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COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

MARK PESTRELLA, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: T-3
10404-5-1

October 27, 2022

TO: Each Supervisor

FROM: Mark Pestrella, PE
Director of Public Works

BOARD MOTION OF AUGUST 30, 2022, AGENDA ITEM 23
COMMUNITY TRAFFIC SAFETY PLAN
IMPLEMENTATION STRATEGY

On August 30, 2022, the Board approved a motion instructing Public Works to report back to the Board with an implementation strategy to develop a community traffic safety plan in the Windsor Hills-View Park/Ladera Heights neighborhood.

Public Works strives to be an excellent provider of public services to the community and strongly supports the efforts to create a more livable Los Angeles County through enhanced infrastructure. Managing vehicular speed is an effective strategy to reduce fatal and severe injury collisions on roadways, and Public Works continues to use proven and innovative tools to enact that strategy. Public Works will also continue to find opportunities to implement quick-build solutions and collect speed data to determine their effectiveness.

Public Works has secured funding to obtain the services of a traffic engineering consultant to assist in developing the final plan and is currently finalizing the scope of work with the consultant.

Community input will be an integral aspect of the plan. Public Works with its consultant will conduct public outreach as well as engage with relevant community-based organizations. Input received will then be used to create focus areas to help guide the traffic engineering reviews on the various roadways in the Windsor Hills-View Park/Ladera Heights neighborhood. The traffic engineering reviews from the plan will provide proposed infrastructure improvements that can be programmed for design and implementation. Depending on the feedback from the community, the actionable proposals could also include shorter term quick-build options to allow the community to experience implementation prior to investing in permanent improvements.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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cc: Chief Executive Office
Executive Office

AGN. NO. 23

MOTION BY SUPERVISOR HOLLY J. MITCHELL August 30, 2022

County Response to Windsor Hills Fatalities And Fast-Tracking Solutions to Increased Traffic Fatalities Countywide

On August 4th, 2022, around 1:30 p.m., the Second District community of Windsor Hills witnessed an unimaginable tragedy when a driver, traveling at speeds up to 100 miles per hour, drove through the intersection of Slauson Avenue and La Brea Avenue and killed five people, including a pregnant mother and an infant. Eight others were also injured in the crash, including six children.

Disturbingly, traffic fatalities have increased during the COVID-19 pandemic, and reckless speeding, street takeovers, and erratic driver behavior has become widespread. We need to explore the availability of additional tools to improve our infrastructure and to hold people accountable to mitigate dangerous driver behavior and keep people alive.

With multiple jurisdictions involved in responding to that horrific crash, the County of Los Angeles must be united in its approach to emergency incidents. The County of Los Angeles should increase its efforts to inform communities about its Vision Zero Action Plan and implementation targets amongst other concrete actions. Residents and communities need to feel reassured by government response to tragic events and this motion takes steps towards being a better provider of public goods to the community.

I THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:

	MOTION
SOLIS	
KUEHL	
HAHN	
BARGER	
MITCHELL	

1. Direct the Director of the Department of Public Works (DPW) to contract with a third-party to conduct an after-action review into the response of the incident on La Brea Ave. and Slauson Ave. on August 4, 2022 under the oversight of and to be reviewed by County Counsel, and report back to the Board in writing in 60 days on protocols to improve incident response;
2. Direct the Director of DPW to explore and take appropriate actions to slow down excessive speeds on La Brea Ave. and Slauson Ave. and surrounding areas including, but not limited to, consideration of off-the-shelf and/or quick-build safety improvements, based on a traffic engineering evaluation within 30 days;
3. Direct the Chief Executive Office (CEO) Legislative Affairs and Intergovernmental Relations (LAIR) division to 1) explore what State and/or local statutory changes may be needed to allow the County to regulate excessive speed, including, but not limited to, deploying automated speed enforcement and red-light cameras at key intersections on unincorporated streets, and 2) if State statutory changes are needed, direct CEO LAIR to sponsor or support State legislation, as appropriate;
4. Direct the Director of DPW to evaluate and develop a draft program design with extensive data collection that would identify high priority intersections and a program framework that prioritizes speed reduction, equity, and justice. Direct the Director of DPW to vet the program design through the CEO Office of Anti-Racism, Diversity and Inclusion, along with community-based organizations and report back to the Board in writing within 90 days;
5. Direct the Director of DPW to develop a Community Traffic Safety plan in the Windsor Hills/Ladera Heights neighborhood, with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications, and residential speed mitigation throughout the community. As part of the Community Traffic Safety Plan, DPW must partner with community-based organizations on engagement for proposed design changes. The Director of DPW must report back in writing

within 60 days on an implementation strategy and within 6 months on a final Community Traffic Safety plan;

6. Direct the Director of DPW, in collaboration with the CEO and the Director of the Department of Public Health, to identify funding sources and resources for the above work, along with a cost estimate that includes full-time positions to accelerate the delivery of the Vision Zero Action Plan in the County. Direct the Director of DPW to report back to the Board in writing in 90 days on the potential funding sources, necessary staffing, and estimated costs. DPW should also include this in their department budget request for Fiscal Year 2023 - 24. The report back should include comparison to funding in jurisdictions across the nation with adopted Vision Zero Action Plans, with populations of 1 million or more; and
7. Direct the CEO to explore centralizing all transportation related functions in the County, including traffic control, traffic investigations, mobility design, signal operations, planning, data analysis, parking enforcement, etc., with an effort to increase transparency and accountability directly to the Board and to unincorporated communities, and report back in writing in 120 days on recommendations.

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IN REPLY PLEASE
REFER TO FILE: T-3
10404-4-1

November 30, 2022

TO: Each Supervisor

FROM: Mark Pestrella, PE
Director of Public Works

BOARD MOTION OF AUGUST 30, 2022, AGENDA ITEM 23
SPEED REDUCTION PROGRAM

On August 30, 2022, the Board approved a motion instructing the Chief Executive Office (CEO), Legislative Affairs and Intergovernmental Relations, to explore what State and/or local statutory changes may be needed to allow the County to regulate excessive speeding, including deploying automated speed enforcement and red-light cameras at key intersections on unincorporated County streets and to sponsor or support State legislation (Directive 3). In addition, the Board instructed Public Works to draft a program design with extensive data collection that would identify high priority intersections and a program framework that prioritizes speed reduction, equity, and justice in partnership with the CEO office of Anti-Racism, Diversity, and Inclusion along with community-based organizations (Directive 4).

Traffic Safety is one of Public Works' top transportation priorities. The goal of the County's Vision Zero program is to eliminate traffic fatalities by making investments where the greatest difference can be realized.

The Vision Zero Action Plan identifies unsafe speed as the primary collision factor on unincorporated County roadways. Public Works uses both proven and innovative tools to manage vehicular speed to reduce fatal and severe injury collisions on roadways. Automated speed enforcement would provide an additional tool for reducing speeding on our roadways.

Automated speed enforcement is not currently legal in California and would require State statutory changes to allow local jurisdictions to implement it. This year the State Legislature considered Assembly Bill 2336 (Friedman), a bill that sought to establish a five-year pilot program to authorize certain municipalities to utilize speed safety systems, such as cameras, video cameras, and other equipment that could automatically detect

violation of speeding laws. This bill was held from further consideration in the Assembly Appropriations Committee.

Public Works has reviewed efforts from jurisdictions across the United States that permit the implementation of speed reduction and red-light programs and propose the following plan upon legalization of a program in California.

Using the vital information that has been gathered through the Vision Zero program, Public Works will identify and prioritize intersections and roadway segments for automated enforcement as follows:

- Collision concentration corridors identified in the County's Vision Zero Action Plan with additional priority given to school zones.

- Intersections controlled by traffic signals that are experiencing crashes that may be attributed to red-light moving violations.

- Roadway segments identified as viable candidates for a reduction of posted speed limits based on recent legislative changes, such as Assembly Bill 43.

Once the priority roadway segments and signalized intersections have been identified, site-specific evaluations will be conducted to determine appropriateness and feasibility of implementation.

Site specific evaluations will include:

- Criteria that result in a balanced distribution of enforcement efforts throughout Los Angeles County, such that no community bears a disproportionate portion of enforcement efforts.

- A robust traffic citation diversion program to ensure that implementation does not result in an undue burden on lower income residents of Los Angeles County.

- Provisions that establish that automated speed enforcement measures will only be implemented when traditional speed reduction treatments, such as infrastructure modifications have proved ineffective in reducing speeds or have been determined to be infeasible due to existing road and/or traffic conditions.

Management of the systems will depend on the availability of funding, although the initial recommendation is to contract with a specialty services company that provides automated intersection and speed safety services.

In addition, community engagement is essential to any traffic safety program. The proposed program will include an extensive engagement program facilitated through the use of community-based organizations to ensure proper education and awareness of community needs.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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P:\TSMPUB\TRAFFIC\BRT10404-4-1\COMMUNITYTRAFFIC

cc: Chief Executive Office
Executive Office

AGN. NO. 23

MOTION BY SUPERVISOR HOLLY J. MITCHELL August 30, 2022

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Disturbingly, traffic fatalities have increased during the COVID-19 pandemic, and reckless speeding, street takeovers, and erratic driver behavior has become widespread. We need to explore the availability of additional tools to improve our infrastructure and to hold people accountable to mitigate dangerous driver behavior and keep people alive.

With multiple jurisdictions involved in responding to that horrific crash, the County of Los Angeles must be united in its approach to emergency incidents. The County of Los Angeles should increase its efforts to inform communities about its Vision Zero Action Plan and implementation targets amongst other concrete actions. Residents and communities need to feel reassured by government response to tragic events and this motion takes steps towards being a better provider of public goods to the community.

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within 60 days on an implementation strategy and within 6 months on a final Community Traffic Safety plan;

6. Direct the Director of DPW, in collaboration with the CEO and the Director of the Department of Public Health, to identify funding sources and resources for the above work, along with a cost estimate that includes full-time positions to accelerate the delivery of the Vision Zero Action Plan in the County. Direct the Director of DPW to report back to the Board in writing in 90 days on the potential funding sources, necessary staffing, and estimated costs. DPW should also include this in their department budget request for Fiscal Year 2023 - 24. The report back should include comparison to funding in jurisdictions across the nation with adopted Vision Zero Action Plans, with populations of 1 million or more; and
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ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: TPP-9
10404-7-1

December 29, 2022

TO: Each Supervisor

FROM: Mark Pestrella, PE
for Director of Public Works

BOARD MOTION OF AUGUST 30, 2022, AGENDA ITEM 23
ACCELERATING VISION ZERO
RESOURCE NEEDS

On August 30, 2022, the Board approved a motion instructing the Director of Public Works in collaboration with the Chief Executive Officer (CEO) and the Director of Public Health to identify resources and to develop a cost estimate that includes full-time positions to accelerate the delivery of the Vision Zero Action Plan in the County, including comparison to funding in jurisdictions across the nation with adopted Vision Zero action plans with populations of one million or more.

Public Works is committed to traffic safety and believes that investments in the County's Vision Zero initiative is one of the primary ways to fulfill this commitment.

Attachment 1 shows a proposed high-level cost breakdown for the acceleration of Vision Zero in the County. A funding shortfall for Public Health and Public Works has been identified and is reflected in this attachment. Below are further details pertaining to staffing needs, as well as a comparison of funding in jurisdictions across the nation.

The proposed program details and estimated costs were developed by Public Works and Public Health. The CEO recently received these estimated costs and has not vetted them yet but will work with the departments through the budget process to provide official budget recommendations, including funding recommendations (if available) during the Fiscal Year (FY) 2023-24 budget process. This will allow recommendations to be made within the context of the overall budget and numerous competing funding priorities and requests.

Acceleration of Vision Zero

The National Highway Traffic Safety Administration reported that an estimated 42,915 people died in motor vehicle crashes nationally in 2021. The number of deaths represents an estimated increase of about 10.5 percent compared to 2020. The National Highway Traffic Safety Administration reports that the primary behaviors that drove this increase included vehicle miles traveled, speeding, and failure to wear a seat belt.

The County's traffic fatality statistics are consistent with the national trends. Based on the California Highway Patrol collision data provided to Public Works, 103 fatal collisions occurred on County-maintained roadways throughout the unincorporated County communities in 2021. This number represents a 22 percent increase from 84 overall fatal collisions in 2020. Attachment 2 shows a breakdown of fatal injury collisions by mode from 2013 to 2021 graphically and in tabular form. As of November 14, 2022, there have been 92 fatal collisions on unincorporated County roadways claiming the lives of 109 people.

Additional staffing and resources to implement Vision Zero traffic safety strategies can help reverse the upward trend in fatal collisions. To adequately describe the needs to comprehensively accelerate Vision Zero in the County, it is important to provide background on the Vision Zero initiative and existing challenges that are currently being faced with limited staffing. These challenges coupled with lessons learned from best practice research with other jurisdictions with Vision Zero programs has led to a proposed resource needs list from Public Works and Public Health.

Attachment 3 notes some of the challenges that are currently being encountered in fully implementing the Vision Zero initiative.

Public Works and Public Health conducted best practice research by contacting several jurisdictions that have had Vision Zero initiatives for more than 5 years to better understand their level of staffing, budget, and lessons learned. Table 1 provides a budget comparison between the County and jurisdictions that have Vision Zero initiatives. This includes two jurisdictions, New York City and the City of Los Angeles that have populations over one million people.

Table 1 – Vision Zero Budget Comparison Between The County and Various Jurisdictions

Jurisdiction	Population*	Date Vision Zero Initiative Launched	Centerline Road Miles**	Estimated Average Annual Vision Zero Budget**
New York City	8,467,513	2014	6,300	$200 million
City of Los Angeles	3,849,297	2015	6,720.5	$35 million
Unincorporated Los Angeles County	1,022,167	2020	3,177.5	$8 million***
City of San Jose	983,489	2015	2,000	$14 million
City of Seattle	733,919	2015	1,700	$8.3 million
City and County of Denver	711,463	2016	2,163	$5 million

*U.S. Census Bureau, Population Estimates from July 1, 2021 – https://www.census.gov/ (Accessed November 7, 2022).
**Figures obtained from interviews County staff conducted between October 17, 2022, and October 24, 2022, with staff representing other jurisdictions.
***Funding from the County's Road Fund to support Public Works' Vision Zero efforts, including staffing and construction projects will increase from $8 million to $20 million in Fiscal Year 2023-24.

In addition, staff conducted online research and reviewed notes from meetings conducted in 2018 with other Vision Zero jurisdictions, such as the City and County of San Francisco when the County's Vision Zero Action Plan was being developed.

One important caveat noted by the jurisdictions is that budgets specific to Vision Zero efforts are challenging to capture. This is because transportation programs typically include budgets for various traffic safety elements that may help achieve the Vision Zero goal but are not driven by a dedicated Vision Zero team or paid for with funds managed by them. Therefore, the estimated budgets provided above are unlikely to be an accurate comparison of what is being spent overall on safety projects in these jurisdictions.

Similarly, regarding staffing size, most jurisdictions indicated that it is challenging to pinpoint exactly how many people work on Vision Zero because they are immersed in everything that agency does related to transportation. Staffing consistencies did however exist across many of the jurisdictions researched and included:

- Dedicated Vision Zero planning (including long-term planning) and engineering teams.
- Dedicated staff for Vision Zero communications and community engagement.

- Dedicated staff to drive policy and practice.
- Dedicated Vision Zero data and Geographic Information System staff.
- Dedicated staff for the design, implementation, and maintenance of quick-build interventions.

Attachment 4 provides additional information compiled from the meetings held by Public Works and Public Health.

The following information identifies the needs of Public Works and Public Health to accelerate the delivery of the Vision Zero Action Plan.

Public Works Staffing Needs

Reflecting on the lessons learned from the best practice research with other jurisdictions and the various challenges that have been experienced with limited staff and funding, we have determined that a comprehensive roll-out of a Vision Zero initiative demands adequate staffing across multiple facets of the initiative, including data analysis and tracking, planning, communications, and community engagement.

Planners, engineers, geographic information system analysts, a communications and community engagement team, and a program manager are among the positions that are necessary. Additional positions may be needed in future years to accommodate project design, delivery, and maintenance.

Moreover, adequate funding for infrastructure enhancements is critical to being able to achieve zero fatalities on unincorporated County roadways. It is estimated that it will cost on average $5 million per mile to design and install safety features along the 125 miles of identified Vision Zero Collision Concentration Corridors ($625 million in 2022 dollars). This cost could vary based on the specific enhancements installed.

Given that obtaining numerous new staff positions could take a considerable amount of time to achieve, in the interim, in FY 2023-24, Public Works plans to:

a. Dedicate and commit $20 million annually from Road Funds and identify 10 additional dedicated staff positions. Public Works will need CEO approval on hiring and budgeting 5 out of the 10 positions to support Vision Zero staffing for FY 2023-24 and the additional 5 positions in subsequent years (Attachment 5).

b. Leverage existing consulting contracts to bridge any gaps and assist with communications, project outreach, project planning and design, grant writing,

traffic safety guideline development, and Safe Routes to School Program development.

c. Deliver $7 million to $8 million in Vision Zero related improvements with a goal of increasing the amount in subsequent years as resources are identified, including grant funding.

Moving forward, Public Works will also work to create an organizational structure that can support the full acceleration of Vision Zero Action Plan and engage the CEO to assist with identifying and addressing any gaps in funding or positions that may exist. Public Works is in the process of developing a proposal to establish a dedicated Transportation Planning Division (TPD). TPD will lead and coordinate all Countywide transportation planning and serve as the innovation arm of Public Works' Transportation business area tasked with modernizing planning efforts to deliver 21st century infrastructure to unincorporated communities. TPD will also lead future planning and implementation of the County's Vision Zero Action Plan. TPD will have a Transportation Planning Section comprised of transportation planners and data analysts that will require new County job classifications. Establishing TPD would require an estimated budget increase of $13.75 million annually for 49 additional positions, including transportation planners and community liaisons to support comprehensive outreach, planning, project development, and implementation tasks. Public Works intends to pursue this expansion in a future budget cycle.

Public Health Staffing, Supplies, and other Resource Needs

Lessons learned from meetings with other Vision Zero jurisdictions emphasize several key components for effective Vision Zero initiatives. For Public Health, these include capacity for 1) conducting ongoing, in-depth surveillance of traffic deaths and severe injuries using complex data analyses, visualization, and machine learning; 2) robust community education for vulnerable users (e.g., pedestrians, youth, and seniors) and populations (e.g., communities of color and low-income communities), and engagement that can foster a culture of traffic safety and build support for traffic safety improvements across the unincorporated communities; 3) develop pedestrian plans that can identify and support needed infrastructure tailored to specific communities to increase safety and promote walking; and 4) ongoing, strategic traffic safety messaging and communications that build awareness around prevention, create a culture of traffic safety, and help drive behavior change through digital messaging, press releases, and education campaigns in multiple languages using culturally competent approaches.

Public Health has identified 25 positions needed in FY 2023-24 for the Division of Chronic Disease and Injury Prevention to accelerate the delivery of Vision Zero Action Plan strategies for which the department is responsible.

Additional costs associated with supporting the above programs and units will be necessary and are shown in Attachment 1. These include costs for safety equipment (car seats, bike helmets, lights, etc.) to distribute to community members; funding community-based organizations to assist with education, engagement, and policy and planning efforts; and the necessary technology to enable in-depth analysis and surveillance.

The costs included in Attachment 1 are estimates and may be updated in Public Health's FY 2023-24 budget request contingent on identification of funding sources and input from the CEO. Attachment 6 provides further detail from Public Health on the positions requested and contracts sought.

Summary

Traffic fatalities across the nation and in the County have sharply risen in the last few years. In 2017 the Board directed Public Health and Public Works to co-lead a Vision Zero initiative. In 2019 a Vision Zero Action Plan was finalized and in August 2020 the plan was adopted by the Board. To accelerate the implementation of the Vision Zero initiative, including the strategies in the Vision Zero Action Plan, additional staffing and funding across Public Health and Public Works will be necessary.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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Attach.

cc: Chief Executive Office
County Counsel
Executive Office

Attachment 1

High-Level Cost Breakdown for Acceleration of Vision Zero in Los Angeles County

Purpose	Estimated Annual Cost*	Anticipated Funding Source
Accelerate Vision Zero Public Works (Interim Plan)		
Public Works Staffing Needs**	$5,950,000	Road Fund
Construction Budget	$7,800,000	Road Fund
Consultant Contract – Communications (website, graphics, social media, flyers)	$1,000,000	Road Fund
Consultant Contract – Project Outreach	$1,000,000	Road Fund
Consultant Contract – Quick-Build Project Development and Design	$750,000	Road Fund
Consultant Contract – Federalized Project Development and Design	$1,000,000	Road Fund
Consultant Contract – Non-Federalized Project Development and Design Work	$1,000,000	Road Fund
Consultant Contract – Grant Writing Assistance	$100,000	Road Fund
Consultant Contract – California Highway Patrol Liaison	$150,000	Road Fund
Consultant Contract – Traffic Safety Guideline Development	$500,000	Road Fund
Consultant Contract – Safe Routes to School Program Development	$750,000	Road Fund
Subtotal – Public Works	$20,000,000	-
Public Works Vision Zero Fiscal Year 2023-24 Allocated Budget	$20,000,000	Road Fund
Funding shortfall for Fiscal Year 2023-24	**$0**	**-**
Accelerate Vision Zero Public Works (fully expanded and fully integrated Planning and Vision Zero)		
Public Works additional staffing needs	$13,750,000	TBD
Construction Budget	TBD	TBD
Funding Shortfall Future Fiscal Years (staffing only)	**$13,750,000**	**-**

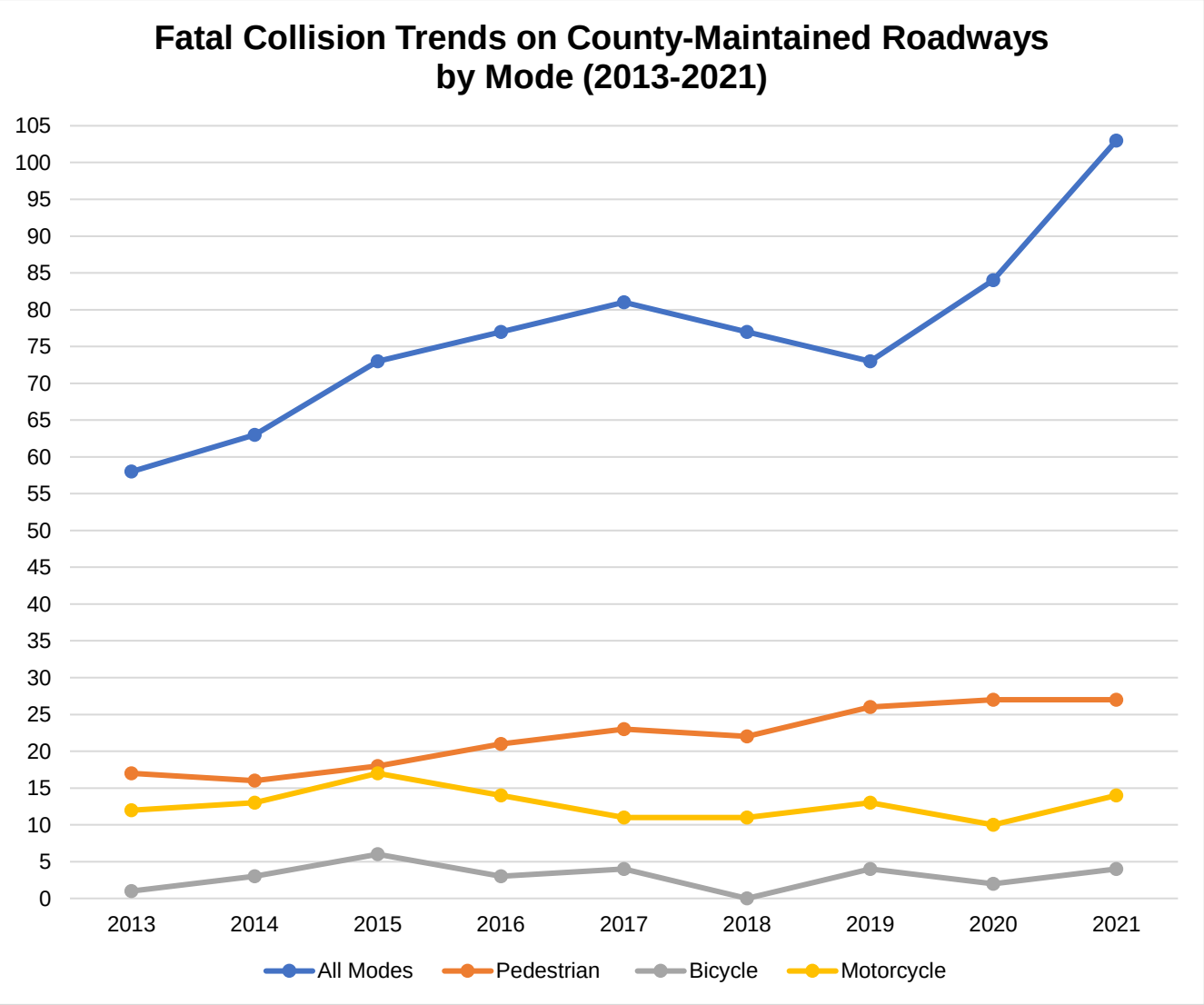
Purpose	Estimated Annual Cost*	Anticipated Funding Source
Accelerate Vision Zero Public Health		
Public Health Staffing Needs	$4,730,000	-
Facility rent for additional staff	$45,000	-
Supplies – Computers for New Staff	$36,000	-
Supplies – Computer Software	$8,000	-
Supplies – Car Seats – Quantity 1,000 @ $100 each	$100,000	-
Supplies – Gift Cards for Survey Incentives – Quantity 2,000 @ $5 each	$10,000	-
Public Health Information Systems Support Contract	$20,000	-
Planning firm contract	$300,000	-
Outreach Community Based Organizations	$300,000	-
Education Community Based Organizations	$150,000	-
Subtotal – Public Health	$5,699,000	-
Public Health Vision Zero Allocated Budget	$0	-
Funding Shortfall – Public Health	**$5,699,000**	**TBD**

*Estimated costs may fluctuate from year-to-year.

**Cost includes existing staff currently funded under the Vision Zero program and additional staff proposed for Fiscal Year 2023-24.

