ramps have yellow truncated domes.	100% Caltrans / 0% City of Los Angeles
15	Cotner Ave	0	0	0	Transverse (3 legs)	Protected Left Turn for onramp/offramp	N, W, & S: curb ramps have yellow truncated domes. E: dual curb ramp has yellow truncated domes.	100% Caltrans / 0% City of Los Angeles

16	Pontius	0	0	0	None	T-Intersection into Median	W: curb ramp has yellow truncated domes. N: curb ramp lacks yellow truncated domes.	N/A
17	Sepulveda Blvd	0	0	0	Transverse (4 legs)	SM PLT Sepulveda PPLT	N & E: dual curb ramps have yellow truncated domes. W: curb ramps lack yellow truncated domes (sidewalk/curb material matches adjacent building materials). S: curb ramps lack yellow truncated domes.	0% Caltrans / 100% City of Los Angeles

Attachment 2 - 2019 Vision Zero Priority Intersections Shared by LADOT and Caltrans

	Intersection	KSI	Ped/ Bike Crashes	Ped/ Bike KSI	Existing Crosswalk Striping	Existing Signal	Existing Concrete	Signal Maintenance Agreement
1	Pacific Coast Highway & Temescal Canyon Road	9	11	5	Transverse Crosswalks	Protected Left Turn in all directions	Curb ramps lack yellow truncated domes.	66.7% Caltrans / 33.3% City of Los Angeles
2	Pacific Coast Hwy & Figueroa Pl	6	16	5	Continental crosswalks	Westbound Protected Left Turn. Southbound permissive left turn with no opposing vehicular traffic. Southbound left conflicts with pedestrian crossing. No Left Turns for Eastbound and Northbound directions of travel.	All curb ramps lack yellow truncated domes.	100% Caltrans
3	Lincoln Blvd & Washington Blvd	6	17	3	Continental crosswalks	Protected left turn in all directions. Dual left turn pockets all directions. Bike Loops added 2014.	All curb ramps lack yellow truncated domes. No corners have dual ramps.	50% LADOT / 50% Caltrans
4	Sepulveda Blvd & Century Blvd	6	4	1	Continental Crosswalks	All turns except Westbound restricted	All crossings have curb ramps with yellow truncated domes. Dual ramps not applicable to corner crossings. 2 Pedestrian Refuge Islands (one has two ramps).	67% Caltrans / 33% City of LA
5	Pacific Coast Hwy & Normandie Ave	5	8	4	Transverse Crosswalks	Protected-Permissive Left Turns Northbound/ Southbound Protected Left Turns Eastbound/ Westbound	All curb ramps lack yellow truncated domes. No corners have dual curb ramps.	50% Caltrans / 50% City of LA

6	Pacific Coast Hwy & Vermont Ave	6	7	2	Transverse Crosswalks	Protected-Permissive Left Turns Northbound/ Southbound. Protected Left Turns Eastbound/ Westbound.	All curb ramps lack yellow truncated domes. No corners have dual curb ramps.	50% Caltrans / 50% City of LA
7	Topanga Canyon Blvd & Parthenia St	5	4	1	All Continental except Transverse East leg	Protected Left Turn Signals Southbound and Westbound	All curb ramps lack yellow truncated domes. Dual ramps are not applicable. 2 existing "porkchop" islands	50% Caltrans / 50% City of LA