Attachment 2

Need for Vision Zero



	2013	2014	2015	2016	2017	2018	2019	2020	2021	Percent Change 2020 to 2021
All Modes	58	63	73	77	81	77	73	84	103	22.6 percent
Pedestrian Involved	17	16	18	21	23	22	26	27	27	0.0 percent
Bicycle Involved	1	3	6	3	4	0	4	2	4	100.0 percent
Motorcycle Involved	12	13	17	14	11	11	13	10	14	40.0 percent

Attachment 3

Vision Zero Roll-Out Challenges in Los Angeles County

Rethinking how a Vision Zero program is organizationally structured in both Public Works and Public Health requires identifying the challenges with rolling out Vision Zero with existing staff levels. A comprehensive roll-out of a Vision Zero initiative demands adequate staffing across multiple facets of the initiative, including but not limited to data analysis and tracking, planning, communications, community engagement, design (including quick-build design), implementation and project delivery, evaluation, and maintenance.

Adequate staff to address all aspects of the initiative would allow Vision Zero to be accelerated in the County. While Vision Zero is a data driven initiative, the County lacks dedicated staff to conduct ongoing data analysis, surveillance, and evaluation in support of this effort. This results in an incomplete picture of who is most impacted by traffic collisions and missed opportunities to equitably focus interventions and programming where most needed. Adequate staffing at Public Health would allow for a clearer understanding of inequities by race, socioeconomic status, and geographic area; tracking of trends; evaluation of interventions and their effectiveness; and transparency for internal and external stakeholders through a Vision Zero data dashboard as in other Vision Zero jurisdictions.

Adequate staffing levels would also allow for navigation of multiple tasks concurrently to move a project through its various phases quickly. Public Works currently does not have enough communications staff; therefore, the Vision Zero initiative does not have a dedicated person working on it. As a result, existing engineering staff have had to spend a considerable amount of time developing outreach materials and communication strategies for Vision Zero projects instead of focusing on other aspects of project development and implementation. Public Health currently has no communications staff dedicated to messaging around prevention of traffic deaths and severe injuries, such as preparation of press releases, social media toolkits, and educational materials.

Additionally, outdated or nonexistent traffic safety guidelines have led to missed opportunities to address traffic safety in an innovative way. With additional staff, a focus on updating or creating guidelines can be made going forward.

Adequately staffing and resourcing ongoing education and engagement programs would help build a culture of traffic safety among unincorporated community residents so that stakeholders are supportive of the Vision Zero projects. Public Health currently leads the County's pedestrian planning efforts, but staff is grant-funded and future grant awards are highly uncertain given State grant restrictions. Additionally, Public Health has lacked the resources to implement identified programs, such as Safe Routes for Seniors or bicycle and pedestrian safety education as called for in the Vision Zero Action Plan. Existing programs, such as the Reckless and Impaired Driving and the Child Passenger Safety Program are limited in their ability to serve the actual need in the unincorporated County

areas. With additional resources and staff at Public Health, engagement and education programs can be initiated or expanded and pedestrian planning can continue so that in time 120 unincorporated County areas can benefit from enhanced safety and walkability.

Attachment 4

Best Practice Research of Various Jurisdictions that have had a Vision Zero Initiative for more than 5 Years

Public Works and Public Health conducted best practice research by contacting several jurisdictions that have had Vision Zero initiatives for more than 5 years to better understand their level of staffing, budget, and lessons learned. Staff met with Vision Zero representatives from the following jurisdictions:

- New York City, New York
- City and County of Denver, Colorado
- City of Los Angeles
- City of San Jose
- City of Seattle

Staff also reflected on the notes from previous meetings held in 2018 with the City and County of San Francisco.

Below are insights and lessons learned from these meetings.

Transportation planners were integral to the make-up of staff working on Vision Zero initiatives in other jurisdictions. The planners are involved in different capacities. Some are focused on developing long range planning documents, such as high-injury network level plans, pedestrian, and/or bicycle master plans, and moving forward projects that help achieve the Vision Zero goal. Other planners are working with communities to develop transformative Vision Zero corridor projects and managing the projects from concept to implementation. At the agencies that were engaged, transportation planners appeared to complement engineering staff nicely. Supported by outreach staff or community-based organizations, planners at other jurisdictions would often engage the community to develop concepts and engineers would focus on the feasibility, design, and delivery of projects.

Vision Zero communication and outreach staff was also something that was talked highly about particularly by staff at the New York City Department of Transportation (NYCDOT) and the City and County of Denver Department of Transportation and Infrastructure. Staff from these jurisdictions talked about the value of having community engagement staff that are representative of the jurisdiction that is being served. In the case of NYCDOT engagement staff may not have backgrounds in transportation engineering or planning but are successful because they are knowledgeable about their assigned community.

NYCDOT has a street team of 40 full-time staff that are focused on changing hearts and minds in regard to traffic safety by engaging with stakeholders through programs, such as Safe Routes for Seniors and Safe Routes for School. The staff provides safety education and work with stakeholders to identify and document safety concerns. They also perform street side outreach on specific corridors or near particular intersections in advance of any enforcement efforts focused on specific primary collisions factors, such as failure to yield to pedestrians.

NYCDOT staff noted that many of the street team members have pursued degrees in engineering or planning after working in this capacity at the agency that has contributed to a more diverse workforce. The City and County of Denver shared that while street team members often require some level of education on planning and engineering concepts before being able to perform successful engagement, they bring immense value to the team because they understand the dynamics of the community and are connected to community stakeholders.

NYCDOT also has a dedicated communications lead for Vision Zero who oversees all messaging and outreach for the department. This staff oversees the street team and handles citywide traffic safety communication campaigns. All outreach materials are reviewed by this position to make sure messaging is consistent and on brand. They also have staff focused solely on Vision Zero policy that works on legislative issues locally and at the state level and helps to update departmental polices to make it easier to implement traffic safety enhancements with all projects.

Vision Zero is a data driven initiative so having dedicated Geographic Information System staff was something jurisdictions either expressed a need for or have. Fatal and severe injury collisions are happening almost daily. Therefore, having dedicated staff to track trends and changes over time will help evaluate the impact of interventions and to build and maintain data dashboards to provide transparency is integral to the initiative. Additionally, dedicated Geographic Information System staff have the ability to create collision location maps to help inform decisions by engineers, planners, administrations, and various other decision makers.

Public Health from the City of San Francisco is a national leader on Vision Zero data analysis efforts. By having dedicated staff, such as an epidemiologist, spatial analyst, and health program planner position focused on Vision Zero data analysis and reporting San Francisco was able to document under reporting of bicycle and pedestrian involved injury collisions. When the County and City staff spoke in 2018 when the County was developing its action plan, San Francisco noted the value of having these positions at Public Health so bigger picture data analysis can be accomplished to compliment project specific data analysis that is done when infrastructure projects are planned and designed.

Many jurisdictions that County staff spoke to note the value of implementing quick-build traffic safety projects. Agencies relayed the need to not only have dedicated engineering teams for these types of interventions, but to have dedicated teams for implementing and maintaining them. Since quick-build projects often include flex delineators that can be knocked down and/or create spaces that traditional sized street sweepers can't access having a dedicated team to maintain areas where quick-build projects are installed is integral to them being beneficial to the community while funding and design is done for longer term interventions. Some jurisdictions, such as NYCDOT mentioned that in response to implementing more protected bike lanes they have purchased smaller street sweepers and snowplows that enable them to provide better maintenance of these areas.

Attachment 5

Public Works' Vision Zero Staffing Needs

Following are descriptions of the responsibilities for the additional staff Public Works is seeking to expedite Vision Zero programs:

Vision Zero Planning (to expand)

Additional Vision Zero planning staff is needed to support and expedite the planning and delivery of Vision Zero capital projects. The additional staff would incorporate new innovative traffic safety practices into project workflows; participate and provide technical support on other County planning efforts, such as step-by-step pedestrian plans; and coordinate Slow Streets and Safe Routes To School programs. The additional staff will also prepare a portfolio of potential projects for future grant opportunities as well as prepare competitive grant applications. In addition, they will lead and facilitate outreach with communities and stakeholder groups as appropriate, which may include short-term demonstration projects and capture community feedback to ensure projects are in line with community values and priorities.

The additional positions needed for this work include: 1 Civil Engineer and 2 Associate Civil Engineers.

Vision Zero Administration (to expand)

Additional Vision Zero administrative staff is needed to expedite the delivery and tracking of over 63 actions in the Vision Zero Action Plan, which would be accomplished through the formation of a Vision Zero steering committee that is envisioned to be a cross-departmental collaborative effort. Additional staff would be dedicated to reviewing/updating or developing Public Works traffic safety guidelines and practices to incorporate a Vision Zero lens; proposing and implementing new technologies based on innovations and best practice research; tracking and analyzing State and Federal legislation related to traffic safety; and developing and updating systems to improve data collection, data sharing, and management of information to enhance the traffic collision database and the tracking of the 63 actions in the Vision Zero Action Plan.

The additional positions needed for this work include: 1 Civil Engineer, 2 Associate Civil Engineers, 1 Principal Civil Engineering Assistant, and 1 Senior Geographic Information System Analyst.

Quick-Build Engineering (to establish)

Public Works is proposing to develop a team of dedicated civil engineering staff focused exclusively on the scoping and implementation of quick-build traffic safety projects. Quick-build projects are interim capital infrastructure projects. These projects require minor construction activities but are built with durable, low to moderate cost materials.

The purpose of a quick-build project is to immediately implement safety needs allowing a community to benefit quickly from improvements made and to allow the project improvements to be evaluated before permanent infrastructure is installed.

There are 200 collision concentration corridors that have been identified in the unincorporated County communities. The team would be responsible for planning and designing quick-build infrastructure that would be intended to eliminate fatal collisions on these corridors. The team would work with the communities and stakeholder groups to maintain cultural awareness and capture community feedback to ensure the projects align with community values and priorities.

The additional positions needed for this work include: 2 Associate Civil Engineers.

Public Health Vision Zero Needs Request Description

Descriptions of Public Health's Vision Zero programs and units are further described below.

Vision Zero Surveillance, Research, and Evaluation Unit (to establish)

A Data Scientist, Epidemiologist, and Senior Geographic Information System Analyst will be added to the policies for Livable, Active Communities, and Environments Program in the Division of Chronic Disease and Injury Prevention (CDIP) to create the Vision Zero Surveillance, Research, and Evaluation Unit. This team will be responsible for developing and maintaining a Vision Zero data dashboard that will provide transparency to community stakeholders and the Board on the progress of Vision Zero implementation. The team will also develop a comprehensive Transportation Injury and Surveillance System that will link existing transportation-related injury and fatality data collected by police, emergency medical services, coroners, and trauma centers into a comprehensive system providing a more complete picture of traffic deaths and injuries occurring Countywide. The team will conduct ongoing, in-depth surveillance of traffic deaths and severe injuries, including analysis by demographics, land use, collision causes, and other factors impacting fatal and severe injury traffic collisions, including alcohol or drug involved collisions which are on the rise. The team will also plan, design, and oversee the implementation of research and evaluation, including working with agency partners to evaluate the effectiveness of Vision Zero actions, programs, and projects. The additional positions will enable Public Health to support cities by assisting them with developing visualization and prioritization of high injury networks, providing cities with assistance on their own Vision Zero initiatives. Having this data capacity can help the County coordinate with neighboring jurisdictions on the implementation of traffic safety infrastructure projects on roadways where there is shared jurisdiction between the County and cities across Los Angeles.

Pedestrian Safety and Mobility Planning Unit (to expand)

For over 5 years, Public Health has led the County's pedestrian safety and mobility planning efforts for unincorporated areas with a goal of making walking safer and supporting healthy, active lifestyles. Community-specific pedestrian plans include recommendations for infrastructure enhancements and programs that will help promote walking. These plans are developed in collaboration with transportation planning consultants and community-based outreach organizations. The policies for Livable, Active Communities, and Environments then works with Public Works, other County departments, and community partners to implement the plans. Pedestrian planning is integral to engaging communities around traffic safety and providing an opportunity to work with them on the types of safety improvements needed in their communities based on their lived experiences of current safety conditions. The plans are critical for helping prepare Public Works to successfully pursue State, Federal, and local grant opportunities.

The Pedestrian Planning Unit will be led by a Health Program Analyst (HPA) II position, who will manage two (2) Health Program Analyst I positions tasked with community engagement and overseeing contracted community-based organizations (CBOs) to assist with the engagement process. The HPA II will also manage contract(s) with pedestrian planning and engineering firm(s) responsible for developing community level pedestrian plans reflecting the community input collected by the HPA I positions and contracted CBO partners.

To date this type of work has been done with contracted staff funded by State Active Transportation Program grants; this funding source, however, is increasingly competitive and the funding for planning is only available for State identified Disadvantaged Communities. Public Health has successfully secured two rounds of this funding, but the number of unincorporated communities remaining that meet the State Disadvantaged Communities requirements is limited despite significant remaining need for traffic safety improvements across other parts of unincorporated areas and it is unlikely this source can be used to continue pedestrian planning. Thus, having dedicated staff within Public Health to continue pedestrian planning will be important for addressing these unmet needs in the unincorporated County.

Vision Zero Bike and Pedestrian Safety Education Program (to establish)

A HPA I is needed to establish and manage Vision Zero Bike and Pedestrian Safety Education Program, which will prioritize unincorporated communities with high levels of bicycle and pedestrian deaths and severe injuries as well as communities of color where bicyclists are frequently stopped and searched by law enforcement. The HPA I will be supported by an existing Health Educator and will oversee contract(s) with organizations that specialize in providing bicycle and pedestrian safety education in Spanish, English, and other languages if resources are available. Providing ongoing bicycle and pedestrian safety education in the unincorporated areas can increase safe behaviors and reduce the potential for inequitable interactions with law enforcement. The team will also identify policy and systems changes necessary to further decriminalize mobility. Additionally, providing bicycle and pedestrian safety education classes offers an additional venue to provide education to and obtain feedback from community members on the benefits of various traffic safety infrastructure enhancements and policy approaches that can reduce the potential for severe injury and fatal traffic collisions and inform policy change to reduce inequitable law enforcement.

Safe Routes for Seniors Program (to establish)

The risk of being injured or killed in a traffic crash increases as people age. Center for Disease Control and Prevention data indicates that drivers aged 70 and over have higher crash death rates per 1,000 crashes than middle-aged drivers (aged 35-54). The California Department of Aging estimates that California's over 60 population is projected to grow faster than any other age group, making up one quarter of the State's population by 2030. An HPA I is needed to establish and implement the Safe Routes for Seniors

Program to provide education and engage older adults around traffic safety in Spanish/English and other languages as resources are available. The HPA I will be supported by three requested community health workers. Data analysis conducted by Vision Zero Surveillance, Evaluation and Reporting Unit will help inform where the program is focused. The Safe Routes for Seniors program will provide traffic safety education with older adults with high rates of traffic deaths and severe injuries; mobilize seniors to create safer, more walkable environments; promote physical activity among seniors; engage seniors in data collection on conditions in their community and the areas they frequent; and coordinate with Public Works on the projects that can help reduce the potential for severe injury or fatal collisions involving older adults.

Reckless and Impaired Driving Program (to expand)

Since 2019 Public Health has implemented a Reckless and Impaired Driving (RID) program, formally known as the Motor Vehicle Safety Program, under the CDIP Injury Prevention Program. Among RID's priorities is a focus on delivering educational presentations and materials to teens. The Department collaborates with Impact Teen Drivers (ITD), a national organization that has developed evidence-based curriculum and created strategies formed from the theory of planned behavior model. The RID operates as local ITD ambassadors, using ITD curriculum and resources to facilitate workshops to teens and parents, as well as a table display at health fairs, conferences, and other teen events. The addition of one Program Coordinator (HPA II), four Team Leads (HPA I's) and four Student Professional Workers will allow for a greater expansion upon the current RID program which operates with only one Research Analyst III and one Student Professional Worker. A better staffed program could help further build and sustain relationships with high schools and youth organizations in each of the service planning areas to reach thousands of new teen drivers each year working to prevent reckless and distracted driving in this young population. Additionally, an expanded program can also help scale distracted driving messaging and the intervention to adult drivers across the County.

Child Passenger Safety Program (to expand)

Since 1992 Public Health's Child Passenger Safety (CPS) Program in CDIP has been working to increase outreach and awareness about motor vehicle safety in the County and more recently to build community capacity to address child passenger safety at the local level. The program shift in strategy has led to increased training of social service staff members to become CPS technicians so they can provide tailored and culturally sensitive workshop presentations to their clients and provide local community-based organizations with resources, training, and technical assistance to enhance their child passenger safety efforts. While the CPS program continues to distribute car seats and conduct workshops to all residents of the County to reduce the risk of motor vehicle injuries and deaths, the addition of two HPA IIs, a Senior Health Educator, and Intermediate Typist-Clerk will enable the program to expand and greatly enhance its capacity to strategically focus on reducing injury disparities among specific groups in high need areas. For example, CPS is currently disseminating information to low-income

African American and Latino families in zip codes that are most impacted by motor vehicle injuries and could increase this work with more dedicated staffing. The CPS program currently provides workshops, distributes car seats, and holds car seat check events at multiple sites Countywide. With the additional staff and resources proposed, this program expansion will allow CPS to triple its delivery of car seat workshops and services each year, at minimum.

Communications

Effective and strategic messaging is an important strategy for building momentum, creating behavior change, changing social norms and laws, and increasing community support for safer streets. Most importantly, effective communication can help move people from contemplation of behavior change to readiness for action around behavior change. CDIP needs a Vision Zero communications specialist to prepare traffic safety messaging in multiple languages, engage with social media outlets, create social media toolkits, prepare press releases, and create culturally aware communications campaigns around traffic safety. The communications specialist will collaborate with partners at County departments, other jurisdictions, hospitals, other service providers and community stakeholders to create effective communication campaigns that will reduce traffic deaths and severe injuries.

AGN. NO. 23

MOTION BY SUPERVISOR HOLLY J. MITCHELL August 30, 2022

County Response to Windsor Hills Fatalities And Fast-Tracking Solutions to Increased Traffic Fatalities Countywide

On August 4th, 2022, around 1:30 p.m., the Second District community of Windsor Hills witnessed an unimaginable tragedy when a driver, traveling at speeds up to 100 miles per hour, drove through the intersection of Slauson Avenue and La Brea Avenue and killed five people, including a pregnant mother and an infant. Eight others were also injured in the crash, including six children.

Disturbingly, traffic fatalities have increased during the COVID-19 pandemic, and reckless speeding, street takeovers, and erratic driver behavior has become widespread. We need to explore the availability of additional tools to improve our infrastructure and to hold people accountable to mitigate dangerous driver behavior and keep people alive.

With multiple jurisdictions involved in responding to that horrific crash, the County of Los Angeles must be united in its approach to emergency incidents. The County of Los Angeles should increase its efforts to inform communities about its Vision Zero Action Plan and implementation targets amongst other concrete actions. Residents and communities need to feel reassured by government response to tragic events and this motion takes steps towards being a better provider of public goods to the community.

I THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:

	MOTION
SOLIS	
KUEHL	
HAHN	
BARGER	
MITCHELL	

1. Direct the Director of the Department of Public Works (DPW) to contract with a third-party to conduct an after-action review into the response of the incident on La Brea Ave. and Slauson Ave. on August 4, 2022 under the oversight of and to be reviewed by County Counsel, and report back to the Board in writing in 60 days on protocols to improve incident response;
2. Direct the Director of DPW to explore and take appropriate actions to slow down excessive speeds on La Brea Ave. and Slauson Ave. and surrounding areas including, but not limited to, consideration of off-the-shelf and/or quick-build safety improvements, based on a traffic engineering evaluation within 30 days;
3. Direct the Chief Executive Office (CEO) Legislative Affairs and Intergovernmental Relations (LAIR) division to 1) explore what State and/or local statutory changes may be needed to allow the County to regulate excessive speed, including, but not limited to, deploying automated speed enforcement and red-light cameras at key intersections on unincorporated streets, and 2) if State statutory changes are needed, direct CEO LAIR to sponsor or support State legislation, as appropriate;
4. Direct the Director of DPW to evaluate and develop a draft program design with extensive data collection that would identify high priority intersections and a program framework that prioritizes speed reduction, equity, and justice. Direct the Director of DPW to vet the program design through the CEO Office of Anti-Racism, Diversity and Inclusion, along with community-based organizations and report back to the Board in writing within 90 days;
5. Direct the Director of DPW to develop a Community Traffic Safety plan in the Windsor Hills/Ladera Heights neighborhood, with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications, and residential speed mitigation throughout the community. As part of the Community Traffic Safety Plan, DPW must partner with community-based organizations on engagement for proposed design changes. The Director of DPW must report back in writing

within 60 days on an implementation strategy and within 6 months on a final Community Traffic Safety plan;

6. Direct the Director of DPW, in collaboration with the CEO and the Director of the Department of Public Health, to identify funding sources and resources for the above work, along with a cost estimate that includes full-time positions to accelerate the delivery of the Vision Zero Action Plan in the County. Direct the Director of DPW to report back to the Board in writing in 90 days on the potential funding sources, necessary staffing, and estimated costs. DPW should also include this in their department budget request for Fiscal Year 2023 - 24. The report back should include comparison to funding in jurisdictions across the nation with adopted Vision Zero Action Plans, with populations of 1 million or more; and
7. Direct the CEO to explore centralizing all transportation related functions in the County, including traffic control, traffic investigations, mobility design, signal operations, planning, data analysis, parking enforcement, etc., with an effort to increase transparency and accountability directly to the Board and to unincorporated communities, and report back in writing in 120 days on recommendations.

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(LO)

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

MARK PESTRELLA, Director

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IN REPLY PLEASE
REFER TO FILE: EM-0
10404-1-1-F

February 28, 2023

TO: Each Supervisor

FROM: Mark Pestrella, PE
Director of Public Works

BOARD MOTION OF AUGUST 30, 2022, AGENDA ITEM 23
WINDSOR HILLS FATALITIES AND FAST-TRACKING SOLUTIONS TO INCREASED TRAFFIC FATALITIES COUNTYWIDE
AFTER-ACTION REPORT

Attached is the After-Action Review of Response and Recovery Activities Following Traffic Collision on August 4, 2022, Slauson and South La Brea Avenues.

If you have any questions, please contact me or your staff may contact Assistant Deputy Director Art Vander Vis at (626) 458-4004 or avander@pw.lacounty.gov.

BS:cj
dspub\GEN\Windsor Hills Fatalities After-Action Motion\Windor Hills Factalities Fast-Tracking Solutions Increased Trf Fatalities Countywide (Rev)

Attach.

cc: Chief Executive Office
Executive Office

Public Works

LOS ANGELES COUNTY

After-Action Review of Response and Recovery Activities Following Traffic Collision on August 4, 2022, Slauson and South La Brea Avenues



Purpose

This report reviews the Public Works traffic-related response and recovery activities following an August 4, 2022, traffic collision at the intersection of Slauson and South La Brea Avenues, including:

- Review of resultant traffic-control measures
- Repairs to damaged traffic-control equipment
- Closures and re-openings of roads
- Communications with stakeholders

Any issues concerning the incident/collision itself are explicitly outside the scope of this review and are not addressed herein.

Background

On August 4, 2022, at approximately 1:30 p.m., a tragic multi-vehicle, multi-fatality collision occurred at the intersection of Slauson and South La Brea Avenues in the unincorporated community of Windsor Hills.

Shortly after the collision, the California Highway Patrol (CHP) took control of the intersection. At the direction of CHP, Public Works road crews assisted with the closure of roads leading to the intersection. Around 8:30 p.m., Public Works signal crews were permitted short-term access to the intersection to place all operable traffic signal display indications on a flashing red status and placed stop signs in all directions of travel.

On August 5, 2022, just after midnight, CHP requested Public Works to clear the roadway of debris and to reopen the roadway when completed. Law enforcement then left the site. At approximately 4 a.m., Public Works removed the road closure barricades and reopened the intersection with the traffic signals on flashing red and the previously placed stop signs remaining in-place for all directions of travel.

By approximately 3:30 p.m. on August 5, 2022, Public Works signal crews restored the damaged traffic signal to automated operations with temporary timing to account for a lack of video detection and removed all temporary signage. The Slauson and South La Brea Avenues intersection was opened to traffic controlled by automated operation traffic signals.

On September 22, 2022, the remaining traffic signal work was completed and restored to pre-accident operations.

After-Action Recommended Enhancements

After assessing the overall response to the incident, Public Works has determined that it is appropriate to make enhancements in the following areas to ensure that future traffic-related response and recovery activities are implemented with optimal efficiency.

- **Establish and/or improve strategic relationships with CHP and Sheriff**
  - Establish protocols for shared agency coordination during incident.
  - Establish high-level interagency commitments.
  - Formalize policy for handoff between law enforcement and Public Works to reopen roadways to vehicular traffic.
- **Establish protocol with law enforcement to provide manned traffic control**
  - Establish mutual aid agreements and protocols for usage.
- **Improve communication to public, Board offices, and PW management**
  - Engage Public Works PIO immediately when there is a potential for a high media interest in an incident.
  - Establish training protocols for Public Works' on-duty PIOs for media relations, social media posting, and preparation of talking points for the Director and/or IC or DOC Director.
  - Establish Media Relations packages with template press releases for on-duty PIOs to utilize for a variety of notifications to community.
  - Leverage the value of the Community Services staff for messaging to affected communities and cities within the County of Los Angeles.
- **Ensure adequate IC and DOC activation training**
  - Establish clear incident command structure when DOC not activated.
  - Conduct post-incident discussions with the Director after every major incident.
- **Recognize the community's need to mourn the loss of lives**
  - Establish protocols to respect ad-hoc memorials in the public right of way.

AGN. NO. 23
(DSG - Directive #1)

MOTION BY SUPERVISOR HOLLY J. MITCHELL August 30, 2022

County Response to Windsor Hills Fatalities And Fast-Tracking Solutions to Increased Traffic Fatalities Countywide

On August 4th, 2022, around 1:30 p.m., the Second District community of Windsor Hills witnessed an unimaginable tragedy when a driver, traveling at speeds up to 100 miles per hour, drove through the intersection of Slauson Avenue and La Brea Avenue and killed five people, including a pregnant mother and an infant. Eight others were also injured in the crash, including six children.

Disturbingly, traffic fatalities have increased during the COVID-19 pandemic, and reckless speeding, street takeovers, and erratic driver behavior has become widespread. We need to explore the availability of additional tools to improve our infrastructure and to hold people accountable to mitigate dangerous driver behavior and keep people alive.

With multiple jurisdictions involved in responding to that horrific crash, the County of Los Angeles must be united in its approach to emergency incidents. The County of Los Angeles should increase its efforts to inform communities about its Vision Zero Action Plan and implementation targets amongst other concrete actions. Residents and communities need to feel reassured by government response to tragic events and this motion takes steps towards being a better provider of public goods to the community.

I THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:

MOTION

SOLIS _____

KUEHL _____

HAHN _____

BARGER _____

MITCHELL _____

1. Direct the Director of the Department of Public Works (DPW) to contract with a third-party to conduct an after-action review into the response of the incident on La Brea Ave. and Slauson Ave. on August 4, 2022 under the oversight of and to be reviewed by County Counsel, and report back to the Board in writing in 60 days on protocols to improve incident response;
2. Direct the Director of DPW to explore and take appropriate actions to slow down excessive speeds on La Brea Ave. and Slauson Ave. and surrounding areas including, but not limited to, consideration of off-the-shelf and/or quick-build safety improvements, based on a traffic engineering evaluation within 30 days;
3. Direct the Chief Executive Office (CEO) Legislative Affairs and Intergovernmental Relations (LAIR) division to 1) explore what State and/or local statutory changes may be needed to allow the County to regulate excessive speed, including, but not limited to, deploying automated speed enforcement and red-light cameras at key intersections on unincorporated streets, and 2) if State statutory changes are needed, direct CEO LAIR to sponsor or support State legislation, as appropriate;
4. Direct the Director of DPW to evaluate and develop a draft program design with extensive data collection that would identify high priority intersections and a program framework that prioritizes speed reduction, equity, and justice. Direct the Director of DPW to vet the program design through the CEO Office of Anti-Racism, Diversity and Inclusion, along with community-based organizations and report back to the Board in writing within 90 days;
5. Direct the Director of DPW to develop a Community Traffic Safety plan in the Windsor Hills/Ladera Heights neighborhood, with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications, and residential speed mitigation throughout the community. As part of the Community Traffic Safety Plan, DPW must partner with community-based organizations on engagement for proposed design changes. The Director of DPW must report back in writing

within 60 days on an implementation strategy and within 6 months on a final Community Traffic Safety plan;

6. Direct the Director of DPW, in collaboration with the CEO and the Director of the Department of Public Health, to identify funding sources and resources for the above work, along with a cost estimate that includes full-time positions to accelerate the delivery of the Vision Zero Action Plan in the County. Direct the Director of DPW to report back to the Board in writing in 90 days on the potential funding sources, necessary staffing, and estimated costs. DPW should also include this in their department budget request for Fiscal Year 2023 - 24. The report back should include comparison to funding in jurisdictions across the nation with adopted Vision Zero Action Plans, with populations of 1 million or more; and
7. Direct the CEO to explore centralizing all transportation related functions in the County, including traffic control, traffic investigations, mobility design, signal operations, planning, data analysis, parking enforcement, etc., with an effort to increase transparency and accountability directly to the Board and to unincorporated communities, and report back in writing in 120 days on recommendations.

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(LO)

23. County Response to Windsor Hills Fatalities and Fast-Tracking Solutions to Increased Traffic Fatalities Countywide

Recommendation by Supervisor Mitchell: Instruct the Director of Public Works to contract with a third-party to conduct an after-action review into the response of the incident on La Brea Avenue and Slauson Avenue on August 4, 2022, under the oversight of and to be reviewed by the Acting County Counsel and report back to the Board in writing in 60 days on protocols to improve incident response, to explore and take appropriate actions to slow down excessive speeds on La Brea Avenue and Slauson Avenue and surrounding areas including, but not limited to, consideration of off-the-shelf and/or quick-build safety improvements, based on a traffic engineering evaluation within 30 days; and take the following actions:

Direct the Chief Executive Officer, through the Legislative Affairs and Intergovernmental Relations Division, to explore what State and/or local statutory changes may be needed to allow the County to regulate excessive speed including, but not limited to, deploying automated speed enforcement and red-light cameras at key intersections on unincorporated streets, and if State statutory changes are needed, and sponsor or support State legislation, as appropriate;

Instruct the Director of Public Works to evaluate and develop a draft program design with extensive data collection that would identify high priority intersections and a program framework that prioritizes speed reduction, equity and justice; vet the program design through the Chief Executive Officer's Anti-Racism, Diversity and Inclusion Initiative, along with community-based organizations and report back to the Board in writing within 90 days;

Instruct the Director of Public Works to develop a Community Traffic Safety Plan in the Windsor Hills/Ladera Heights neighborhood, with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications and residential speed mitigation throughout the community; as part of the Community Traffic Safety Plan, the Director of Public Works must partner with community-based organizations on engagement for proposed design changes; and report back to the board in writing within 60 days on an implementation strategy and within six months on a final Community Traffic Safety Plan;

Instruct the Director of Public Works, in collaboration with the Chief Executive Officer and the Director of Public Health, to identify funding sources and resources for the above work, along with a cost estimate that includes full-time positions to accelerate the delivery of Vision Zero Action Plan in the County; and instruct the Director of Public Works to report back to the Board in writing in 90 days on the potential funding sources, necessary staffing and estimated costs; the Director of Public Works should also include this in the Department Budget request for Fiscal Year 2023-24, with the report back to include comparison to funding in jurisdictions across the nation with adopted Vision Zero Action Plans, with populations of one million or more; and

Direct the Chief Executive Officer to explore centralizing all transportation related functions in the County, including traffic control, traffic investigations, mobility design, signal operations, planning, data analysis, parking enforcement, etc., with an effort to increase transparency and accountability directly to the Board and to unincorporated communities, and report back to the Board in writing in 120 days on recommendations. (22-3163)

Attachments: Motion by Supervisor Mitchell
Public Comment/Correspondence

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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MARK PESTRELLA, Director

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IN REPLY PLEASE
REFER TO FILE: T-3
10404-6-1

February 28, 2023

TO: Each Supervisor

FROM: Mark Pestrella, PE
Director of Public Works

BOARD MOTION OF AUGUST 30, 2022, AGENDA ITEM 23
COMMUNITY TRAFFIC SAFETY PLAN
UPDATE ON FINAL PLAN

On August 30, 2022, the Board approved a motion instructing Public Works to report to the Board with a final Community Traffic Safety Plan in the Windsor Hills/Ladera Heights and View Park neighborhoods with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications, and residential speed mitigation throughout the community.

Development of community traffic safety plans is a key part of Public Works' strategy of improving traffic safety. Public Works obtained the services of a traffic engineering consultant to assist in developing the final plan. A notice to proceed was issued on November 21, 2022. The project team holds biweekly status meetings with representatives from Public Works, the consultant, and the Second Supervisorial District's office.

As community input is considered an integral aspect of the plan, an outreach and engagement plan were developed in December 2022. This outreach and engagement plan included two larger-scale general community meetings and focused meetings with three community-based organizations.

Focused meetings with two of the three community-based organizations have taken place. The project team met with representatives from Streets Are For Everyone and the Mt. Salem New-Wave Christian Fellowship Church on January 24, 2023. The project team subsequently met with representatives from the United Homeowners Association II on January 31, 2023. The project team is in the process of scheduling the third focused meeting that will be with the Ladera Heights Civic Association.

The project team also pursued a suitable venue for the larger-scale general community meeting. Pending approval from the proposed venue, the first general community meeting is anticipated to be scheduled in March 2023.

Input received from the general community and focused meetings will be used to create focus areas to help guide the traffic engineering reviews on the various roadways in the Windsor Hills/Ladera Heights and View Park neighborhoods.

Concurrently with the community input efforts, the project team has been compiling available traffic data and other pertinent information, such as land uses and collision histories in preparation for the traffic engineering reviews that will be informed by the community input. Additional traffic data will be collected once the focus areas have been defined. Ultimately, these traffic engineering reviews will provide actionable proposed infrastructure improvements that can be programmed for design and implementation. This includes shorter-term quick-build options that will allow the community to experience implementation prior to investing in permanent improvements.

To ensure sufficient opportunities to engage with the community and incorporate the feedback received, the final plan is now scheduled to be completed in August 2023. Public Works will issue a follow-up to this report in 120 days on progress made on the final plan.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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cc: Chief Executive Office
Executive Office

AGN. NO. 23

MOTION BY SUPERVISOR HOLLY J. MITCHELL August 30, 2022

County Response to Windsor Hills Fatalities And Fast-Tracking Solutions to Increased Traffic Fatalities Countywide

On August 4th, 2022, around 1:30 p.m., the Second District community of Windsor Hills witnessed an unimaginable tragedy when a driver, traveling at speeds up to 100 miles per hour, drove through the intersection of Slauson Avenue and La Brea Avenue and killed five people, including a pregnant mother and an infant. Eight others were also injured in the crash, including six children.

Disturbingly, traffic fatalities have increased during the COVID-19 pandemic, and reckless speeding, street takeovers, and erratic driver behavior has become widespread. We need to explore the availability of additional tools to improve our infrastructure and to hold people accountable to mitigate dangerous driver behavior and keep people alive.

With multiple jurisdictions involved in responding to that horrific crash, the County of Los Angeles must be united in its approach to emergency incidents. The County of Los Angeles should increase its efforts to inform communities about its Vision Zero Action Plan and implementation targets amongst other concrete actions. Residents and communities need to feel reassured by government response to tragic events and this motion takes steps towards being a better provider of public goods to the community.

I THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:

MOTION

SOLIS	_____
KUEHL	_____
HAHN	_____
BARGER	_____
MITCHELL	_____

1. Direct the Director of the Department of Public Works (DPW) to contract with a third-party to conduct an after-action review into the response of the incident on La Brea Ave. and Slauson Ave. on August 4, 2022 under the oversight of and to be reviewed by County Counsel, and report back to the Board in writing in 60 days on protocols to improve incident response;
2. Direct the Director of DPW to explore and take appropriate actions to slow down excessive speeds on La Brea Ave. and Slauson Ave. and surrounding areas including, but not limited to, consideration of off-the-shelf and/or quick-build safety improvements, based on a traffic engineering evaluation within 30 days;
3. Direct the Chief Executive Office (CEO) Legislative Affairs and Intergovernmental Relations (LAIR) division to 1) explore what State and/or local statutory changes may be needed to allow the County to regulate excessive speed, including, but not limited to, deploying automated speed enforcement and red-light cameras at key intersections on unincorporated streets, and 2) if State statutory changes are needed, direct CEO LAIR to sponsor or support State legislation, as appropriate;
4. Direct the Director of DPW to evaluate and develop a draft program design with extensive data collection that would identify high priority intersections and a program framework that prioritizes speed reduction, equity, and justice. Direct the Director of DPW to vet the program design through the CEO Office of Anti-Racism, Diversity and Inclusion, along with community-based organizations and report back to the Board in writing within 90 days;
5. Direct the Director of DPW to develop a Community Traffic Safety plan in the Windsor Hills/Ladera Heights neighborhood, with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications, and residential speed mitigation throughout the community. As part of the Community Traffic Safety Plan, DPW must partner with community-based organizations on engagement for proposed design changes. The Director of DPW must report back in writing

within 60 days on an implementation strategy and within 6 months on a final Community Traffic Safety plan;

6. Direct the Director of DPW, in collaboration with the CEO and the Director of the Department of Public Health, to identify funding sources and resources for the above work, along with a cost estimate that includes full-time positions to accelerate the delivery of the Vision Zero Action Plan in the County. Direct the Director of DPW to report back to the Board in writing in 90 days on the potential funding sources, necessary staffing, and estimated costs. DPW should also include this in their department budget request for Fiscal Year 2023 - 24. The report back should include comparison to funding in jurisdictions across the nation with adopted Vision Zero Action Plans, with populations of 1 million or more; and
7. Direct the CEO to explore centralizing all transportation related functions in the County, including traffic control, traffic investigations, mobility design, signal operations, planning, data analysis, parking enforcement, etc., with an effort to increase transparency and accountability directly to the Board and to unincorporated communities, and report back in writing in 120 days on recommendations.

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(LO)

BOARD OF SUPERVISORS | Hilda L. Solis, First District | Holly J. Mitchell, Second District | Lindsey P. Horvath, Third District | Janice Hahn, Fourth District | Kathryn Barger, Fifth District

Chief Executive Office.

COUNTY OF LOS ANGELES
Kenneth Hahn Hall of Administration
500 West Temple Street, Room 713, Los Angeles, CA 90012
(213) 974-1101 ceo.lacounty.gov

CHIEF EXECUTIVE OFFICER
Fesia A. Davenport

June 30, 2023

To: Supervisor Janice Hahn, Chair
Supervisor Hilda L. Solis
Supervisor Holly J. Mitchell
Supervisor Lindsey P. Horvath
Supervisor Kathryn Barger

From: Fesia A. Davenport FAD
FAD (Jun 29, 2023 17:37 PDT)
Chief Executive Officer

REPORT BACK ON COUNTY RESPONSE TO WINDSOR HILLS FATALITIES AND FAST-TRACKING SOLUTIONS TO INCREASED TRAFFIC FATALITIES COUNTYWIDE (ITEM NO. 23, AGENDA OF AUGUST 30, 2022)

On August 30, 2022, the Board of Supervisors (Board) approved a motion with several directives for the Department of Public Works (Public Works), in response to the incident on La Brea Avenue and Slauson Avenue on August 4, 2022. Public Works has separately submitted reports to address their respective directives such as the after-action report, the community traffic safety plan implementation strategy, and resource needs for accelerating the Vision Zero program.

The motion also directed the Chief Executive Office (CEO) to explore what State and/or local statutory changes may be needed to allow the County to regulate excessive speed and, if needed, to sponsor or support State legislation. The County is currently supporting Assembly Bill (AB) 645 (Friedman), as amended on June 14, 2023, which would authorize the cities of Los Angeles, San Jose, Oakland, Glendale and Long Beach, and the City and County of San Francisco, to establish a Speed Safety System Pilot Program and to use cameras that automatically detect violations of speeding laws. Before establishing the program, participating municipalities would need to adopt a Speed Safety System policy and impact report and engage in a public information campaign before implementing the program. AB 645 is similar to a bill that Assemblymember Friedman introduced in 2022 (AB 2336), which failed to advance out of the Assembly Appropriations Committee.

AB 645 passed the Senate Transportation Committee on June 27, 2023, and has been referred to the Senate Judiciary Committee.

In addition, the CEO was directed to explore centralizing all transportation-related functions in the County with an effort to increase transparency and accountability to the Board and to the unincorporated communities.

In 1985, Public Works was established by consolidating the County Road Department, the Los Angeles Flood Control District, and the County Engineer. The consolidation of the three entities allows Public Works to manage its financial and staffing resources by mobilizing staff between core service areas. Public Works has classifications in the engineering series and maintenance crews that may cross between road, flood, water, and sewer services, based on the department's operational needs.

The CEO reviewed countywide transportation-related functions by compiling a list of functions from the Departments of Public Works, Public Health, Regional Planning, and the Sheriff, and comparing them to those of the City of Los Angeles (City) (Attachment I).

The City's transportation-related functions are primarily divided among the Department of Transportation (LADOT) and Public Works. LADOT oversees operation, planning, and design of City streets, and oversees parking enforcement and transit services, whereas Public Works has five bureaus – Bureau of Contract Administration, Bureau of Engineering, Bureau of Sanitation, Bureau of Street Lighting, and Bureau of Street Services – responsible for the design, construction, renovation and operation of public projects ranging from bridges to curbside collection and graffiti removal, maintenance of streets, sidewalks, sewers, streetlights, and street trees.

The County's transportation services are primarily housed in Public Works and have an estimated budget of $860.0 million of the department's $3.8 billion total. The Departments of Sheriff, Public Health and Regional Planning collaborate with Public Works on programs including parking enforcement, Vision Zero, traffic safety, illegal dumping, and mobility planning, as each of their programs support their respective departmental missions. The collaboration of these departments brings valuable experience, perspective, and authority to complex projects, like Vision Zero.

RECOMMENDATIONS

Below is the CEO's summary of recommendations to address centralizing all transportation-related functions in the County. The detailed recommendations are found in Attachment II:

A. Maintain existing structure of transportation-related functions

Due to Public Works providing comprehensive and vast services related to not only transportation, the CEO recommends that the existing structure for transportation-related services remain in Public Works.

B. Create a Transportation Committee/Task Force

Communication among departments, the Board offices, and the public is key to being transparent. Although the County established the Highway Safety Commission (HSC), managed by Public Works, the HSC is used for the community to appeal decisions regarding requests for traffic control measures or for school crossing guards.

The CEO recommends that a Transportation Committee/Task Force be created with representatives from each Board office, the State of California Department of California Highway Patrol, and other County departments, to hold public meetings at least twice a year. The purpose of a Transportation Committee/Task Force would be to review plans for major transportation projects, development or modification of policies related to transportation services, hear presentations on major projects or developments, review after-action reports on major accidents, and have meaningful discussions on legislation, policies, and developments related to transportation. This would also allow the County to follow clear strategic priorities and coordination between departments and entities, and to engage the public.

C. Feasibility Study for the Creation of a New Department or function (if needed)

A more in depth fiscal and operational analysis/feasibility study would be required to evaluate the feasibility of separating transportation functions from Public Works or creating new functions.

Should you have any questions concerning this matter, please contact me or Rene Phillips at (213) 974-1478 or rphillips@ceo.lacounty.gov.

FAD:JMM:MM
RCP:CY:CF:kd

Attachments

c: Executive Office, Board of Supervisors
County Counsel
Sheriff
Public Health
Public Works
Regional Planning

TRANSPORTATION FUNCTIONS BY AGENCY

		CITY OF LOS ANGELES		COUNTY OF LOS ANGELES			
TRANSPORTATION FUNCTION		Department of Transportation (LADOT)	Department of Public Works (LADPW)	Department of Public Works (DPW)	Sheriff's Department	Department of Public Health (DPH)	Department of Regional Planning (DRP)
Field Services							
	Sign Shop (repair and production)	X		X			
	Striping Crews	X		X			
	Signal Crews (installation and repair)	X		X			
	Street Lights installation, repair, maintenance		X	X			
	Curbside collection		X	X			
	Stormwater maintenance		X	X			
	Waster water maintenance		X	X			
	Street repairs/resurfacing		X	X			
	Tree Trimming/Landscape Maintenance		X	X			
	Street Cleaning		X	X			
	Illegal Dumping		X	X			
Mobility Management							
	Transit Buses	X		X			
	Parking Enforcement	X		X			
	Parking Lots/Meters/Permits	X		X			
Parking Enforcement/Traffic Control							
	Traffic Control	X					
	Parking Enforcement	X			X		
	Crossing Guards/Safe Routes to School	X		X			
Planning							
	Traffic Control/Congestion Planning	X		X			
	Vision Zero	X		X		X	
	Street closure permits	X		X			
	Bike Program	X		X		X	
	Speed Survey/Traffic Counts	X		X			
	Plan Check		X	X			
	Design and construction of public projects		X	X			
	Mobility Planning	X		X		X	X
	Traffic Safety					X	
	Estimated Annual Cost			$860M	$10M	$800,000	N/A

RECOMMENDATIONS

Below are the Chief Executive Office's (CEO) detailed recommendations to address centralizing all transportation-related functions in the County:

A. Maintain existing structure of transportation-related functions

Due to Public Works providing comprehensive and vast services related to not only transportation, the CEO recommends that the existing structure for transportation-related services remain in Public Works. Attachment III identifies the functions in Public Works. Although Public Works' budget for transportation-related services is greater than most other County departments, the array of services provided by Public Works are interconnected. Keeping the transportation-related functions in Public Works ensures effective service delivery, operational efficiency, and fiscal prudence.

For example, the rehabilitation of a road could incorporate a stormwater conservation element, require access to sanitary sewers, and include drains that lead to the ocean. When there is an emergency event from a storm or a fire, Public Works activates their flood maintenance crews, road maintenance crews, engineers, and inspectors, to deliver a united response.

From a geographic perspective, since the unincorporated communities are spread throughout the County, coordination among maintenance crews are more efficient. Field yards may and often house crews for road, flood, and sewer maintenance.

Supportive services, such as surveying, mapping, property acquisition, right of way/title services, should remain co-located with the engineering functions so that they can serve multiple functions with the same resources. Similarly, from an administrative perspective, auxiliary staff for human resources, contracts, fiscal and budget, legislation, information technology support, and community outreach should remain centralized in one department to avoid duplication and increase efficiency. The types of contracts, procurement processes, position classifications, and billing and payment processing are similar and would benefit from increased scale. These functions should remain with Public Works.

While nearly all the functions are already consolidated under Public Works, we previously studied parking enforcement in 2021 as a response to find ways to enhance the quality of life for the residents in the East Los Angeles community (report back for Item No. 4, Agenda of April 30, 2019). Our recommendation was to augment parking enforcement services with a third-party parking enforcement services company within the Sheriff's Department (Sheriff), rather than transfer the function to Public Works, due to the Sheriff's knowledge, experience, and role of public safety.

B. Create a Transportation Committee/Task Force

Communication among departments, the Board offices, and the public is key to being transparent. Although the County established the Highway Safety Commission (HSC), managed by Public Works, the HSC is used for the community to appeal decisions regarding requests for traffic control measures or for school crossing guards.

The CEO recommends that a Transportation Committee/Task Force be created with representatives from each Board office, the State of California Department of California Highway Patrol (CHP), and other County departments, to hold public meetings at least twice a year. The purpose of a Transportation Committee/Task Force would be to review plans for major transportation projects, development or modification of policies related to transportation services, hear presentations on major projects or developments, review after-action reports on major accidents, and have meaningful discussions on legislation, policies, and developments related to transportation. This would also allow the County to follow clear strategic priorities and coordination between departments and entities, and to engage the public.

C. Feasibility Study for the Creation of a New Department or function(if needed)

A more in-depth fiscal and operational analysis/feasibility study would be required to evaluate the feasibility of separating transportation functions from Public Works or creating new functions.

As in previous responses to the Board related to the exploration of a new department, the CEO recommends engaging a third-party consultant to examine the feasibility of creating a standalone County department to address transportation services. The scope of work for the consultant would be to interview County staff and external stakeholders, review best practices of other similarly sized and complex jurisdictions at a county-level, perform a comprehensive inventory of funding and any restricted uses and staffing, and provide an analysis and recommendation for the most effective structure. The final report would need to include data on the cost and operational gains and losses of creating a new department, with measurable outcomes on the success of the consolidation/separation.

If a new function was to be created within the County to address the role of traffic control, discussions with CHP would be necessary. Although we have transportation-related functions in the Sheriff's Traffic Services Detail, and Parking Enforcement Detail, CHP has primary patrol jurisdiction over public roads, streets, and highways in the County unincorporated areas.

The Sheriff's Traffic Services Detail is a unit within the Department's Risk Management Bureau and is also known as the Traffic Collision Response Team, which is comprised of specially trained traffic investigators possessing the expertise to conduct in-depth and extensive investigations of traffic collisions. The Traffic Services Detail would only be notified and respond to investigate any traffic collision, pursuit, Code 9 (surveillance), and/or Code 3 (lights and siren emergency) operation which involves a Sheriff's vehicle or on-duty employee when the incident results in the death or death-imminent status of any person.

The Sheriff's Parking Enforcement Detail is assigned to the Court Services Division and enforces the California Vehicle Code and the Los Angeles County Vehicle Code parking regulations within the unincorporated areas of the County by issuing warnings or citations for illegal parking. The unit also assists in removing abandoned or stolen vehicles from the public right-of-way within the unincorporated area.

The CHP enforces the laws relating to the use or operation of vehicles on the roads and highways in the unincorporated areas by making traffic stops, issuing traffic citations, and engaging in traffic enforcement. CHP also works

with allied agencies, like the Sheriff's Department, and other State law enforcement agencies to patrol streets and roads. CHP are usually the first responders at the scene of an accident or obstruction, and has the responsibility of contacting the necessary partners to ensure the incident site is safe, attends to and investigates motor vehicle accidents, drafts traffic collision reports, among many other duties.

The County plans, designs, and implements transportation safety elements, while the County defers to CHP to enforce the laws on our roads and highways. To create the new function of traffic control, which may/may not include intertwined responsibilities, discussions with CHP would be required to determine the roles and responsibilities of traffic control before pursuing the feasibility of the staff and resources required to bring traffic control into the County.

DEPARTMENT OF PUBLIC WORKS
FUNCTIONS

	FUNCTION NAME		FUNCTION NAME
1 - AIRPORTS		**18 - STREET LIGHTING**	
	AVIATION OPERATIONS		CONSTRUCTION OF STREET LIGHTS
	CONSTRUCTION OF AIRPORTS		IMPLEMENTATION OF SMART CITIES PROGRAMS
	CONTRACT MONITORING		LLA DISTRICTS - OMR OF LLAD'S
	LEASE MANAGEMENT		OM&R OF CONOLIDATED LIGHTING DISTS
	NOISE MONITORING		SUBDIVISION PLAN CHECK/REVIEW
2 - BIKEWAYS		**19 - TRAFFIC CONGESTION MANAGEMENT**	
	BIKE PATH REPAIR AND CONSTRUCTION		CONSTRUCTION OF ROADS & HIGHWAYS AND BRIDGES/TUNNELS
	O & M OF BIKE PATHS (SWEEPING, SIGNS, STRIPING, PROOGRAM COORDINATION)		DEDICATIONS AND VACATIONS
3 - BUILDING PERMITS & INSPECTION			MASTER PLAN OF HIGHWAYS
	BUILDING AND SAFETY		TRAFFIC MODELING
	GEOTECH PLANNING/REPORT REVIEW		TRAFFIC STUDIES
	HOUSE NUMBERING AND SITE ADDRESS ASSIGNMENT		TRANSPORTATION SYSTEMS MGMT
4 - CAPITAL BUILDING PROJECTS		**20 - UNINCORPORATED COUNTY ROADS**	
	COUNTY PROJECTS		AESTHETIC IMPROVEMENTS
	DISASTER PROJECTS		BRIDGE PREVENTIVE MTCE PGM
5 - CROSSING GUARD SERVICES			COMMUNITY SIGNAGE
	CROSSING GUARD SERVICES		COMMUNITY-BASED TRAFFIC MAINTENANCE
6 - ENCROACHMENT PERMIT ISSUANCE & INSPECTIONS			CONST OF BRIDGES/TUNNELS
	PERMIT ISSUANCE & CONTROL		CONSTRUCTION OF ROADS & HIGHWAYS AND BRIDGES/TUNNELS
7 - ENVIRONMENTAL DEFENDERS			CURB-GUTTER-SIDEWALK REPAIR
	ENVIRONMENTAL DEFENDERS		DIRT ROADS
8 - FLOOD CONTROL			DISASTER SERVICES AND EMERGENCY RESPONSE
	CONSTRUCTION OF CHANNEL IMPROVEMENTS, DEBRIS CONTROL FACILITIES		DRAINAGE FACILITIES MAINTENANCE
	DEFERRED MAINTENANCE FLOOD FACILITIES		FENCING AND SAFETY PROVISIONS
	DISASTER-EMERGENCY RESPONSE		FUND MANAGEMENT AND TRANSPORTATION PLANNING
	DRAINAGE STUDIES & INVESTIGATION		GUARDRAIL
	ENVIRONMENTAL RESTORATION		HAZARDOUS WASTE DISPOSAL
	FLOOD CONTROL BENEFIT ASSESSMENT		HIGHWAY SAFETY IMPROVEMENTS AND LIGHTING MAINTENANCE
	HAZ MAT CLEANUP		INSPECTION OF CITY AND COUNTY NBI BRIDGES
	MAPPING SERVICES - FLOOD CONTROL		LITTER AND DEBRIS REMOVAL
	O&M OF FLOOD MAINTENANCE FACILITIES, CHANNEL IMPROVEMENTS, RUNOFF REGULATION FACILITIES, DEBRIS CONTROL FACILITIES, STORM DRAINS, PUMPING PLANTS, ETC.		MAINTENANCE OF COUNTY BRIDGES, LANDSCAPED MEDIANS, ROADS/HWYS
	OMR-DRAINAGE FACILITIES		MAPPING
	R&R OF CHANNEL IMPROVEMENTS, RUNOFF REGULATION FAC, DEBRIS CONTROL FAC, PUMPING PLANTS		TRAFFIC SIGNAL OPERATIONS AND MAINTENANCE
	REAL PROPERTY MANAGEMENT		OM&R OF ROAD MTCE FAC
9 - GRAFFITI ABATEMENT			PARKWAY REPAIR, TREE MAINTENANCE
	GRAFFITI ABATEMENT		PAVEMENT MANAGEMENT SYSTEM, MARKING & STRIPING, PATCHING
10 - LAND DEVELOPMENT			PAVEMENT PRESERVATION, RESURFACING, REHABILITATION, RECONSTRUCTION
	CONSTRUCTION PERMIT INSPECTION		PEDESTRIAN FACILITIES
	CONDITIONAL USE PERMIT		PREFERENTIAL PARKING PERMITS
	EASEMENT CHECKING - PARCEL/TRACT MAPS		REAL PROPERTY MANAGEMENT
	ENVRMNTL DOC CRDN REVW		RIGHT OF WAY MITIGTION
	GRADING PLAN CHECK		SHOULDER MAINTENANCE & REPAIR
	INSPECT SURVEY MONUMENTS - TRACT MAPS		SNOW REMOVAL
	LANDSCAPE PLAN CHECK		STORM DAMAGE
	MAP ANALYSIS - PARCEL/TRACT MAPS		STREET IMPROVEMENTS
	PERMIT SEWER CONSTRUCTION		STREET NAME AND TRAFFIC SIGNS
	PRIVATE DRAIN PEMIT INSPECTION		STREET SWEEPING
	PROCESS DEED AND TAX BONDS		TRAFFIC COLLISION DATABASE
	RECORD OF SURVEY CHECKS		TRAFFIC COUNTING
	REVIEW CEQA DOCUMENTS		TRAFFIC INVESTIGATIONS
	SEWER PLAN CHECK		UNDERGROUND TANKS
	SUBDIVISION PLAN CHECKING / LAND DEVELOPMENT		VEGETATION CONTROL
	TRAFFIC IMPACT ANALYSIS REVIEW		VISION ZERO PROGRAM
	VERIFY CLEARANCES, CONDITIONS, TAX CLEARANCE FOR FINAL/PARCEL/TRACT MAPS	**21 - WATER CONSERVATION**	
	WATER SYSTEM PLAN CHECK		CON. OF GROUNDWATER RECHARGE FAC, SEAWATER INTRUSION CONTL FAC
11 - PROPERTY REHABALITATION & NUISANCE ABATEMENT			O&M OF SEAWATER INTRU. CNTL FAC., GROUNDWATER RECHARGE FACILITIES-STORM WATER
	B&S PROPERTY REHABILITATION		R&R OF GROUNDWATER RECHARGE FAC.
	NUISANCE ABATEMENT		SAN GABRIEL HYDROELECTRIC PLANT OPS
12 - PUBLIC TRANSIT SERVICES			WATER CONSERVATION STUDIES AND PROJECTS
	DIAL-A-RIDE	**22 - WATERWORKS DISTRICTS**	
	FACILITIES		CONSTRUCTION OF WATER SYSTEM FACILITIES
	FIXED ROUTE		GROUNDWATER BANKING
	SPECIAL EVENTS		MAPPING SERVICES & ANNEXATIONS
	TRANSIT IMPROVEMENT PROGRAM		NEW WATER SERVICE ENGRNG & INSP
13 - PW SERVICES TO CITIES & AGENCIES			OMR - EQUIPMENT, WATER DISTRIBUTION SYSTEMS, PUMPING PLANTS, TANKS
	BRIDGE PREVENTIVE MTCE PROGRAM		PUMPING PLANTS - POWER
	CITY-CO COOP RD CONSTR PROJECTS		PURCHASED WATER
	FLOOD SERVICES TO OTHERS		WATER CONSERVATION
	INDUSTRIAL WASTE		WATER QUALITY MONITORING
	TRANSFER DRAINS		WATER SUPPLY PLANNING AND RESOURCES MANAGEMENT
	PERMIT INSPECTION	**23 - INTEGRATED WATER RESOURCE PLANNING**	
	UNDERGROUND TANKS PERMIT/MONITORING		FLOOD PLAIN MANAGEMENT
14 - REGULATION OF INDUSTRIAL WASTE & UNDERGROUND STORAGE TANKS			INTEGRATED REGIONAL PLANNING COORDIN&SUPPORT
	DEFERRED MAINTENANCE FIELD FACILITY - SEWER		RIVER & WTRSHD MASTER PLANS DEVLPMT
	OMR-PUMP STATIONS, SEWER SYSTEMS		WATERSHED MANAGEMENT PLANS DEVELOPMENT AND MULTIUSE STUDIES
15 - SANITARY SEWER FACILITIES		**24 - PRE COUNTY IMPROVEMENT**	
	CONDITION ASSESSMENT PROGRAM		PRE-CI SERVICES
	GRAVITY SEWER, SEWER PUMP STATION, TREATMENT PLANT RECONSTRUCTION PROJECTS	**25 - LANDSCAPE MAINTENANCE**	
	MAPPING SERVICES		OM&R LANDSCAPE MAINTENANCE DISTRICTS
	OM&R GARBAGE DISPOSAL DISTRICT	**26 - SATIVA WATER SYSTEM**	
	OM&R OF TREATMENT PLANTS		SATIVA-INFRASTRUCTURE/CAPITAL
	UNDERGROUND TANKS		SATIVA-WATER SYSTEM OPERATIONS
16 - SOLID WASTE MANAGEMENT		**27 - SAFE CLEAN WATER**	
	HOUSEHOLD HAZARDOUS WASTE		SCW INFRASTURCTURE
	PUBLIC AFFAIRS		SCW SCIENTIFIC STUDIES
	SOLID WASTE MANAGEMENT		SCW STORMWATER EDUCATION - SCHOOL AND GENERAL
17- STORMWATER URBAN RUNOFF QUALITY			SCW TECHNICAL RESOURCES
	BASIN PLANNING		SCW TRANSFERS
	IILICIT CNCTN/ILLICIT DISCHRG	**28 - EMERGENCY SERVICES**	
	NPDES MONITORING PROGRAM		EMERGENCY SERVICES
	NPDES PERM COMP-OM&R OF TREAT PLANT AND SEWER INFRASTRUCTURE		
	OPER & MAINT OF STRUC WATER QUALITY BEST MGT		
	STRMWATR IND/COMMRCL FACILITIES PRG		
	TMDL IMPLEMENTATION PLANNING		
	TRANSIT OPERATIONS - NPDES		
	WATER QUALITY SERVICES		
	WTR QULTY ENHNCMNT CON PRJ		

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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IN REPLY PLEASE
REFER TO FILE: T-3
10404-6-2

June 28, 2023

TO: Each Supervisor

FROM: Mark Pestrella, PE
Director of Public Works

BOARD MOTION OF AUGUST 30, 2022, AGENDA ITEM 23
COMMUNITY TRAFFIC SAFETY PLAN
SECOND UPDATE ON FINAL PLAN

On August 30, 2022, the Board approved a motion instructing Public Works to report to the Board with a final Community Traffic Safety Plan in the Windsor Hills/Ladera Heights and View Park neighborhoods with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications, and residential speed mitigation throughout the community.

Public Works obtained the services of a traffic engineering consultant to assist in developing the final plan. A notice to proceed was issued on November 21, 2022. There are biweekly status meetings that are attended by the project team, which includes representatives from Public Works, the consultant, and the Second Supervisorial District's office.

As community input is considered and an integral aspect of the plan, an outreach and engagement plan were developed in December 2022. This outreach and engagement plan included two larger-scale general community meetings and two separate focused meetings with three community-based organizations.

The first focused meeting with each of the three community-based organizations has taken place. The project team met with representatives from Streets Are For Everyone and the Mt. Salem New-Wave Christian Fellowship Church on January 24, 2023. The project team subsequently met with representatives from the United Homeowners Association II on January 31, 2023. Additionally, the project team met with representatives from the Ladera Heights Civic Association on March 1, 2023.

The first larger-scale general community meeting was conducted on March 15, 2023, at 54th Street Elementary School. Physical flyers were distributed at various locations in the community, social media posts advertised the meeting, and the community-based organizations also distributed to their mailing lists. There were over 30 attendees from the community that provided actionable feedback during the presentation, as well as during the breakout session.

The project team has been analyzing existing traffic data and compiling the community feedback in which a general strategy has been developed for focus areas on where to collect additional traffic data and other pertinent information for the traffic engineering reviews. These traffic engineering reviews will provide proposed infrastructure improvements that can be programmed for design and implementation. This includes shorter-term quick-build options that will allow the community to experience implementation prior to investing in permanent improvements.

Once these traffic engineering reviews are completed, the next steps will be to conduct additional focused meetings with the three community-based organizations in June 2023 to collect initial feedback on proposed infrastructure improvements. This feedback will be incorporated into the proposed infrastructure improvements prior to the second larger-scale general community meeting. The second general community meeting has been scheduled for July 15, 2023, pending final approval from the proposed venue.

To ensure sufficient opportunities to engage with the community and incorporate the feedback received at the second general community meeting, Public Works consulted with the Second Supervisorial District's office and the final plan is now scheduled to be completed in September 2023.

Public Works will issue a follow-up to this report in 120 days on progress made on the final plan.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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cc: Chief Executive Office
Executive Office

AGN. NO. 23

MOTION BY SUPERVISOR HOLLY J. MITCHELL August 30, 2022

County Response to Windsor Hills Fatalities And Fast-Tracking Solutions to Increased Traffic Fatalities Countywide

On August 4th, 2022, around 1:30 p.m., the Second District community of Windsor Hills witnessed an unimaginable tragedy when a driver, traveling at speeds up to 100 miles per hour, drove through the intersection of Slauson Avenue and La Brea Avenue and killed five people, including a pregnant mother and an infant. Eight others were also injured in the crash, including six children.

Disturbingly, traffic fatalities have increased during the COVID-19 pandemic, and reckless speeding, street takeovers, and erratic driver behavior has become widespread. We need to explore the availability of additional tools to improve our infrastructure and to hold people accountable to mitigate dangerous driver behavior and keep people alive.

With multiple jurisdictions involved in responding to that horrific crash, the County of Los Angeles must be united in its approach to emergency incidents. The County of Los Angeles should increase its efforts to inform communities about its Vision Zero Action Plan and implementation targets amongst other concrete actions. Residents and communities need to feel reassured by government response to tragic events and this motion takes steps towards being a better provider of public goods to the community.

I THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:

MOTION

SOLIS	_____
KUEHL	_____
HAHN	_____
BARGER	_____
MITCHELL	_____

1. Direct the Director of the Department of Public Works (DPW) to contract with a third-party to conduct an after-action review into the response of the incident on La Brea Ave. and Slauson Ave. on August 4, 2022 under the oversight of and to be reviewed by County Counsel, and report back to the Board in writing in 60 days on protocols to improve incident response;
2. Direct the Director of DPW to explore and take appropriate actions to slow down excessive speeds on La Brea Ave. and Slauson Ave. and surrounding areas including, but not limited to, consideration of off-the-shelf and/or quick-build safety improvements, based on a traffic engineering evaluation within 30 days;
3. Direct the Chief Executive Office (CEO) Legislative Affairs and Intergovernmental Relations (LAIR) division to 1) explore what State and/or local statutory changes may be needed to allow the County to regulate excessive speed, including, but not limited to, deploying automated speed enforcement and red-light cameras at key intersections on unincorporated streets, and 2) if State statutory changes are needed, direct CEO LAIR to sponsor or support State legislation, as appropriate;
4. Direct the Director of DPW to evaluate and develop a draft program design with extensive data collection that would identify high priority intersections and a program framework that prioritizes speed reduction, equity, and justice. Direct the Director of DPW to vet the program design through the CEO Office of Anti-Racism, Diversity and Inclusion, along with community-based organizations and report back to the Board in writing within 90 days;
5. Direct the Director of DPW to develop a Community Traffic Safety plan in the Windsor Hills/Ladera Heights neighborhood, with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications, and residential speed mitigation throughout the community. As part of the Community Traffic Safety Plan, DPW must partner with community-based organizations on engagement for proposed design changes. The Director of DPW must report back in writing

within 60 days on an implementation strategy and within 6 months on a final Community Traffic Safety plan;

6. Direct the Director of DPW, in collaboration with the CEO and the Director of the Department of Public Health, to identify funding sources and resources for the above work, along with a cost estimate that includes full-time positions to accelerate the delivery of the Vision Zero Action Plan in the County. Direct the Director of DPW to report back to the Board in writing in 90 days on the potential funding sources, necessary staffing, and estimated costs. DPW should also include this in their department budget request for Fiscal Year 2023 - 24. The report back should include comparison to funding in jurisdictions across the nation with adopted Vision Zero Action Plans, with populations of 1 million or more; and
7. Direct the CEO to explore centralizing all transportation related functions in the County, including traffic control, traffic investigations, mobility design, signal operations, planning, data analysis, parking enforcement, etc., with an effort to increase transparency and accountability directly to the Board and to unincorporated communities, and report back in writing in 120 days on recommendations.

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(LO)

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

MARK PESTRELLA, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

October 23, 2023

IN REPLY PLEASE
REFER TO FILE: T-3
10404-6-3

TO: Each Supervisor

FROM: Mark Pestrella, PE
Director of Public Works

BOARD MOTION OF AUGUST 30, 2022, AGENDA ITEM 23
COMMUNITY TRAFFIC SAFETY PLAN
THIRD UPDATE ON FINAL PLAN

On August 30, 2022, the Board approved a motion instructing Public Works to report to the Board with a final Community Traffic Safety Plan in the Windsor Hills/Ladera Heights and View Park neighborhoods with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications, and residential speed mitigation throughout the community.

Public Works obtained the services of a traffic engineering consultant to assist in developing the final plan. A notice to proceed was issued on November 21, 2022. There are biweekly status meetings that are attended by the project team, which includes representatives from Public Works, the consultant, and the Second Supervisorial District's office.

As community input is considered and as an integral aspect of the plan, an outreach and engagement plan were developed in December 2022. This outreach and engagement plan included two larger-scale general community meetings and two separate focused meetings with three community-based organizations.

The project team met with representatives from Streets Are For Everyone and the Mt. Salem New-Wave Christian Fellowship Church on January 24, 2023, and again on June 30, 2023. The project team also met with representatives from the United Homeowners Association II on January 31, 2023, and June 13, 2023. Additionally, the project team met with representatives from the Ladera Heights Civic Association on March 1, 2023, as well as July 7, 2023.

The first larger-scale general community meeting was conducted on March 15, 2023, at 54th Street Elementary School. Physical flyers were distributed at various locations in the community, social media posts advertised the meeting, and the

community-based organizations also distributed to their mailing lists. There were over 30 attendees from the community that provided actionable feedback during the presentation, as well as during the breakout session.

The project team analyzed the collected traffic data and compiled the community feedback on focus areas and specific corridors within the project area. Engineering analysis was completed and treatments, such as new stop signs, curb extensions, traffic signal modifications, and crosswalk improvements, were recommended throughout the focus areas and specific corridors. These proposed treatments included shorter-term, quick-build options that will allow the community to experience implementation prior to investing in permanent improvements.

These proposed treatments were presented at the second larger-scale general community meeting, which was conducted on July 15, 2023, at 54th Street Elementary School. Physical flyers were distributed at various locations in the community, social media posts advertised the meeting, and the community-based organizations also distributed to their mailing lists. There were over 40 attendees (in-person and virtual) from the community that provided actionable feedback during the presentation as well as during the open house session.

During the second larger-scale general community meeting, the attendees expressed a desire for further outreach to the community for those who were unable to attend. The project team prepared an online survey that went over the proposed treatments that was distributed on July 24, 2023, and closed on August 18, 2023. There were over 100 responses received, and the input was considered in the further refinement of the proposed treatments.

Public Works received a draft of the *Community Traffic Safety Report* in September 2023, which incorporated the feedback received at the second general community meeting and the additional online survey. The draft is currently being reviewed internally by County staff and will go through one more round of public comments prior to finalization. It is scheduled to be completed in November 2023.

Public Works will issue a follow-up to this report in 60 days on progress made on the final plan.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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cc: Chief Executive Office
Executive Office

AGN. NO. 23

MOTION BY SUPERVISOR HOLLY J. MITCHELL August 30, 2022

County Response to Windsor Hills Fatalities And Fast-Tracking Solutions to Increased Traffic Fatalities Countywide

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Disturbingly, traffic fatalities have increased during the COVID-19 pandemic, and reckless speeding, street takeovers, and erratic driver behavior has become widespread. We need to explore the availability of additional tools to improve our infrastructure and to hold people accountable to mitigate dangerous driver behavior and keep people alive.

With multiple jurisdictions involved in responding to that horrific crash, the County of Los Angeles must be united in its approach to emergency incidents. The County of Los Angeles should increase its efforts to inform communities about its Vision Zero Action Plan and implementation targets amongst other concrete actions. Residents and communities need to feel reassured by government response to tragic events and this motion takes steps towards being a better provider of public goods to the community.

I THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:

MOTION

SOLIS	_____
KUEHL	_____
HAHN	_____
BARGER	_____
MITCHELL	_____

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2. Direct the Director of DPW to explore and take appropriate actions to slow down excessive speeds on La Brea Ave. and Slauson Ave. and surrounding areas including, but not limited to, consideration of off-the-shelf and/or quick-build safety improvements, based on a traffic engineering evaluation within 30 days;
3. Direct the Chief Executive Office (CEO) Legislative Affairs and Intergovernmental Relations (LAIR) division to 1) explore what State and/or local statutory changes may be needed to allow the County to regulate excessive speed, including, but not limited to, deploying automated speed enforcement and red-light cameras at key intersections on unincorporated streets, and 2) if State statutory changes are needed, direct CEO LAIR to sponsor or support State legislation, as appropriate;
4. Direct the Director of DPW to evaluate and develop a draft program design with extensive data collection that would identify high priority intersections and a program framework that prioritizes speed reduction, equity, and justice. Direct the Director of DPW to vet the program design through the CEO Office of Anti-Racism, Diversity and Inclusion, along with community-based organizations and report back to the Board in writing within 90 days;
5. Direct the Director of DPW to develop a Community Traffic Safety plan in the Windsor Hills/Ladera Heights neighborhood, with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications, and residential speed mitigation throughout the community. As part of the Community Traffic Safety Plan, DPW must partner with community-based organizations on engagement for proposed design changes. The Director of DPW must report back in writing

within 60 days on an implementation strategy and within 6 months on a final Community Traffic Safety plan;

6. Direct the Director of DPW, in collaboration with the CEO and the Director of the Department of Public Health, to identify funding sources and resources for the above work, along with a cost estimate that includes full-time positions to accelerate the delivery of the Vision Zero Action Plan in the County. Direct the Director of DPW to report back to the Board in writing in 90 days on the potential funding sources, necessary staffing, and estimated costs. DPW should also include this in their department budget request for Fiscal Year 2023 - 24. The report back should include comparison to funding in jurisdictions across the nation with adopted Vision Zero Action Plans, with populations of 1 million or more; and
7. Direct the CEO to explore centralizing all transportation related functions in the County, including traffic control, traffic investigations, mobility design, signal operations, planning, data analysis, parking enforcement, etc., with an effort to increase transparency and accountability directly to the Board and to unincorporated communities, and report back in writing in 120 days on recommendations.

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MARK PESTRELLA, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

December 22, 2023

IN REPLY PLEASE
REFER TO FILE: T-3
10404-6-4-F

TO: Each Supervisor

FROM: Mark Pestrella, PE
Director of Public Works

BOARD MOTION OF AUGUST 30, 2022, AGENDA ITEM 23
COMMUNITY TRAFFIC SAFETY PLAN
UPDATE ON FINAL PLAN

On August 30, 2022, the Board approved a motion instructing Public Works to report back to the Board with a final Community Traffic Safety Plan in the Windsor Hills/Ladera Heights and View Park neighborhoods with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications, and residential speed mitigation throughout the community.

Public Works finalized the draft of the plan in November 2023, which incorporated the feedback from stakeholders, Supervisor Mitchell's office, and the Departments of Regional Planning and Public Works. This draft was subsequently posted to the Public Works website for final public comment in November 2023. Attached is the final plan.

Some short-term improvements identified in the final plan are currently in design, such as the implementation of all-way stop control at the intersection of Mount Vernon Drive and Verdun Avenue, which improves the road user experience for visitors to Reuben Ingold Park. This work is anticipated to be completed by spring 2024. Details on future projects created as the result of the plan will be posted on the Public Works website.

If you have any questions, please contact me or your staff may contact Steve Burger, Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

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Attach.

cc: Chief Executive Office
Executive Office



View Park-Windsor Hills and Ladera Heights
COMMUNITY TRAFFIC SAFETY PLAN



COUNTY OF LOS ANGELES
VIEW PARK-WINDSOR HILLS AND LADERA HEIGHTS
COMMUNITY TRAFFIC SAFETY PLAN
November 2023 | **DRAFT**

Prepared for
Los Angeles County Public Works

Los Angeles County Supervisor
Holly J. Mitchell

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APPENDICES

Appendix A - Community Workshop#1 Materials
Appendix B - Community Workshop#2 Materials
Appendix C - Corridor Selection Methodology
Appendix D - Complete List of Recommendations
Appendix E - Project Prioritization Calculations

ACRONYMS

ADT	Average Daily Traffic
ATP	Active Transportation Program
BUILD	Better Utilizing Investments to Leverage Development
CA MUTCD	California Manual on Uniform Traffic Control Devices
CBTP	Community-Based Transportation Planning
CRS	California Road System
CTSP	Community Traffic Safety Plan
DAC	Disadvantaged Community
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HDM	Highway Design Manual
HSIP	Highway Safety Improvement Program
KSI	Killed or Seriously Injured
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
OTS	California Office of Traffic Safety
SAFE	Streets are for Everyone
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant Program
TIGER	Transportation Investment Generating Economic Recovery
USC	United States Code
USDOT	United States Dept. of Transportation



CH 1:
PROJECT BACKGROUND

1.1 Background

On August 4, 2022, a devastating collision occurred at the intersection of La Brea Avenue and Slauson Avenue in the View Park-Windsor Hills and Ladera Heights neighborhoods, claiming the lives of six individuals. This tragic incident prompted the affected communities to unite in addressing longstanding concerns about traffic safety.

In response to the heightened awareness of these safety issues and the residents' calls for action, Supervisor Holly J. Mitchell directed to develop a Community Traffic Safety Plan (CTSP) in the View Park-Windsor Hills and Ladera Heights neighborhood with traffic engineering reviews.



1.2 Timeline and Process

Existing Conditions Research and Data Collection

Researching and collecting data on the current conditions to gain insight related to the community's concerns.

Community Engagement
(Understand community concerns)

Focused Meetings with Community Based Organizations
January - March, 2023





Community Workshop #1
March 15, 2023

Identify Focus Points

Develop Methodology

Volume and Speed Data Collection

Field Review

Nov 2022 — **Dec** — **Jan 2023** — **Feb** — **Mar** — **Apr**

Project Kickoff

Project Management

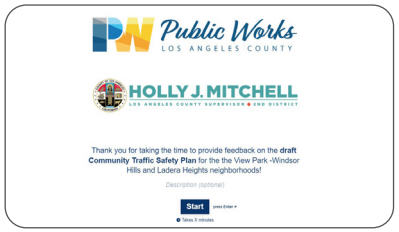
Meetings held bi-weekly from November 2022 to November 2023

Community Engagement
(Review the draft recommendations with public)

Focused Meetings with Community Based Organizations
June - July, 2023



Community Workshop #2
July 15, 2023



Online Survey
July 24 - August 18, 2023

Network and Program Development

Develop Improvement & Prioritization Strategies

Prepare Final Plan

May | **Jun** | **Jul** | **Aug** | **Sep** | **Oct** | **Nov 2023**

Plan Finalization

Goals and Objectives

The CTSP is a comprehensive and proactive process that encompasses all modes of transportation. It is designed to provide guidance for the development of both current and future infrastructure to ensure the safety of all road users, both in the short and long term. Below are the project goals and objectives.

SAFETY



GOAL 1: Reduce traffic collisions and minimize injuries and fatalities.

Objective 1.1: Identify and address high-risk areas by implementing traffic calming measures, improving intersections, installing traffic signals, and enhancing road markings.

GOAL 2: Improve street facilities and bring up to current standard, where possible.

Objective 2.1: Where possible, provide separate facilities for each mode to minimize conflict between modes.

Objective 2.2: Provide safety recommendations for areas around community centers (schools, library, parks, etc.)

GOAL 3: Improve street conditions for all

Objective 3.1: Create an environment that is comfortable for pedestrians by improving crosswalks, sidewalks, and other infrastructure.

Objective 3.2: Improve street infrastructure with the goal of reducing pedestrian and bicycle fatalities and injuries resulting from collisions at intersections and along corridors.

ACCESS



GOAL 4: Help people access employment, education, health care, and recreation facilities.

Objective 4.1: Support the development of infrastructure that improves mobility access to and from key origins and destinations.

GOAL 5: Manage traffic flow

Objective 5.1: Optimize traffic flow to reduce the likelihood of collisions.

Objective 5.2: Install signs and road markings to guide and inform drivers.

CH 2.
EXISTING CONDITIONS



2.1 Project Area

The View Park-Windsor Hills and Ladera Heights neighborhoods are unincorporated communities in Los Angeles County located approximately eight miles southwest from Downtown Los Angeles. They are adjacent to the Cities of Los Angeles, Culver City, and Inglewood. Additionally, the area is located to the east of the San Diego Freeway (I-405), and the Marina Freeway (SR-90). Figure 2.1.1 displays the project area and vicinity.

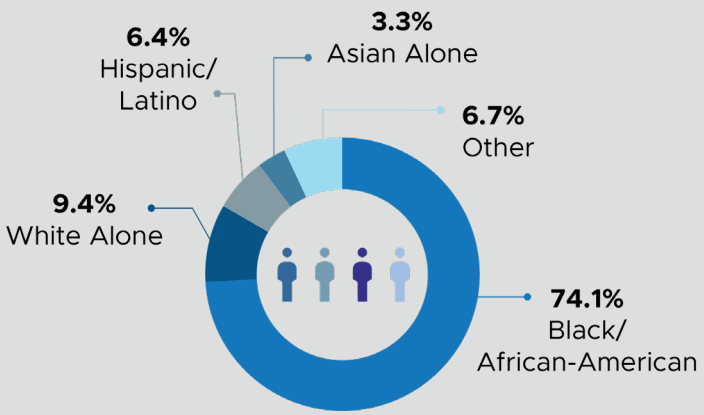
A total of 18,145 individuals live in the View Park-Windsor Hills and Ladera Heights neighborhoods, with 74.1 percent of the population identifying as Black/African-American.

Approximately 80 percent of residents use personal vehicles for their daily commute, while only 4.6 percent of the population opts for active transportation including walking, biking, and public transit. It is worth noting that this is 4 percentage points lower than the average in Los Angeles County. This preference for personal vehicles highlights a strong dependence on car-centric mobility in the project area, contrasting with the county-wide trends.

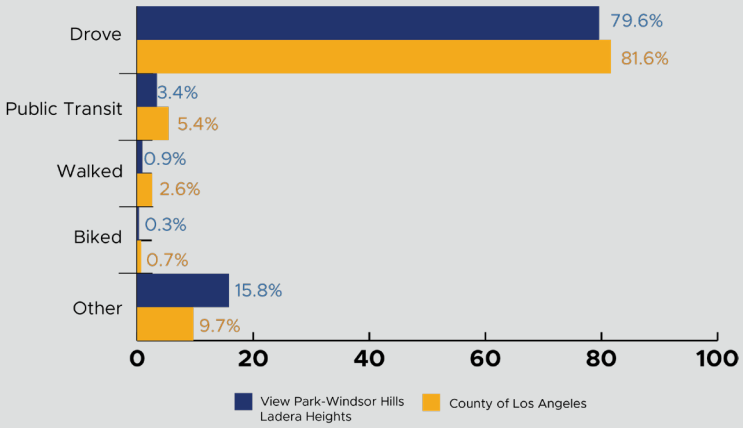
Total Population

18,145

Race and Ethnicity

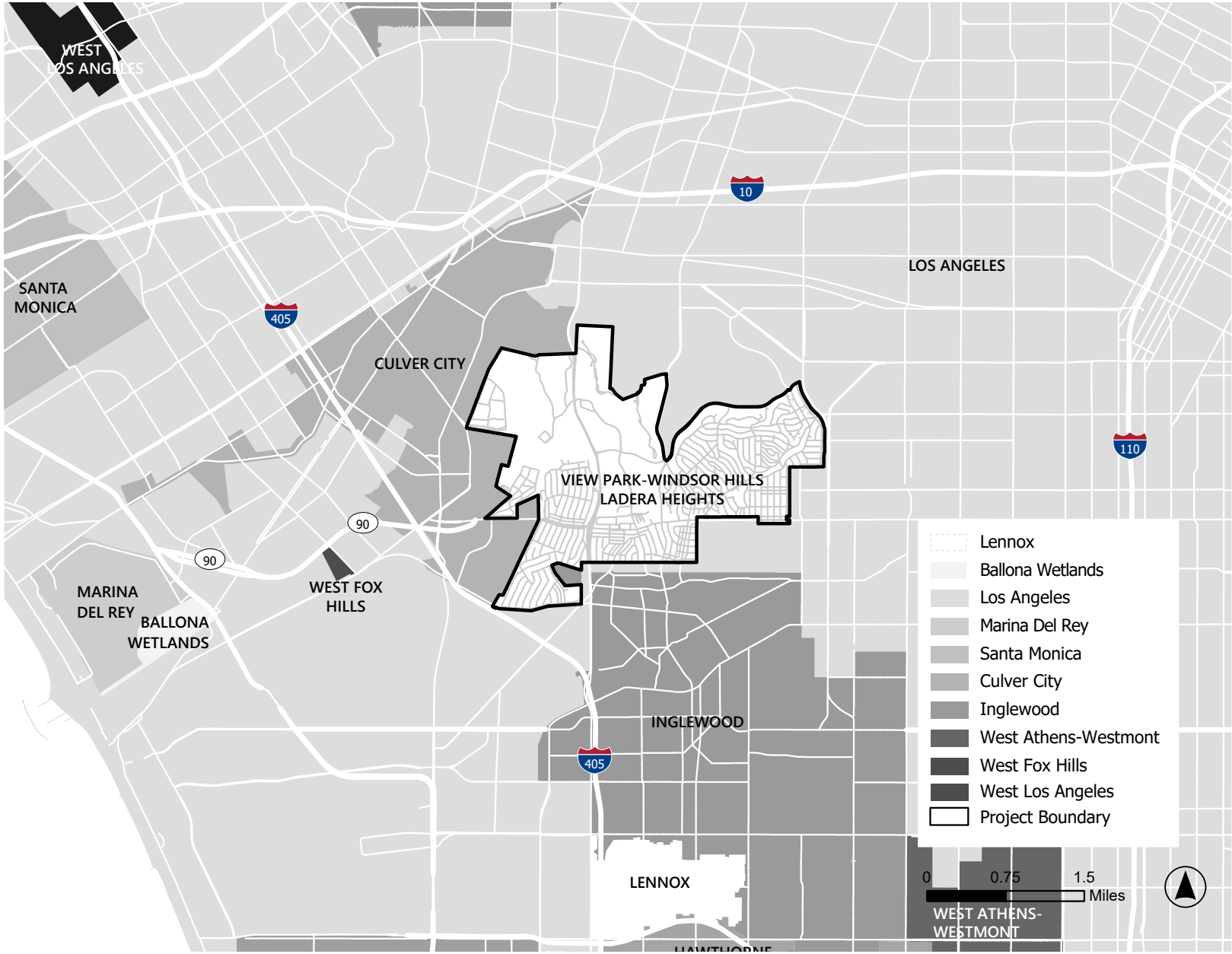


Means of Transportation to Work



Source: American Community Survey 5-Year Estimates 2020

Figure 2.1.1 Project Area and Vicinity Map



2.2 Collision History

Examining historical on-street collision data to identify patterns and trends plays a pivotal role in deciding the targeted enhancements to be implemented. Collision data was collected from January 2017 to December 2022 (source: Los Angeles County Public Works' Collision Database).

From 2017 to 2022, there were 1,981 collisions reported in the project area, an average of 330 collisions per year.

Based on the frequency of collisions at specific locations, a higher frequency of collisions occur along Slauson Avenue, La Cienega Boulevard, La Brea Avenue, Overhill Drive, Angeles Vista Boulevard, Stocker Street, and Centinela Avenue. Figure 2.2.1 shows the overall collision hotspots and Figure 2.2.2 illustrates Killed or Seriously Injured (KSI) collision hotspots from 2017 to 2022.



Figure 2.2.1 Collision Density (2017-2022)



Source: Los Angeles County Public Works' Collision Database 2017-2022

Figure 2.2.2 Killed and Seriously Injured Collision Density (2017-2022)



Source: Los Angeles County Public Works' Collision Database 2017-2022

2.3 Proximity to Destinations

To identify areas in the community with a higher probability of walking and biking activity, a 1/4-mile buffer was applied around all key destinations within the project area. A 1/4-mile was used as it represents a typical reasonably comfortable distance for walking and biking, approximately a five minute walk or three minute bike ride. The key destinations identified in the project area included schools, day care centers, parks, community centers, and places of worship that attract a diverse range of residents including children, elderly, and persons with disabilities.

Schools

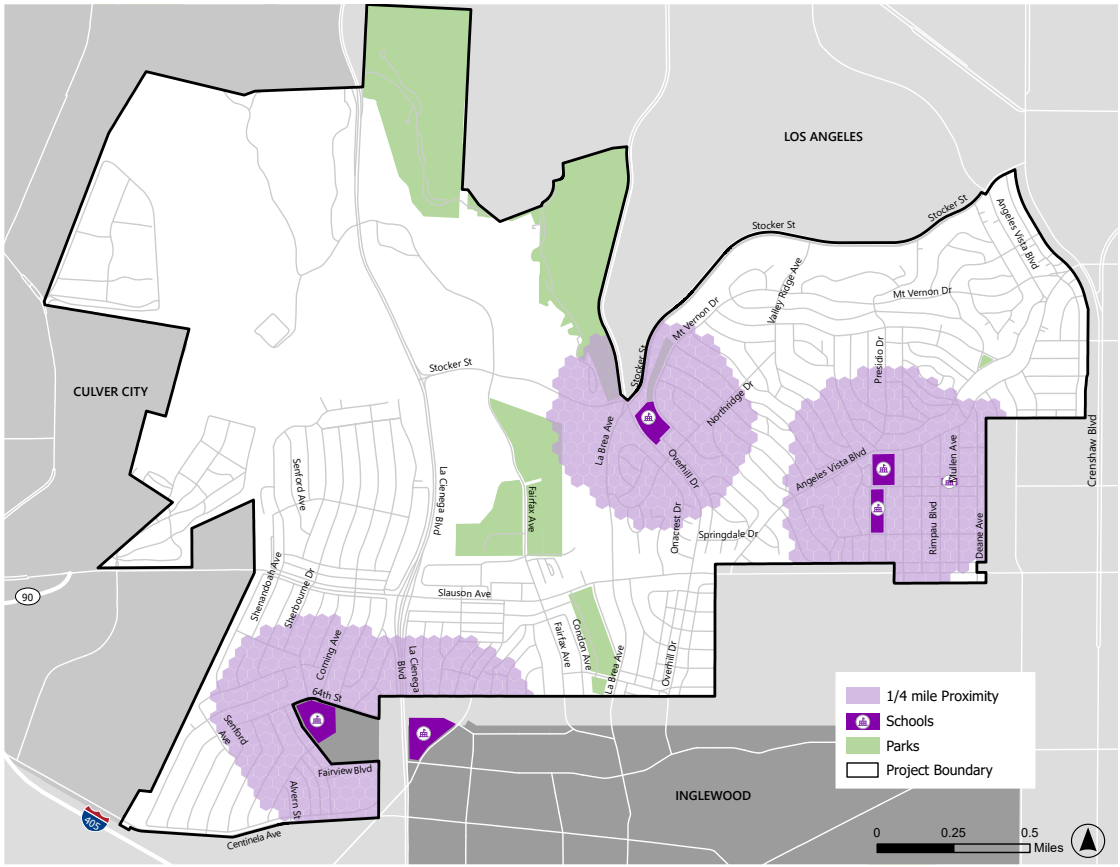
Public schools, a private school, and a special family service organization within the project area, as well as two elementary schools that are part of the Inglewood Unified School District were considered when analyzing proximity to schools.

School List:

- 54th Street Elementary School
- Windsor Hills Elementary School
- Tiny Babe's Preparatory Academy
- Way Finder Family Services
- Frank D. Parent Elementary School
- La Tijera Elementary School

Figure 2.3.1 shows the proximity of a 1/4-mile radius to schools.

Figure 2.3.1 Proximity to Schools



Source: Google Maps; Los Angeles Unified School District; Inglewood Unified School District

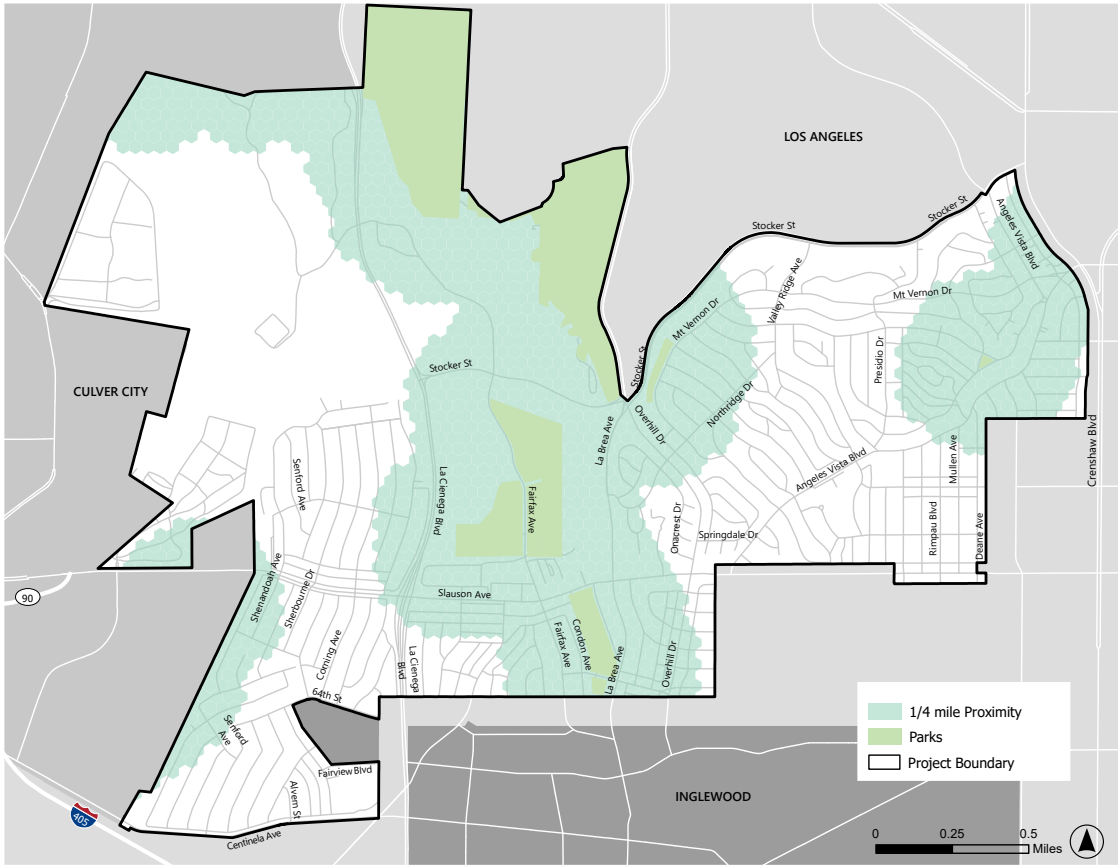
Parks

Kenneth Hahn State Recreation Area is a State-owned and County-maintained park located north of Stocker Street between La Cienega Boulevard and La Brea Avenue. The park is a destination for family gatherings and has various picnic areas, several playgrounds, a basketball court, a volleyball field and a fishing lake. In addition, Yvonne B. Burke Sports Complex Baseball fields and Soccer fields are located on Fairfax Avenue as a part of Kenneth Hahn Recreation Area.

Rueben Ingold Park is located on a bluff on the western edge of the View Park-Windsor Hills neighborhood, overlooking Baldwin Hills. The park is a part of the Park to Playa Trail network, a 13-mile regional network of 7 trails and is connected to the Stocker Corridor Trail by a flight of stairs.

Ladera Park is located on the southwestern edge of the View Park-Windsor Hills neighborhood adjacent to the Ladera Heights neighborhood and provides opportunities for activities such as family reunions, church picnics, and numerous organized recreational activities. In addition, the park offers programs and services for all ages from youths to adults. Figure 2.3.2 shows the proximity of a 1/4-mile radius to parks.

Figure 2.3.2 Proximity to Parks

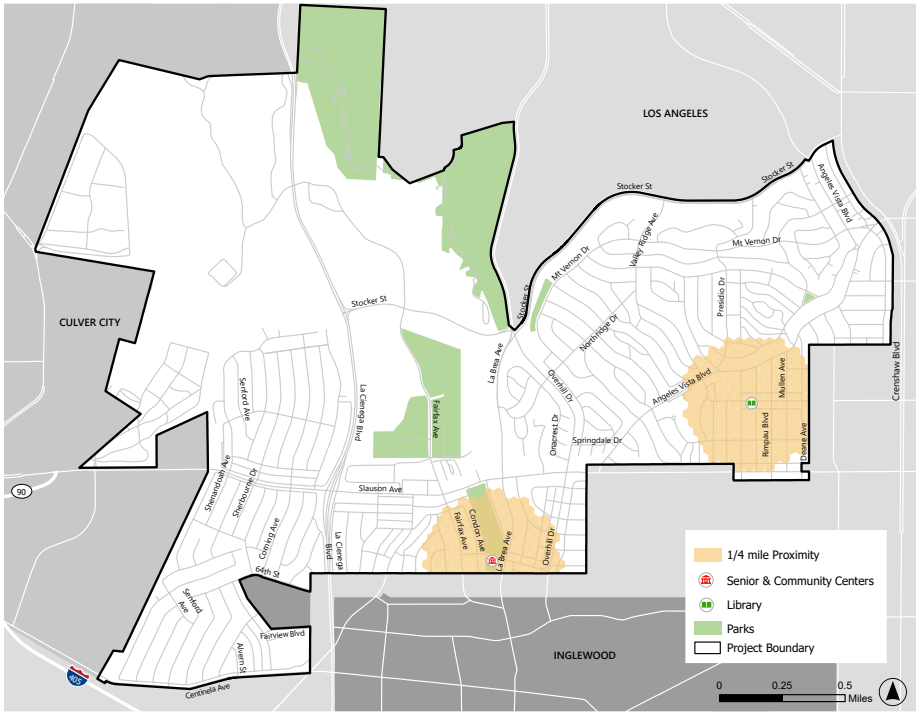


Source: Google Maps

Community Centers

Community centers attract a diverse range of people, including pedestrians, bicyclists, public transit users, and individuals of various age groups. Developing a comprehensive plan for these areas ensures the safety of all these user groups. Within the project area, Yvonne B Burke Senior & Community Center is located on 62nd Street near Ladera Park, and View Park Bebe Moore Campbell Library is located on 54th Street, adjacent to 54th Street Elementary School. Figure 2.3.3 shows the proximity of a 1/4-mile radius to community centers.

Figure 2.3.3 Proximity to Community Centers

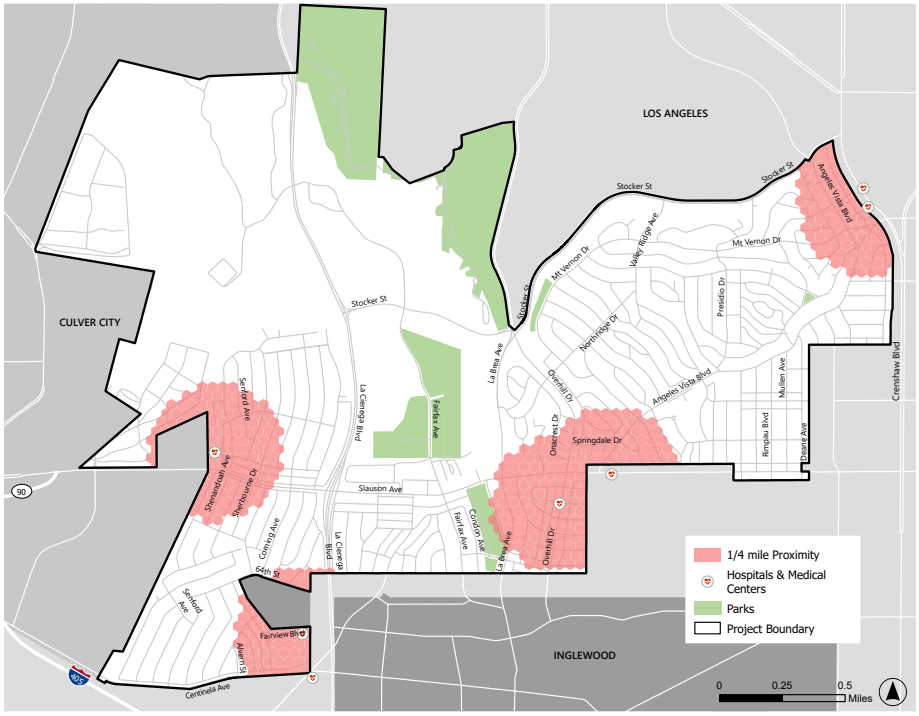


Source: Google Maps

Hospitals and Medical Centers

Hospitals and medical centers provide essential services for residents, particularly older adults. The medical facilities within the neighborhoods are located near the boundary with adjacent jurisdictions. For instance, Kindred Hospital is situated near the western boundary of the project area, while Ladera Heights Urgent Care is located at the southeastern edge, adjacent to La Cienega Boulevard. Figure 2.3.4 shows the proximity of a 1/4-mile radius to hospitals and medical centers.

Figure 2.3.4 Proximity to Hospitals and Medical Centers



Source: Google Maps

Places of Worship

Places of worships are considered key destinations because they often attract large congregations, particularly during religious services and events. The influx of people can lead to increased pedestrian and vehicular traffic. In addition, places of worship cater to a wide range of age groups, from young children to elderly individuals. In the project area, numerous places of worship are situated between La Cienega Boulevard and La Brea Avenue, primarily south of Slauson Avenue. There are also a number of places of worship located along Slauson Avenue and 54th Street. Figure 2.3.5 illustrates the proximity of 1/4-mile radius to places of worship.

Figure 2.3.5 Proximity to Places of Worship

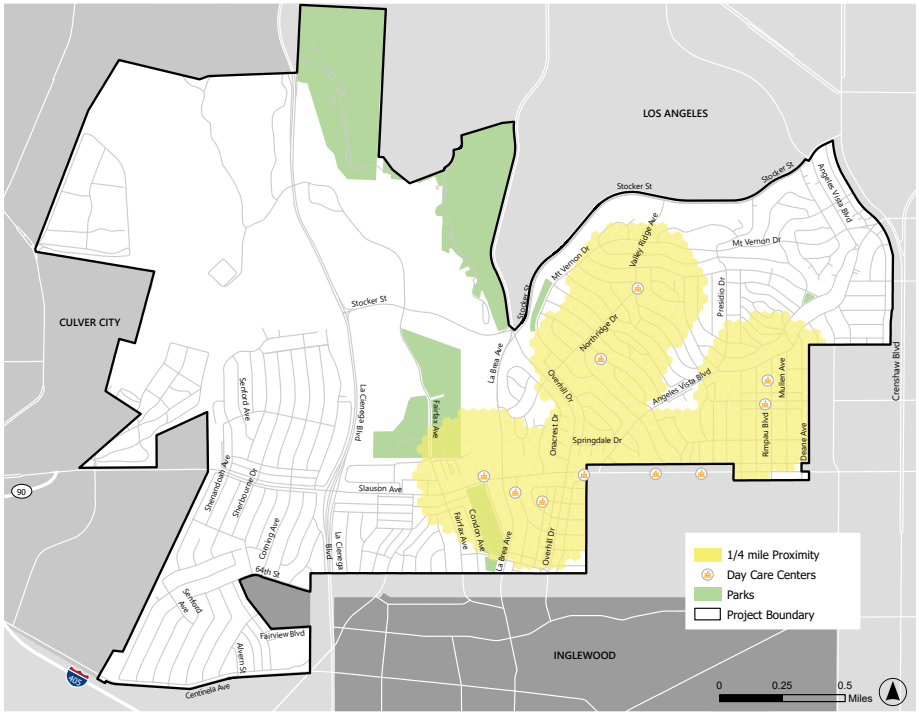


Source: Google Maps

Day Care Centers

Day care centers provide supervision and care for young children. Ensuring safe transportation to and from these centers is vital, given that young children are a more vulnerable population. Within the project area, the majority of day care centers are located in the View Park-Windsor Hills neighborhood, predominantly along Slauson Avenue. Figure 2.3.6 shows the proximity to day care centers within a 1/4-mile radius.

Figure 2.3.6 Proximity to Day Care Centers



Source: Google Maps

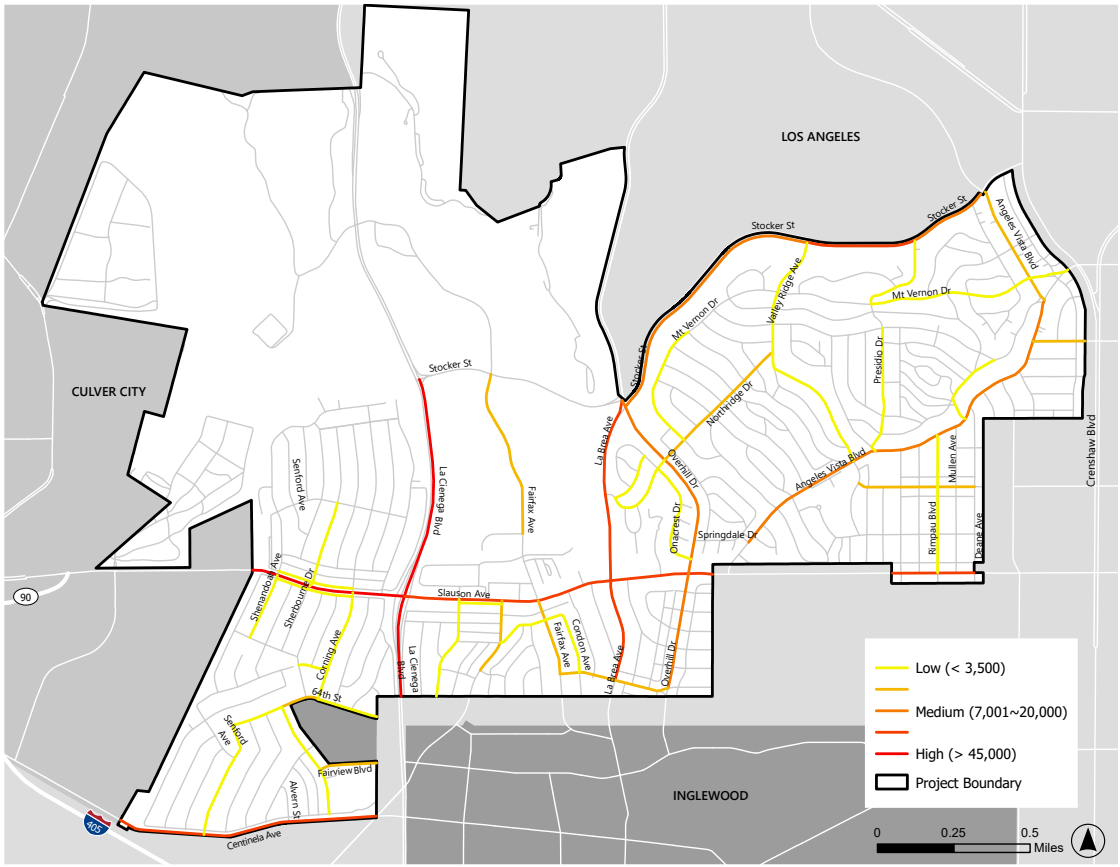
2.4 Traffic Patterns

Traffic patterns were analyzed using both Average Daily Traffic (ADT) and 85th percentile speed data that was collected along the key corridors within the project area. Evaluated together, these two data sets offer an integrated view of the traffic conditions in the project area.

Average Daily Traffic

ADT provides an estimate of the average number of vehicles passing through a particular location on a road or road segment within a 24-hour period, usually on a typical weekday. It serves as a key metric for assessing the total traffic volume on a road. Notably, the busiest corridors in the project area are La Cienega Boulevard, Slauson Avenue, and Centinela Boulevard, closely followed by La Brea Avenue, Stocker Street, and Angeles Vista Boulevard. Figure 2.4.1 visually displays the ADT patterns within the project area.

Figure 2.4.1. Average Daily Traffic Patterns

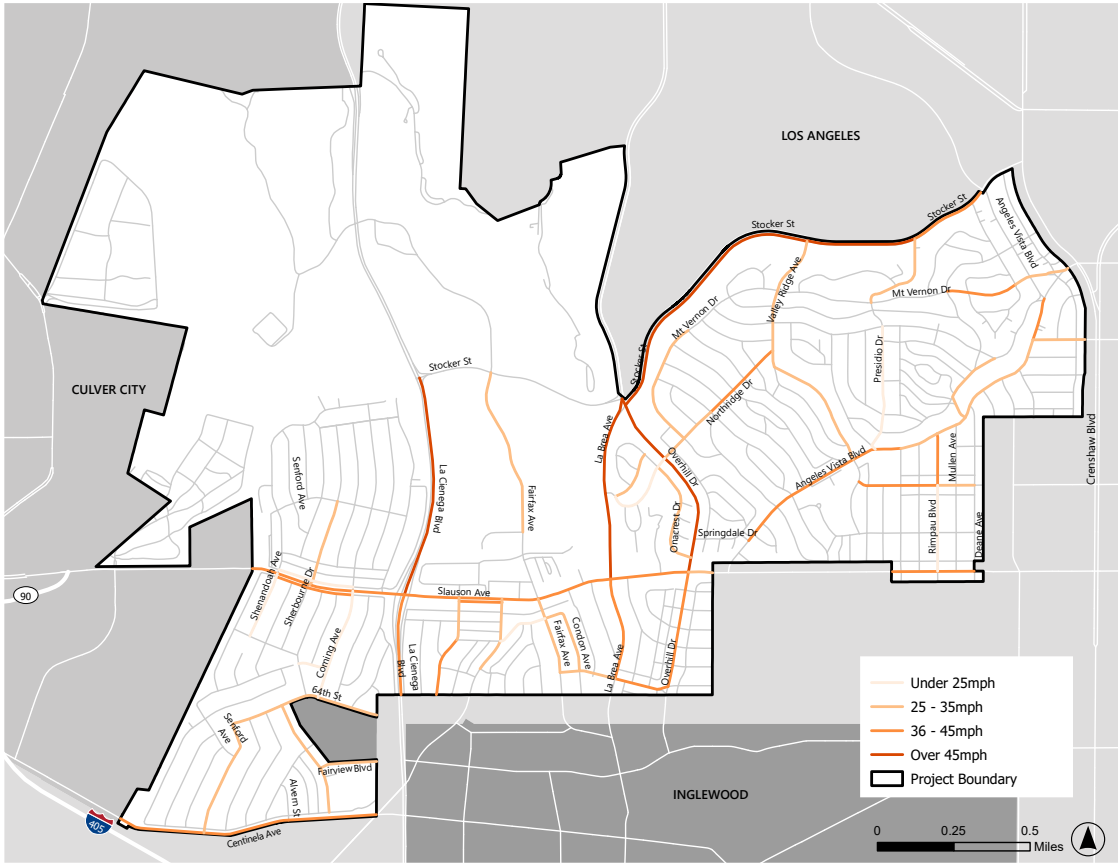


Source: Los Angeles County Public Works' Database; KOA

85th Percentile Speed

The 85th percentile speed is the speed at or below which 85 percent of drivers typically operate under typical conditions that are not experiencing congestion. This metric is crucial for understanding the prevailing speed behavior of drivers and offers insights into the "comfortable" or "typical" speed for a given road. Notably, on some segments along La Cienega Boulevard, Stocker Street, La Brea Avenue, and Overhill Drive, the 85th percentile speed data exceeds 45 miles per hour. Figure 2.4.2 illustrates the 85th percentile speeds within the project area.

Figure 2.4.2 85th Percentile Speed Patterns



Source: Los Angeles County Public Works' Database; KOA

CH 3.
COMMUNITY OUTREACH



3.1 Community-Wide Engagement Workshops

As part of the public outreach and engagement process, the project team organized two community workshops where community members had the opportunity to share their input and have discussions with the team regarding the CTSP. Prior to each event, the team developed a comprehensive engagement and notification strategy which involved leveraging social media and distributing flyers to effectively reach the community members. All feedback was reviewed and consulted during the recommendation-development process to ensure all proposed safety treatments were consistent with the community's needs.



Community Workshop #1

March 15, 2023

The initial workshop between the project team and the community took place on March 15, 2023 at 54th Street Elementary School. The workshop was set up to accommodate both in-person and virtual participants via *Microsoft Teams*, with a total of 35 attendees present in person and an additional 6 participating virtually.

The workshop provided a chance for the project team to introduce the project, understand the issues, and discuss potential treatments and solutions. The meeting was organized as a workshop/charrette-style presentation. This interactive format enabled the project team to facilitate group sessions thereby providing community members an opportunity to voice their concerns and share their input using map boards.

These boards were instrumental in gaining insights into the community's traffic safety-related concerns, issues, and overall sentiment. Additionally, the project team engaged in conversations with both individuals and groups to gather unique anecdotes and further understand the community's perspective.

The outreach materials for Community Workshop#1 can be viewed in Appendix A.







Community Workshop #2

July 15, 2023

The second workshop was held on July 15, 2023 at 54th Street Elementary School. The workshop was set up to accommodate both in-person and virtual participants via *Zoom*, with a total of 34 attendees present in person and an additional 9 participating virtually.

The purpose of this outreach event was to present the proposed draft elements of the CTSP. The format of the meeting was open-house style, featuring map boards displaying the draft recommendations. The project team engaged with community members, who interacted with poster boards to provide their comments. The outreach materials for Community Workshop #2 are included in Appendix B.







3.2 Community Based Organization Meetings

The project team met with the following three community based organizations:

- Ladera Heights Civic Association
- Streets Are For Everyone (SAFE) and Faith for Safer Streets
- United Homeowners Association II

A total of six virtual meetings were held, with two meetings held with each organization. The first set of meetings were held near the start of the project and the next set were held during the recommendation-development process to present the draft proposed treatments. Meetings were timed to ask questions, acquire more information on the history of traffic issues in the neighborhoods, and learn about what had and had not worked. Table 3.2.1 below shows the list of the focused meetings that took place.

Table 3.2.1. Community Based Organization Meeting Schedule

Community Based Organization	Date
Ladera Heights Civic Association	March 1, 2023
	July 7, 2023
SAFE and Faith for Safer Streets	January 24, 2023
	June 30, 2023
United Homeowners' Association II	January 31, 2023
	June 13, 2023



3.3 Online Survey

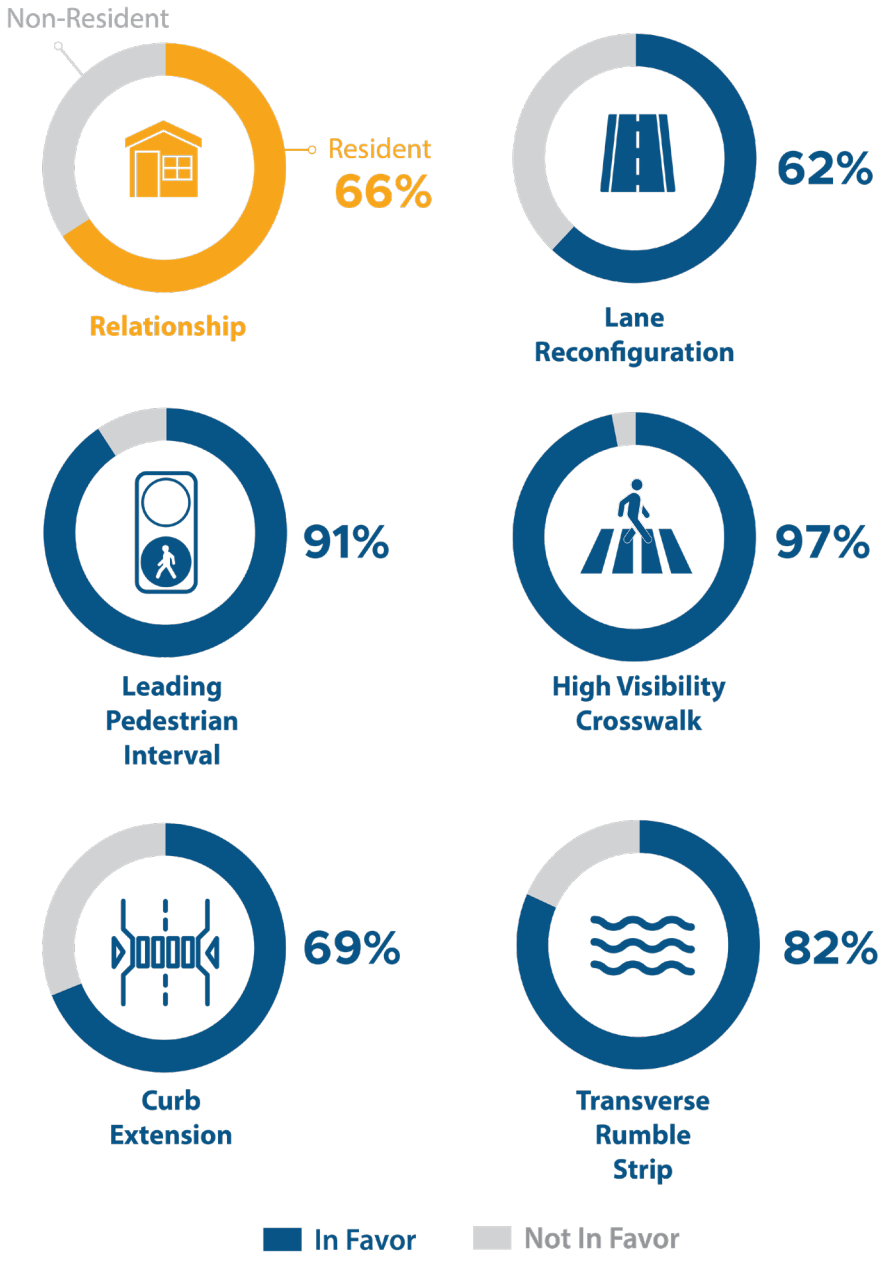
The project team conducted a comprehensive community outreach survey aimed at gathering feedback on the draft treatments for key corridors within the project area.

These corridors included:

- Angeles Vista Boulevard
- Fairfax Avenue
- La Brea Avenue
- Overhill Drive
- 54th Street

The online survey was designed to present the draft recommendations and gauge respondents' preferences for the proposed treatments. The survey was conducted via *Typeform*, and it was promoted through Los Angeles County Public Works' official social media channels, including Twitter and Instagram. Additionally, it was shared on Los Angeles County Supervisor Holly Mitchell's official social media channels and website. The survey was active from July 24, 2023, to August 18, 2023, during which it received a total of 106 responses. A summary of respondents' input is shown in Figure 3.3.1.

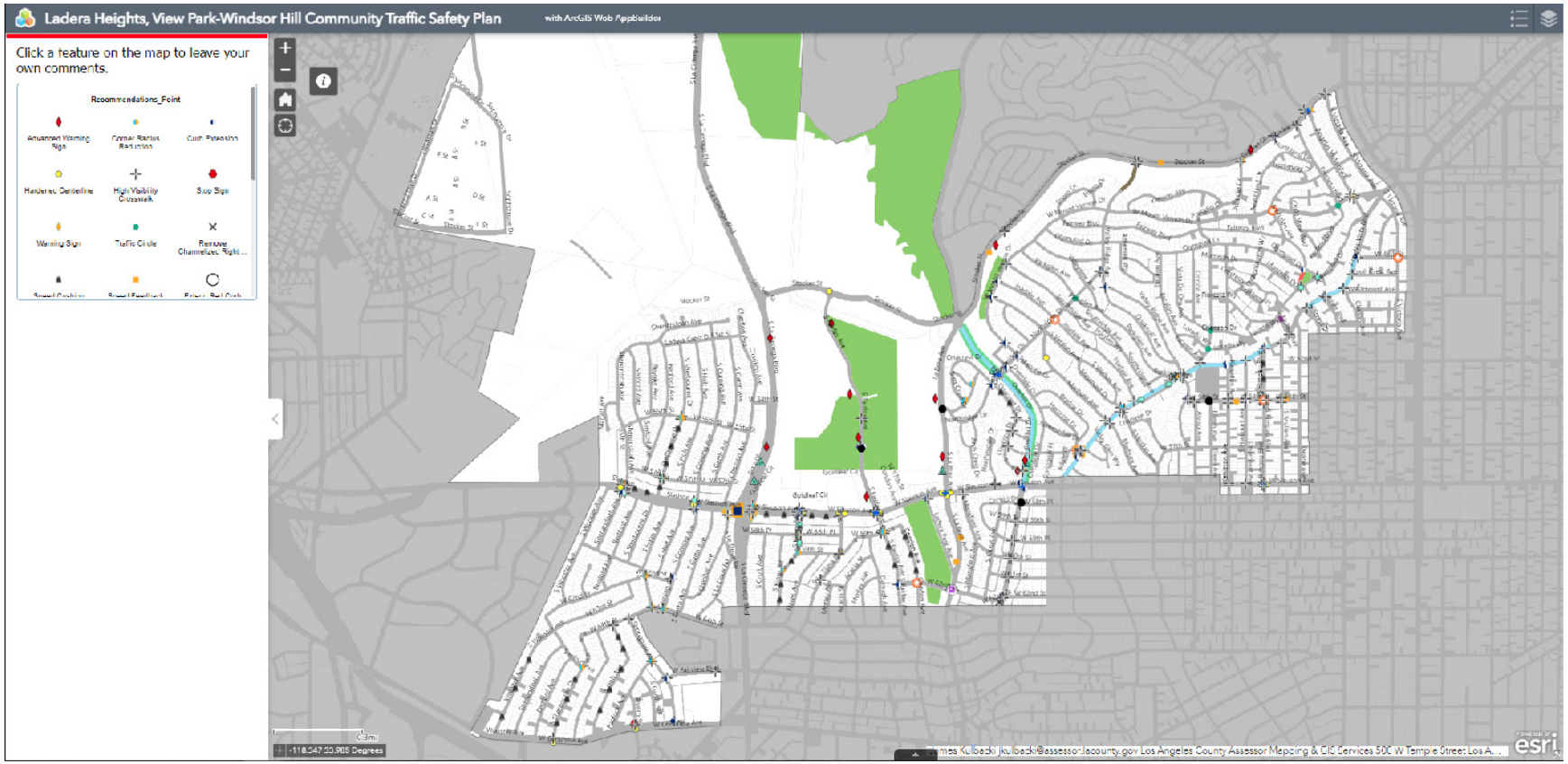
Figure 3.3.1 Summary of Online Survey Input



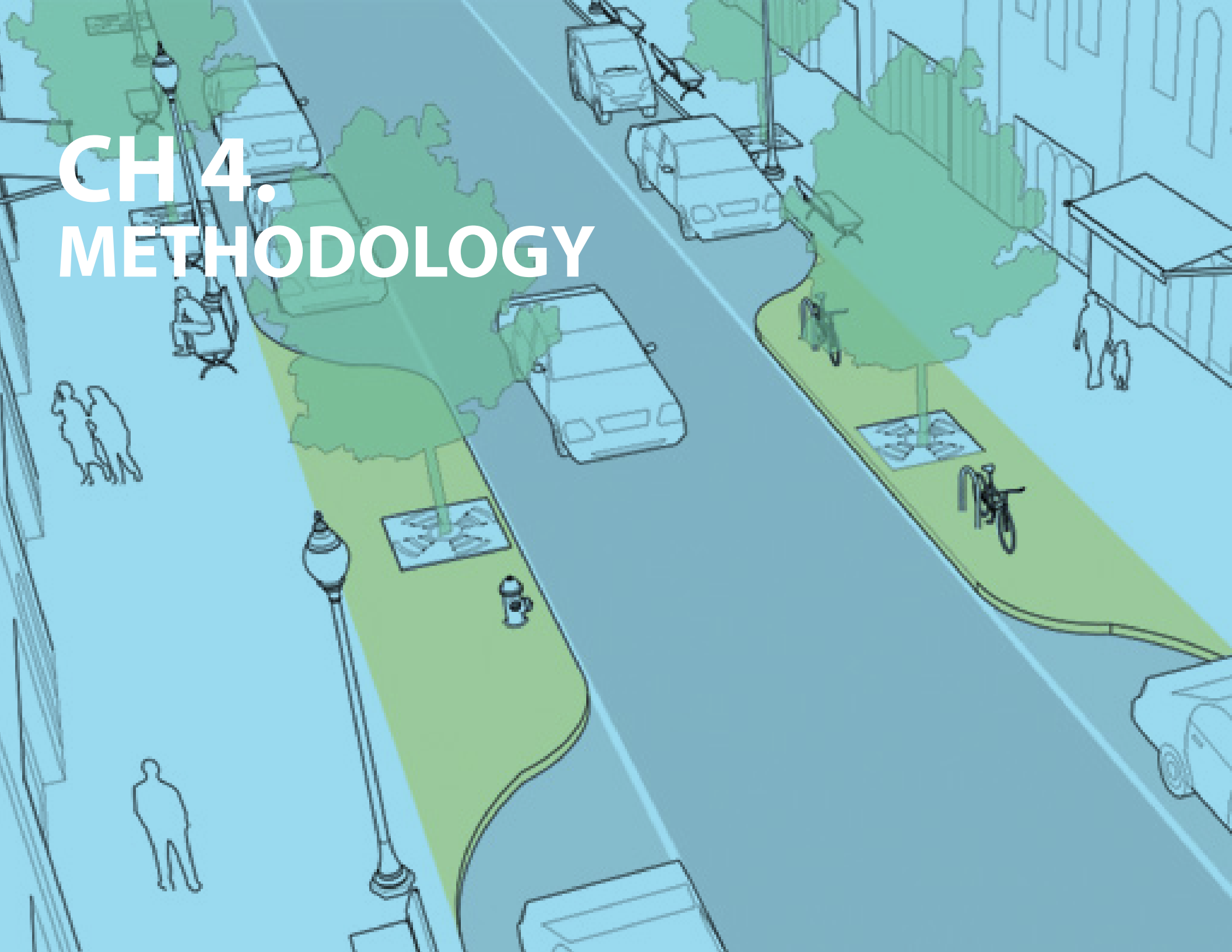
3.4 Online Interactive Map

The project team developed and shared an online interactive Geographic Information System (GIS) web map that extended the feedback collection to areas beyond the key corridors. This interactive map provided a platform for people to actively engage with the project and share their input. Furthermore, it allowed individuals to delve into the proposed treatments, modifications, and potential impacts. This resource was accessible to virtual attendees of community workshop #2 and participants who engaged in the online survey. Figure 3.4.1 displays the front page of the online interactive map.

Figure 3.4.1 Online Interactive Map



CH 4.
METHODOLOGY



Focused Corridor Selection

The focused corridor selection analysis serves several essential purposes. It allows the project team to make the most efficient use of resources by prioritizing and concentrating efforts where they are most needed. This focused approach enables the team to tackle specific challenges and issues unique to each corridor, resulting in more effective problem-solving.

The focused corridor selection model employed in this CTSP is built upon three key categories, with different weights for arterial and residential corridor selections:

- Safety: This category assesses a project's potential impact on overall traffic safety within the project area.
- Community Support: This takes into account the level of community backing for each project.
- Network Connectivity: This quantifies the potential influence of each project on pedestrian and bicycle behavior within the project area.

The specific measures for each category are shown in Tables 4.1.1 and 4.1.2. Figure 4.1.1 presents a composite map that combines the three categories, incorporating the weightings detailed in Tables 4.1.1 and 4.1.2.

Figure 4.1.2 highlights the selected focused corridors, which are further listed in Table 4.1.3. In addition, a comprehensive explanation of the methodology for selecting focused corridors can be found in Appendix C.



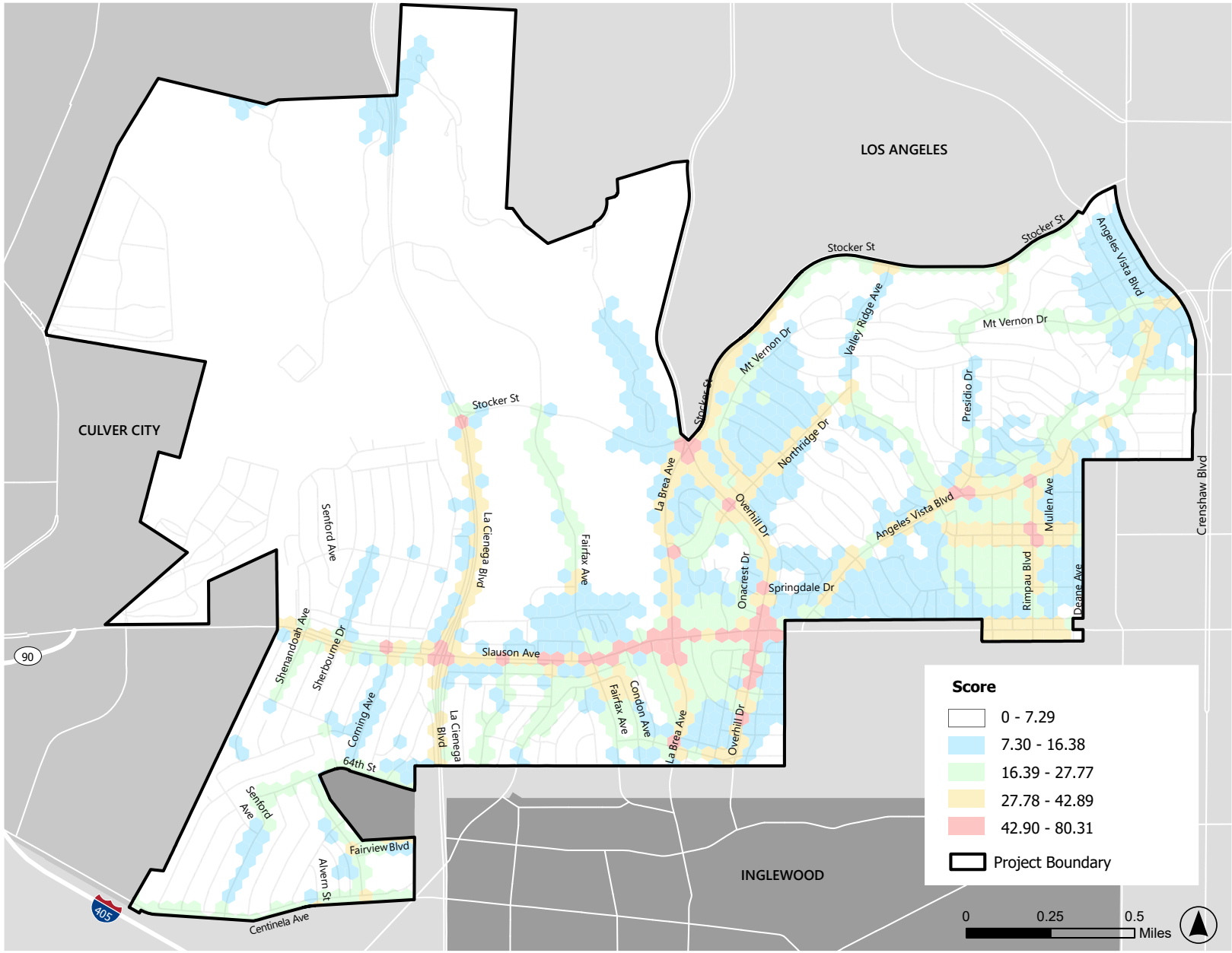
Table 4.1.1. Arterial Corridor Prioritization Criteria

Group	Category	Description	Weight	Category Weight
Safety	Total Collisions	The total count of collisions within each hex cell unit, where they intersect or overlay with each corridor.	30	55
	ADTs	The total traffic volume of each corridor collected during a 24-hour weekday period.	10	
	85th Percentile Speeds	The speed at or below which 85 percent of the drivers travel on each corridor.	15	
Community Support	Community Feedback	A quantification of the level of support provided by the community for each project.	25	25
Network Connectivity	Nearby Attractors	The count of nearby attractors including parks, schools, medical centers, and other local institutions within 1/4 mile of each corridor.	20	20
		TOTAL	**100**	

Table 4.1.2. Residential Corridor Prioritization Criteria

Group	Category	Description	Weight	Category Weight
Safety	Total Collisions	The total count of collisions within each hex cell unit, where they intersect or overlay with each corridor.	30	50
	85th Percentile Speeds	The speed at or below which 85 percent of the drivers travel on each corridor.	20	
Community Support	Community Feedback	A quantification of the level of support provided by the community for each project.	25	25
Network Connectivity	Nearby Attractors	The count of nearby attractors including parks, schools, medical centers, and other local institutions within 1/4 mile of each corridor.	25	25
		TOTAL	**100**	

Figure 4.1.1 Focused Corridor Selection Composite Map



* Total scores were broken into classes using Jenks Natural Breaks. The detailed about this method can be found in Appendix C.

Figure 4.1.2 Focused Corridors

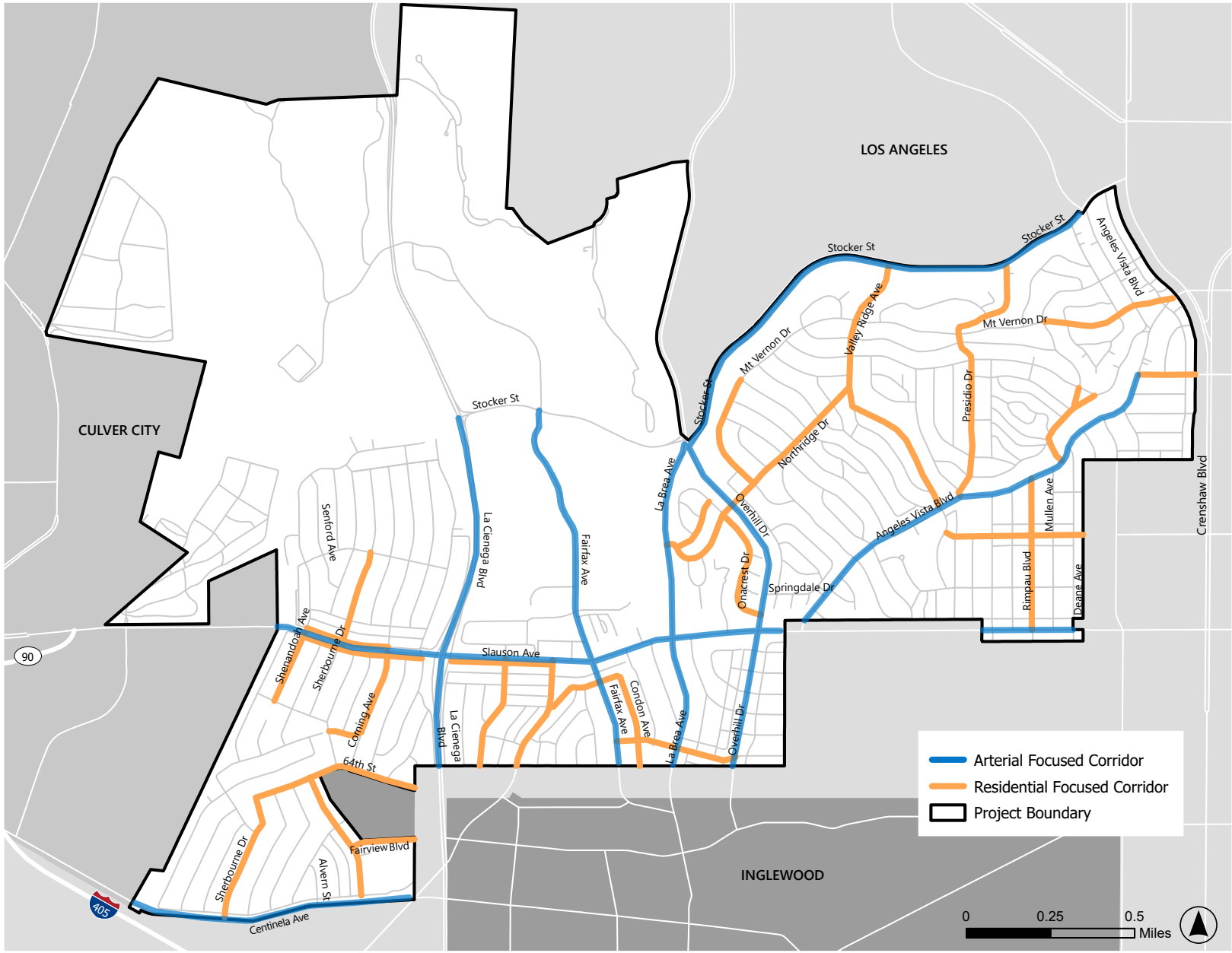


Table 4.1.3 Focused Corridors

#	Roadway	From	To	Class	Score
1	Slauson Ave	West Project Limit	East Project Limit	Arterial	45.02
2	La Brea Ave	Stocker St	South Project Limit	Arterial	39.98
3	Overhill Dr	Stocker St	South Project Limit	Arterial	39.60
4	Slauson Ave (South Frontage Rd)	La Cienega Blvd	La Tijera Blvd	Residential	37.70
5	54th St	Valley Ridge Ave	East Project Limit	Arterial	35.81
6	La Cienega Blvd	Stocker St	South Project Limit	Arterial	33.79
7	Rimpau Blvd	Angeles Vista Blvd	Slauson Ave	Residential	33.01
8	Northridge Dr	La Brea Ave	Valley Ridge Ave	Residential	30.77
9	Stocker St	Overhill Dr	Angeles Vista Blvd	Arterial	29.69
10	Angeles Vista Blvd	South Project Limit	48th St	Arterial	29.02
11	Mioland Dr	Onacrest Dr	Northridge Dr	Residential	28.81
12	Fairview Blvd	Springpark Ave	East Project Limit	Residential	28.13
13	Mt Vernon Dr	Northridge Dr	Southridge Ave	Residential	27.19
14	Slauson Ave (North Frontage Rd)	Shenandoah Ave	Corning Ave	Residential	24.70
15	Mt Vernon Dr	Mullen Ave/Homeland Dr	East Project Limit	Residential	24.45
16	Condon Ave	Fairfax Ave	South Project Limit	Residential	23.70
17	Springpark Ave	64th St	Centinela Ave	Residential	23.25
18	62nd St	Fairfax Ave	Overhill Dr	Residential	23.00
19	Slauson Ave (South Frontage Rd)	Shenandoah Ave	Chariton Ave	Residential	22.76
20	Mullen Ave	Angeles Vista Blvd	Olympiad Dr	Residential	22.68
21	Kings Rd	Slauson Ave	South Project Limit	Residential	22.59
22	59th St	La Tijera Blvd	Fairfax Ave	Residential	22.22
23	Centinela Ave	East Project Limit	West Project Limit	Arterial	21.22
24	Fairfax Ave	Stocker St	South Project Limit	Arterial	20.03
25	Onacrest Dr	Northridge Dr	Overhill Dr	Residential	19.47
26	64th St	Sherbourne Dr	Sherbourne Dr	Residential	19.07
27	Valley Ridge Ave	Stocker St	Angeles Vista Blvd	Residential	19.07
28	La Tijera Blvd	Slauson Ave	South Project Limit	Arterial	19.05
29	Presidio Dr	Stocker St	Angeles Vista Blvd	Residential	18.67
30	48th St	Angeles Vista Blvd	East Project Limit	Arterial	17.66
31	62nd St	Halm Ave	Corning Ave	Residential	16.20
32	Sherbourne Dr	Slauson Ave	55th St	Residential	16.16
33	Sherbourne Dr	Centinela Ave	64th St	Residential	14.53
34	Shenendoah Ave	Slauson Ave	61st St	Residential	12.92
35	Corning Ave	Slauson Ave	62nd St	Residential	12.69

CH 5. RECOMMENDATIONS



5.1 Toolbox

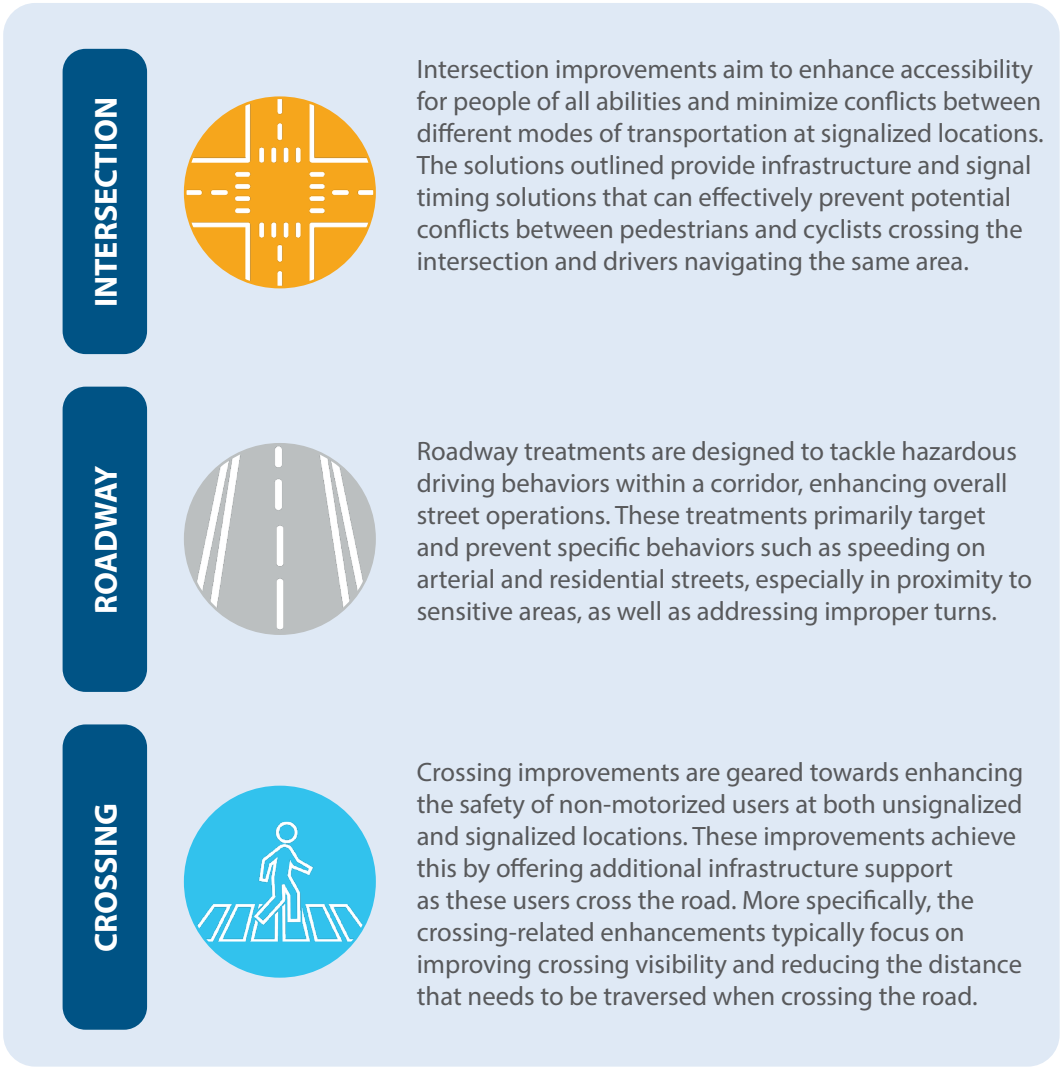
A toolbox comprises a diverse collection of methods and resources, providing a range of strategies and techniques to address problems, achieve goals, or confront specific challenges.

The toolbox, presented on the following pages, plays a crucial role in the chapter's overarching theme of recommendations. It offers comprehensive information on a diverse array of treatments and offers guidance on the appropriate circumstances for their application to effectively address a variety of traffic and safety issues.

The toolbox is primarily organized based on roadway types and recommendation categories, with a specific focus on Intersection, Roadway, and Crossing improvements. Figure 5.1.1 displays icons that classify the recommendation types available in this toolbox. The use and intent for each "tool" is outlined on the following pages.

Please refer to the Caltrans Highway Design Manual 7th Edition, Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition, California Manual on Uniform Traffic Control Devices (CA MUTCD) 2014 Revision 7, and other federal or state guidelines for specific design and signage standards.

Figure 5.1.1 Toolbox Recommendation Category

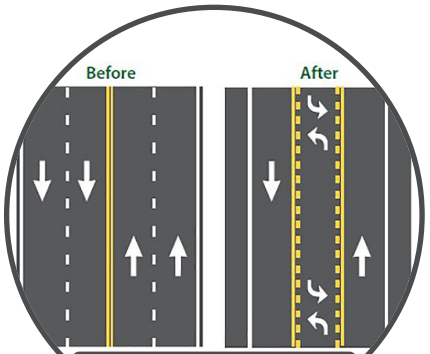


Intersection Roadway Crossing



LANDSCAPED MEDIAN

A Landscaped median is a curbed section that typically occupies the center of a roadway and provides opportunity for landscaping and street trees. They can reduce conflicts between opposing traffic and help calm traffic speeds.



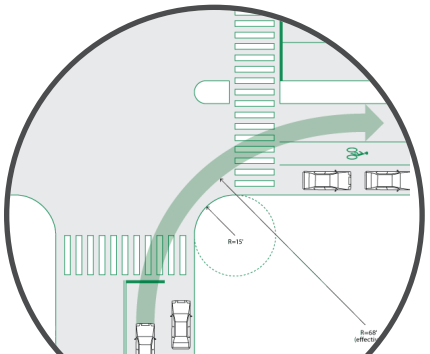
LANE RECONFIGURATION

A lane reconfiguration can improve safety, calm traffic, and provide better mobility and access for all road users. Typically, they involve converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane.



CURB EXTENSION

A curb extension narrows the roadway, reduces the crossing distance, and allows pedestrians and drivers to see each other more easily when parked vehicles would otherwise block visibility.



CORNER RADIUS REDUCTION

A corner radius reduction slows down turning vehicle speeds and mitigates the likelihood of collisions at intersections between turning vehicles and pedestrians.



EMBEDDED CROSSWALK LIGHTS

Embedded crosswalk lights are in-road lights on both sides of a crosswalk that alert drivers of people crossing the street. To achieve this, the luminaries are strategically positioned to minimize any silhouette effect on the pedestrian and ensure positive contrast for better visual identification.



HARDENED CENTERLINE

A hardened centerline is a small rubber barrier next to a crosswalk that requires people driving to make slower, more square left-hand turns. They can slow down vehicle speeds significantly at crosswalks and improve safety for people in the crosswalk.



SCRAMBLE CROSSWALK

A scramble crosswalk allows pedestrians to cross an intersection in all directions, including diagonally, while all vehicle traffic is stopped. They can reduce vehicle-pedestrian collisions up to 50%[1].

1. *Implement Barnes Dance. Crash Modification Factors Clearinghouse. Retrieved from https://www.cmfclearinghouse.org/detail.cfm?facid=4117#commentanchocfm?facid=4117#commentanchor*



DRIVER SPEED FEEDBACK SIGN

A driver speed feedback sign is a roadway device that alerts drivers of the speed in which they are driving in relationship to the posted speed limit.

Intersection Roadway Crossing



HIGH VISIBILITY CROSSWALK

A high-visibility crosswalk uses patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all marked pedestrian crossing locations.



LEADING PEDESTRIAN INTERVAL

A Leading Pedestrian Interval gives pedestrians a head start when entering an intersection with a corresponding green signal in the same direction of travel. They enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.



ACCESSIBLE PEDESTRIAN SIGNAL

An Accessible Pedestrian Signal is a push button that activates the pedestrian signal and audibly notifies users when to cross a signalized intersection.



PEDESTRIAN REFUGE ISLAND

A pedestrian refuge island is a median with a refuge area that is intended to help protect pedestrians who are crossing a multi-lane road. They reduce the exposure time experienced by a pedestrian in the intersection.



NO RIGHT TURN ON RED

No right turn on red prohibits vehicles from making right turns during a red signal. This treatment allows pedestrians to cross the adjacent crosswalk with less concern for right-turning vehicles.



TRANSVERSE RUMBLE STRIP

A transverse rumble strip is used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. They are placed in the travel lane perpendicular to the direction of travel.



PROTECTED INTERSECTION

A protected intersection creates shorter, simpler crossings, more predictable movements, and better visibility between people on bikes and people driving. As a result, the intersection is more comfortable and safer for people using the bikeway and the crosswalk.



STREET LIGHTING

Street lighting may promotes safer and more efficient movement of both pedestrians and vehicles within roadways and intersections, reducing the likelihood of collisions and enhancing the overall livability of urban areas.

Intersection Roadway Crossing



HIGH VISIBILITY CROSSWALK

A high-visibility crosswalk uses patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all marked pedestrian crossing locations.



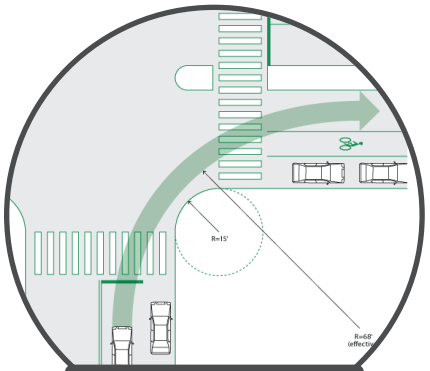
SPEED CUSHION

Speed cushions work by lifting the entire wheelbase of a vehicle to lower its speed. They contain wheel cutouts that enable larger emergency vehicles to pass without any impact, while still reducing the speed of passenger cars.



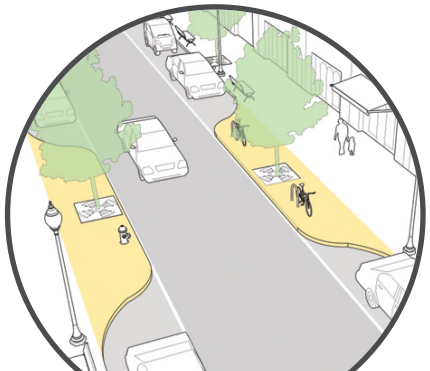
CURB EXTENSION

A curb extension narrows the roadway, reduces the crossing distance, and allows pedestrians and drivers to see each other more easily when parked vehicles would otherwise block visibility.



CORNER RADIUS REDUCTION

A corner radius reduction slows down turning vehicle speeds and mitigates the likelihood of collisions at intersections between turning vehicles and pedestrians.



CHOKER

A choker is typically made up of two curb extensions on opposite sides of the street that encourage drivers to slow down by making the street narrower. They can also be used as part of a mid-block pedestrian crossing.



CHICANE

A chicane provides alternating narrow and wide sections, and a curved driving path similar to a slalom. They also increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.



YIELD TO PEDESTRIAN SIGNAGE

Yield to pedestrian sign may be installed at uncontrolled pedestrian crossings to make the crosswalk more visible and increase the frequency of driver yielding. They are more likely to be effective on two-lane, low-speed streets than on multi-lane, high-speed streets.



MINI ROUNDABOUT TRAFFIC CIRCLE

Mini roundabouts and traffic circles lower speeds at minor intersection crossings. Entering traffic must yield to traffic already within the traffic circle.

Intersection Roadway Crossing



MEDIAN ISLAND

A median island is a raised island located along the street centerline that narrows the travel lanes at that location. They provide a pedestrian benefit, because they can serve as a place of refuge for pedestrians who cross a street midblock or at intersections.



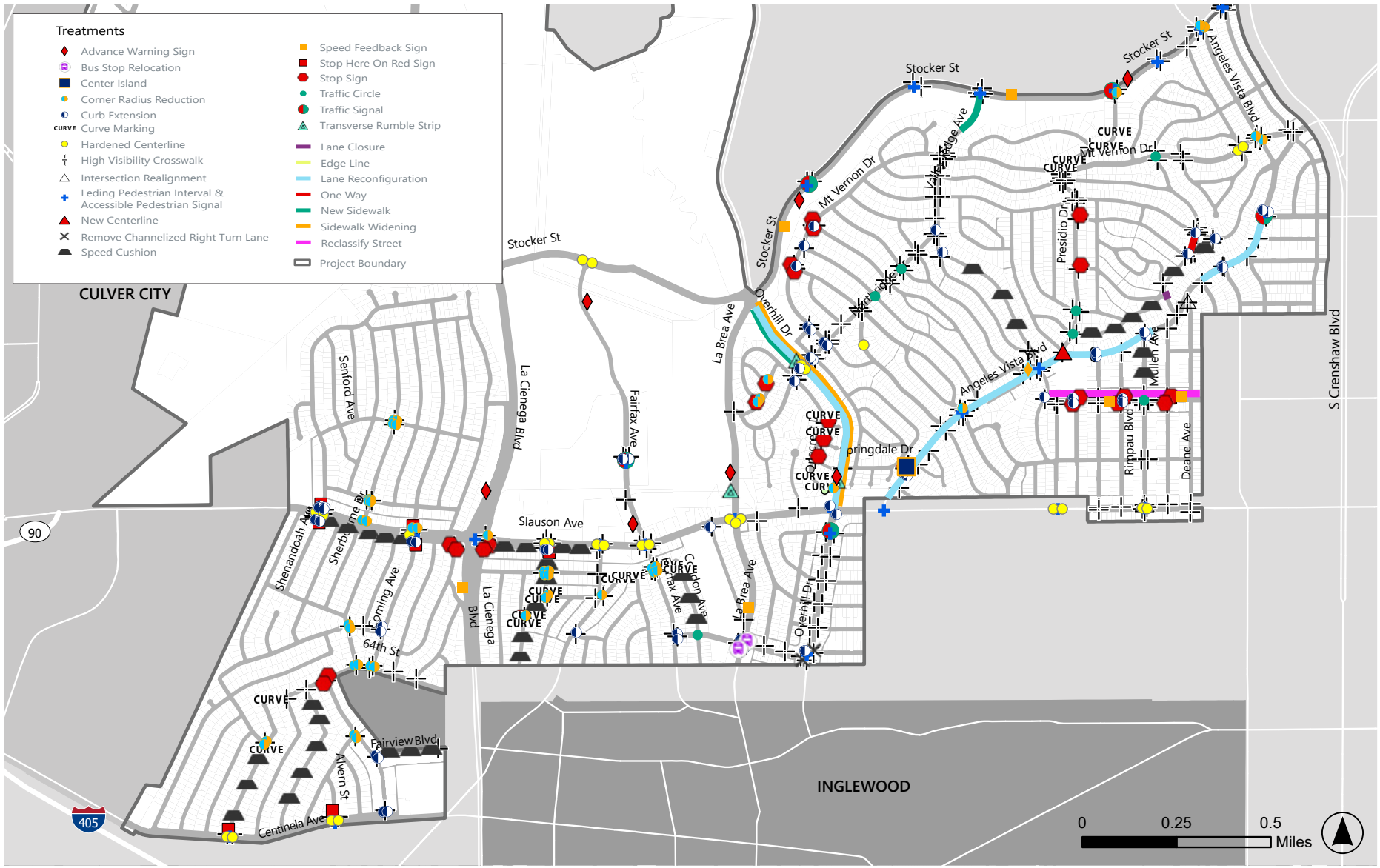
RAISED CROSSWALK

A raised crosswalk serves as a traffic calming measure by extending the sidewalk across the road and bringing motor vehicles to the pedestrian level. They also improve accessibility by allowing a pedestrian to cross at nearly a constant grade without the need for a curb ramp.

5.2 Recommendations

The corridor recommendations prepared for the CTSP represent a balance between public concerns and engineering best practices. Figure 5.2.1 displays all the proposed recommendations within the project area, and the complete list of recommendations can be found in Appendix D.

Figure 5.2.1 Proposed Recommendations



5.3 Concept Plans

Given the extensive project area, the project team has opted to concentrate on four major corridors and one neighborhood for this chapter. As a result, a total of nineteen intersection concept plans and one neighborhood-wide concept plan are shown to demonstrate various treatments in the following pages.

The following corridors and neighborhood contain the represented projects within this chapter and their corresponding treatments:

- La Brea Avenue between Stocker Street and the South Project Limit south of 62nd Street
- Fairfax Avenue between Stocker Street and the South Project Limit south of 62nd Street
- Overhill Drive between Stocker Street and the South Project Limit south of 62nd Street
- Angeles Vista Boulevard between the South Project Limit north of Slauson avenue and 48th Street
- Lower Ladera Heights

Concept plans can be used for future spot improvements or corridor enhancement applications. The concept plans showcase typical improvements for enhanced pedestrian crossings, enhanced intersection movement, traffic operation strategies, and intersection strategies.

NOTE: *Concept plans presented within the CTSP should not be considered final. These concepts are subject to additional design and constructability review, as well as community input.*

LA BREA AVENUE BETWEEN STOCKER STREET AND THE SOUTH PROJECT LIMIT SOUTH OF 62ND STREET 62ND STREET

CORRIDOR FEATURE

La Brea Avenue is one of the main arterial corridors within the central sector of the project area. Also, the corridor is an ingress/egress street into the neighborhoods.

La Brea Avenue is classified as a principal arterial per the California Road System (CRS) map. ADT volumes are noted to be in the 27,000 vehicles per day range.

Major intersections along this corridor are:

- La Brea Avenue and Stocker Street/Overhill Drive
- La Brea Avenue and Northridge Drive
- La Brea Avenue and Slauson Avenue
- La Brea Avenue and 62nd Street

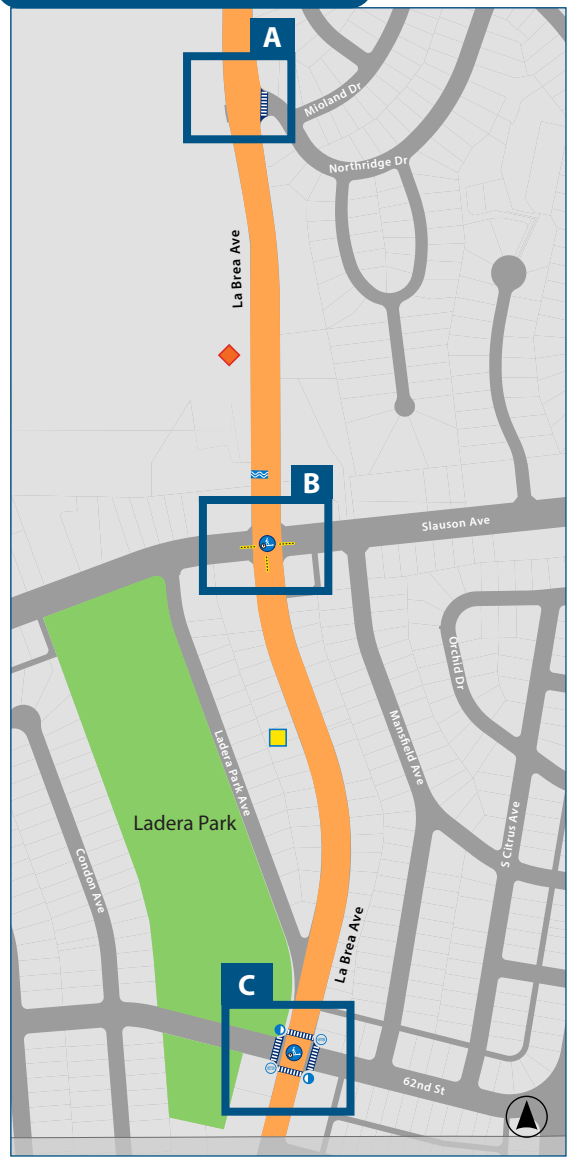
Kenneth Hahn State Recreation Area is located immediately north of the 5-point intersection where the corridor intersects with Stocker Street and Overhill Drive.

Ladera Park is located directly to the west of the intersection of La Brea Avenue and 62nd Street.

PROPOSED ROADWAY TREATMENTS

- Install an advance warning sign and transverse rumble strips on the north approach to the intersection of La Brea Avenue & Slauson Avenue
- Install a driver feedback sign for southbound traffic between Slauson Avenue and 62nd Street

CORRIDOR SNAPSHOT

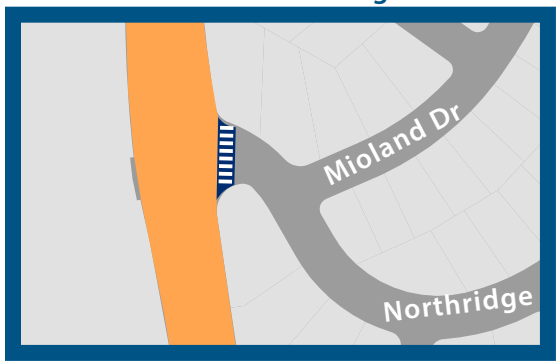


High Visibility Crosswalk
Curb Extension
Advance Warning Sign
DriverFeedback Sign
Leading Pedestrian Interval
Accessible Pedestrian Signal
Hardened Centerline
Transverse Rumble Strip
Bus Stop Relocation
Park

*See Figure 5.2.1 or Appendix D for all proposed recommendations within the project area.

PROPOSED TREATMENTS BY INTERSECTION

A. La Brea Avenue & Northridge Drive



High Visibility Crosswalk

- Install high visibility crosswalk on the east approach of the intersection of La Brea Avenue & Northridge Drive

B. La Brea Avenue & Slauson Avenue

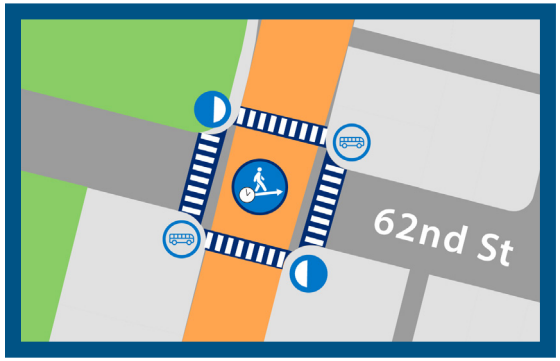


Leading Pedestrian Interval
Accessible Pedestrian Signal

Hardened Centerline

- Provide leading pedestrian interval and accessible pedestrian signal
- Add hardened centerlines on the east, west, and south approaches of the intersection

C. La Brea Avenue & 62nd Street



High Visibility Crosswalk

Leading Pedestrian Interval
Accessible Pedestrian Signal

Curb Extension

Bus Stop Relocation

- Provide leading pedestrian interval and accessible pedestrian signal
- Install high visibility crosswalks on all approaches of the intersection
- Provide curb extensions on the northwest and southeast corners of the intersection
- Relocate bus stops to the far sides of the intersection

FAIRFAX AVENUE BETWEEN STOCKER STREET AND THE SOUTH PROJECT LIMIT SOUTH OF 62ND STREET

CORRIDOR FEATURE

Fairfax Avenue is a key corridor situated in the central sector of the project area, located between the Ladera Heights and View Park-Windsor Hills neighborhoods.

Fairfax Avenue is classified as a minor arterial per the CRS map. ADT volumes are noted to be in the 6,000 - 7,400 vehicles per day range.

Major intersections along this corridor are:

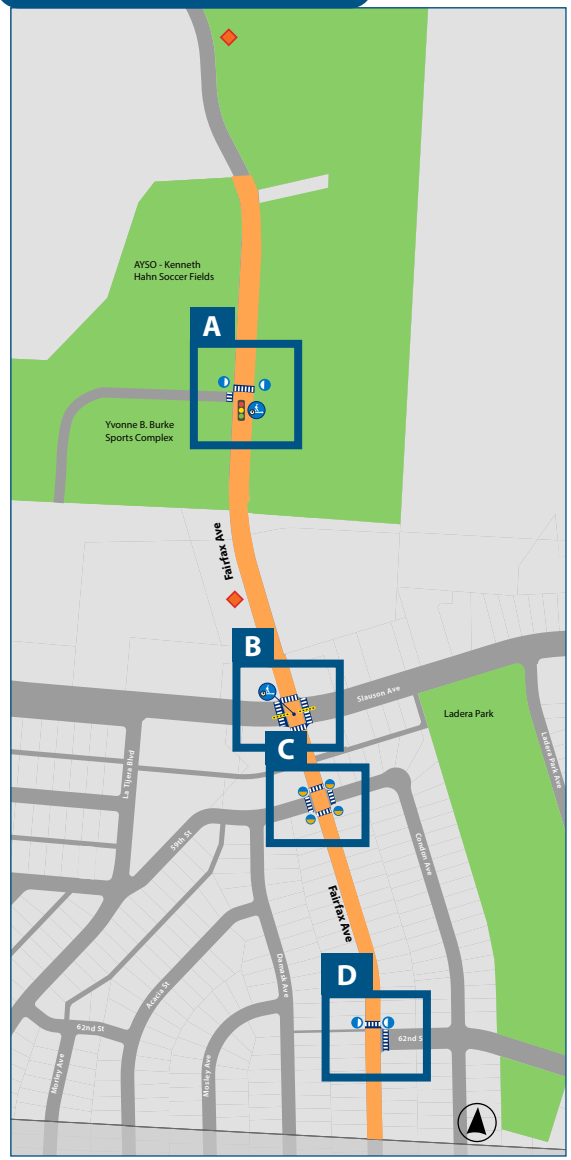
- Fairfax Avenue and Stocker Street
- Fairfax Avenue and Yvonne B. Burke Sports Complex
- Fairfax Avenue and Slauson Avenue
- Fairfax Avenue and 62nd Street

The corridor traverses the oil field in Baldwin Hills and provides a connection to both the Kenneth Hahn soccer fields and the Yvonne B. Burke sports complex baseball fields.

PROPOSED ROADWAY TREATMENTS

- Install an advance warning sign for northbound traffic, between Stocker Street and the Kenneth Hahn soccer fields
- Install an advance warning sign for southbound traffic between the Yvonne B. Burke Sports Complex and Slauson Avenue

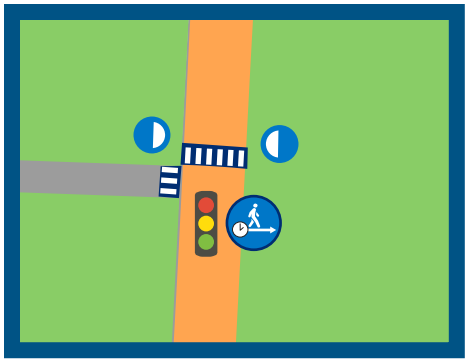
CORRIDOR SNAPSHOT



*See Figure 5.2.1 or Appendix D for all proposed recommendations within the project area.

PROPOSED TREATMENTS BY INTERSECTION

A. Fairfax Avenue & Baseball Fields



- Install high visibility crosswalks on the west and north approaches of the intersection at the entrance of the baseball fields
- Provide curb extensions on the northwest and northeast corners of the intersection
- Provide new traffic signal with leading pedestrian interval and accessible pedestrian signal

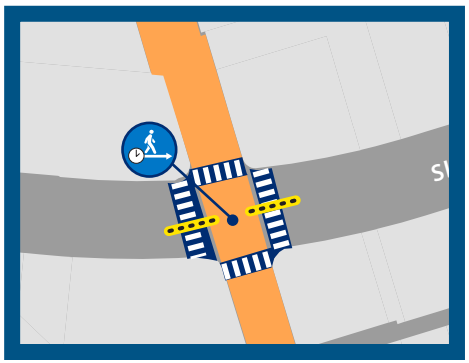
High Visibility Crosswalk

Curb Extension

Traffic Signal

Leading Pedestrian Interval
Accessible Pedestrian Signal

B. Fairfax Avenue & Slauson Avenue



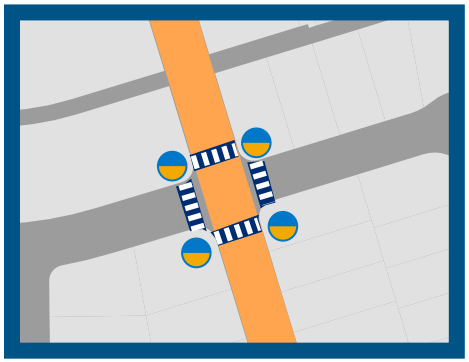
- Install high visibility crosswalks on all approaches of the intersection
- Provide leading pedestrian interval and accessible pedestrian signal
- Add hardened centerlines on the east and west approaches of the intersection

High Visibility Crosswalk

Leading Pedestrian Interval
Accessible Pedestrian Signal

Hardened Centerline

C. Fairfax Avenue & 59th Street

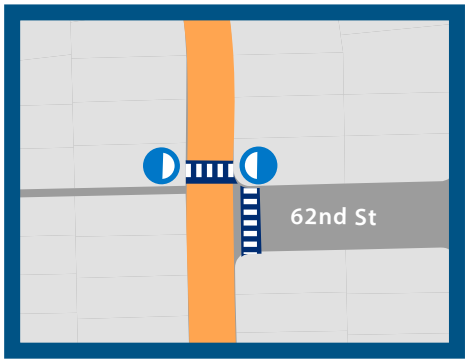


- Install high visibility crosswalks on all approaches of the intersection
- Reduce corner radii on all corners of the intersection

High Visibility Crosswalk

Corner Radius Reduction

D. Fairfax Avenue & 62nd Street



- Install high visibility crosswalks on the north and east approaches of the intersection
- Provide curb extensions on the northwest and northeast corners of the intersection

High Visibility Crosswalk

Curb Extension

OVERHILL DRIVE BETWEEN STOCKER STREET AND THE SOUTH PROJECT LIMIT SOUTH OF 62ND STREET

CORRIDOR FEATURE

Overhill Drive is a major corridor that runs along the border of the View Park-Windsor Hills neighborhood and plays a significant role as a key roadway.

Overhill Drive is classified as a minor arterial per the CRS map. ADT volumes are noted to be in the 11,000 - 12,000 vehicles per day range.

Major intersections along this corridor are:

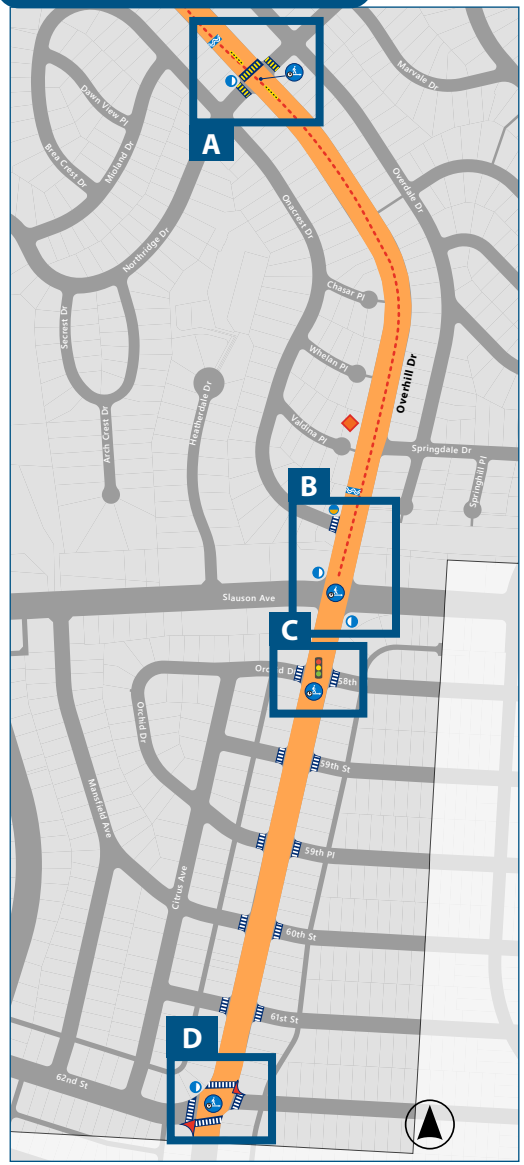
- Overhill Drive and Stocker Street/La Brea Avenue
- Overhill Drive and Northridge Drive
- Overhill Drive and Slauson Avenue
- Overhill Drive and Orchid Drive/58th Place
- Overhill Drive and 62nd Street

The intersection of Overhill Drive and Northridge Drive is a primary entrance to the neighborhood, providing access to Windsor Hills Elementary School.

PROPOSED ROADWAY TREATMENTS

- Reduce two vehicle lanes to one in each direction, establishing a two-way left turn lane in the center between Stocker Street and Slauson Avenue, while adding a new sidewalk on the west side of the corridor and expanding the existing sidewalk on the east side
- Install transverse rumble strips on the north approaches to the intersections of Overhill Drive & Northridge Drive and Overhill Drive & Slauson Avenue

CORRIDOR SNAPSHOT



Lane Reconfiguration

High Visibility Crosswalk (Yellow)

High Visibility Crosswalk

Traffic Signal

Transverse Rumble Strip

Corner Radius Reduction

Curb Extension

Advance Warning Sign

Leading Pedestrian Interval
Accessible Pedestrian Signal

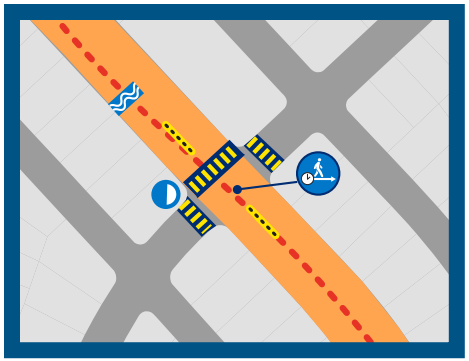
Hardened Centerline

Remove Channelized Right-Turn

*See Figure 5.2.1 or Appendix D for all proposed recommendations within the project area.

PROPOSED TREATMENTS BY INTERSECTION

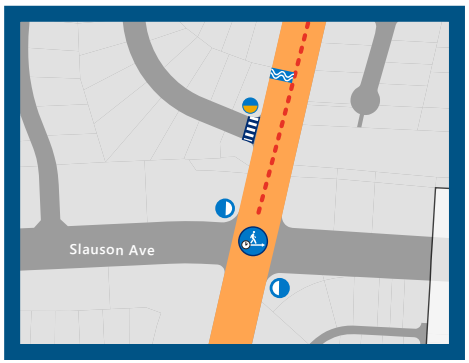
A. Overhill Drive & Northridge Drive



- Install yellow high visibility crosswalks on the north, east, and west approaches of the intersection
- Provide a curb extension on the northwest corner of the intersection
- Provide leading pedestrian interval and accessible pedestrian signal
- Add hardened centerlines on the north and south approaches of the intersection

High Visibility Crosswalk (Yellow)
Curb Extension
Transverse Rumble Strip
Leading Pedestrian Interval
Accessible Pedestrian Signal
Hardened Centerline

B. Overhill Drive & Onacrest Drive/Slauson Avenue



- Install high visibility crosswalk on the west approach of the Overhill Drive & Onacrest Drive intersection
- Reduce corner radius on the northwest corner of the Overhill Drive & Onacrest Drive intersection
- Provide leading pedestrian interval and accessible pedestrian signal at the Overhill Drive & Slauson Avenue intersection
- Provide curb extensions on the northwest and southeast corners of the Overhill Drive & Slauson Avenue intersection

High Visibility Crosswalk
Curb Extension
Corner Radius Reduction
Transverse Rumble Strip
Leading Pedestrian Interval
Accessible Pedestrian Signal

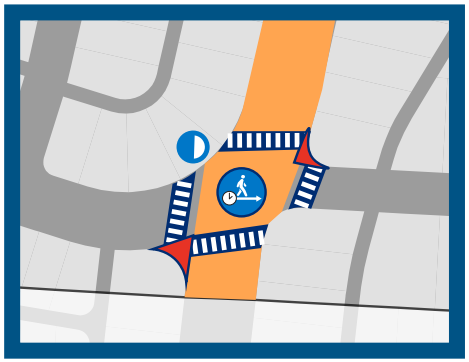
C. Overhill Drive & 58th Place (Orchid Drive)/59th Street



- Provide new traffic signal at the intersection of Overhill Drive and Orchid Drive/58th Place with leading pedestrian interval and accessible pedestrian signal
- Install high visibility crosswalks on the east and west approaches of the intersections at Overhill Drive & Orchid Drive/58th Place and Overhill Drive & 59th Street

High Visibility Crosswalk
Traffic Signal
Leading Pedestrian Interval
Accessible Pedestrian Signal

D. Overhill Drive & 62nd Street

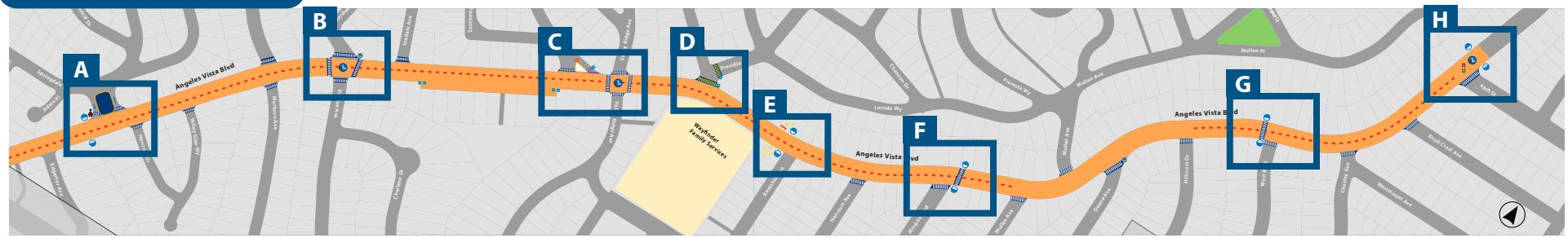


- Install high visibility crosswalks on all approaches of the intersection
- Provide a curb extension on the northwest corner
- Remove the channelized right-turn lanes on the northeast and southwest corners
- Provide leading pedestrian interval and accessible pedestrian signal

High Visibility Crosswalk
Curb Extension
Leading Pedestrian Interval
Accessible Pedestrian Signal
Remove Channelized Right-Turn Lane

ANGELES VISTA BOULEVARD BETWEEN THE SOUTH PROJECT LIMIT NORTH OF SLAUSON AVENUE AND 48TH STREET

CORRIDOR SNAPSHOT



- Lane Reconfiguration
- High Visibility Crosswalk (Yellow)
- High Visibility Crosswalk
- Traffic Signal
- Corner Radius Reduction
- Curb Extension
- Leading Pedestrian Interval Accessible Pedestrian Signal
- Widen median
- Dead End Sign
- Curb ramp Detectable Warning Surface
- Yellow Reflective Sheeting
- Relocate Stop Sign
- Street Closure
- One-way Street
- Centerline
- Red Curb
- Park
- School

CORRIDOR FEATURE

Angeles Vista Boulevard is a significant corridor that traverses the heart of the View Park-Windsor Hills neighborhood and frequently experiences a high volume of cut-through traffic.

Angeles Vista Boulevard is classified as a minor arterial per the CRS map. ADT volumes are noted to be in the 10,000 - 15,000 vehicles per day range.

Major intersections along this corridor are:

- Angeles Vista Boulevard and Slauson Avenue
- Angeles Vista Boulevard and Harcross Drive
- Angeles Vista Boulevard and Verdun Avenue
- Angeles Vista Boulevard and Rimpau Boulevard
- Angeles Vista Boulevard and 48th Street

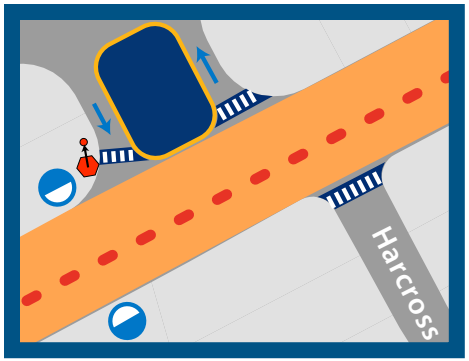
Wayfinder Family Services is located between the intersections of Angeles Vista Boulevard & Valley Ridge Avenue and Angeles Vista Boulevard & Keniston Avenue.

PROPOSED ROADWAY TREATMENTS

- Reduce two vehicle lanes to one in each direction, establishing a two-way left turn lane in the center between Mullen Avenue and Slauson Avenue, as well as between Hillcrest Drive and 48th Street to facilitate the connection with the existing lane reconfiguration.

PROPOSED TREATMENTS BY INTERSECTION

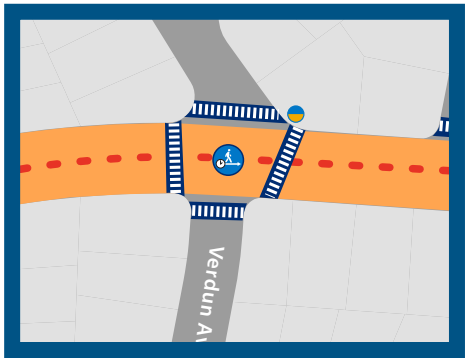
A. Angeles Vista Boulevard & Harcross Drive



- Widen the current center median on the north and northwest approach
- Convert the existing two-way North Harcross Drive into two separate one-way streets
- Provide curb extensions on the southwest and northwest corners of the intersection
- Install high visibility crosswalks on the north, northwest and south approaches of the intersection
- Relocate stop sign post on the northwest approach

High Visibility Crosswalk
Curb Extension
One-way Street
Widen median

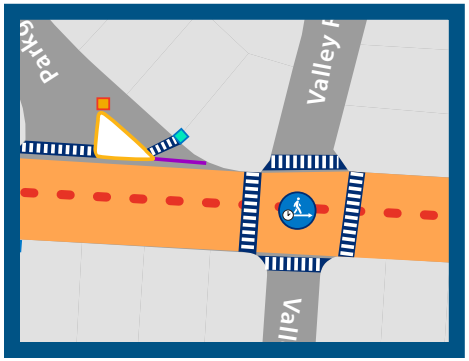
B. Angeles Vista Boulevard & Verdun Avenue



- Install high visibility crosswalks on all approaches of the intersection
- Reduce corner radius on the northeast corner of the intersection
- Provide leading pedestrian interval and accessible pedestrian signal

High Visibility Crosswalk
Corner Radius Reduction
Leading Pedestrian Interval
Accessible Pedestrian Signal

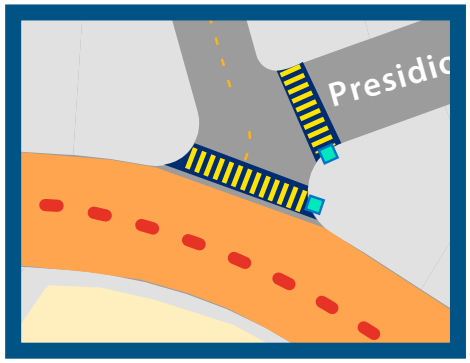
C. Angeles Vista Boulevard & Parkglen Avenue/Valley Ridge Avenue



- Restrict access to East Parkglen Avenue, permitting entry and exit only via West Parkglen Avenue from/ to Angeles Vista Boulevard
- Install dead-end sign at the junction of West and East Parkglen Avenue
- Install curb ramp and detectable warning surface on the northeast corner of the Angeles Vista Boulvard & East Parkglen Avenue intersection
- Install high visibility crosswalks on all approaches of the Angeles Vista Boulevard & Valley Ridge Avenue intersection and the north legs of the Angeles Vista Boulevard & Parkglen Avenue intersection
- Provide leading pedestrian interval and accessible pedestrian signal at the Angeles Vista Boulevard & Valley Ridge Avenue intersection

High Visibility Crosswalk
Dead End Sign
Curb ramp
Street Closure
Leading Pedestrian Interval
Accessible Pedestrian Signal

D. Angeles Vista Boulevard & Escalon Avenue/Presidio Drive



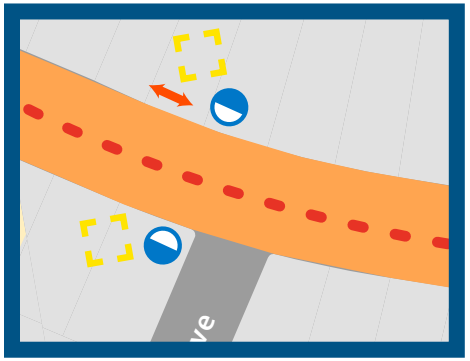
- Install yellow high visibility crosswalk on the north approach of the Angeles Vista Boulevard & Escalon Avenue intersection
- Provide new centerline on Escalon Avenue
- Install yellow high visibility crosswalk on the east approach of the Escalon Avenue & Presidio Drive
- Install curb ramp and detectable warning surface on the northeast corner of the Angeles Vista Boulevard & Escalon Avenue intersection
- Install curb ramp and detectable warning surface on the southeast corner of the Escalon Avenue & Presidio Drive intersection

High Visibility Crosswalk (Yellow)

Centerline

Curb ramp
Detectable Warning Surface

E. Angeles Vista Boulevard & Keniston Avenue



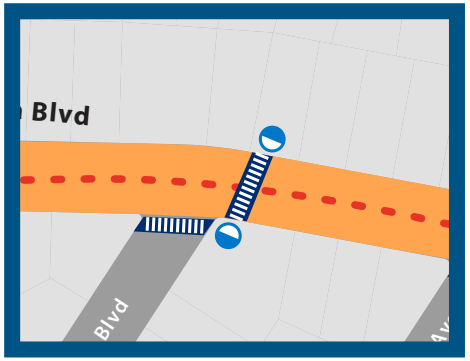
- Provide curb extensions on the northwest and southwest corners of the intersection
- Add yellow reflective sheeting to the pedestrian crossing sign posts on the northwest and southwest corners of the intersection
- Install red curb on the north side of Angeles Vista Boulevard west of the crosswalk

Curb Extension

Yellow Reflective Sheeting

Red Curb

F. Angeles Vista Boulevard & Rimpau Boulevard

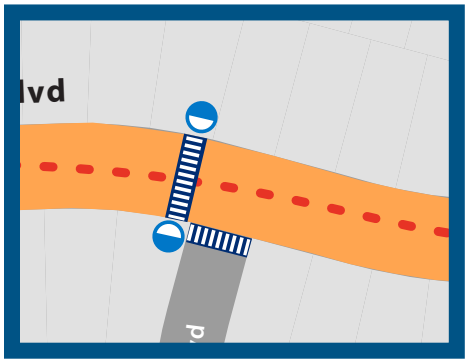


- Install high visibility crosswalks on the east and south approaches of the intersection
- Provide curb extensions on the northeast and southeast corners of the intersection

High Visibility Crosswalk

Curb Extension

G. Angeles Vista Boulevard & West Boulevard

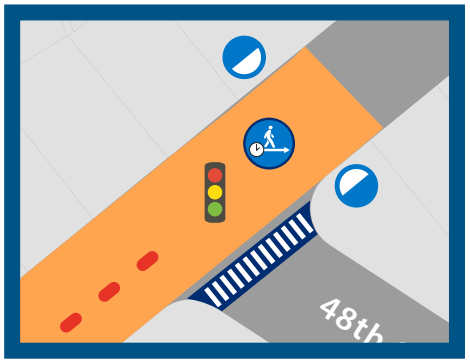


- Provide curb extensions on the northwest and southwest corners of the intersection
- Install high visibility crosswalks on the west and south approaches at the intersection

High Visibility Crosswalk

Curb Extension

H. Angeles Vista Boulevard & 48th Street



- Provide high visibility crosswalk on the east approach of the intersection
- Provide curb extensions on the northeast and northwest corners of the intersection
- Install new traffic signal with leading pedestrian interval and accessible pedestrian signal

High Visibility Crosswalk

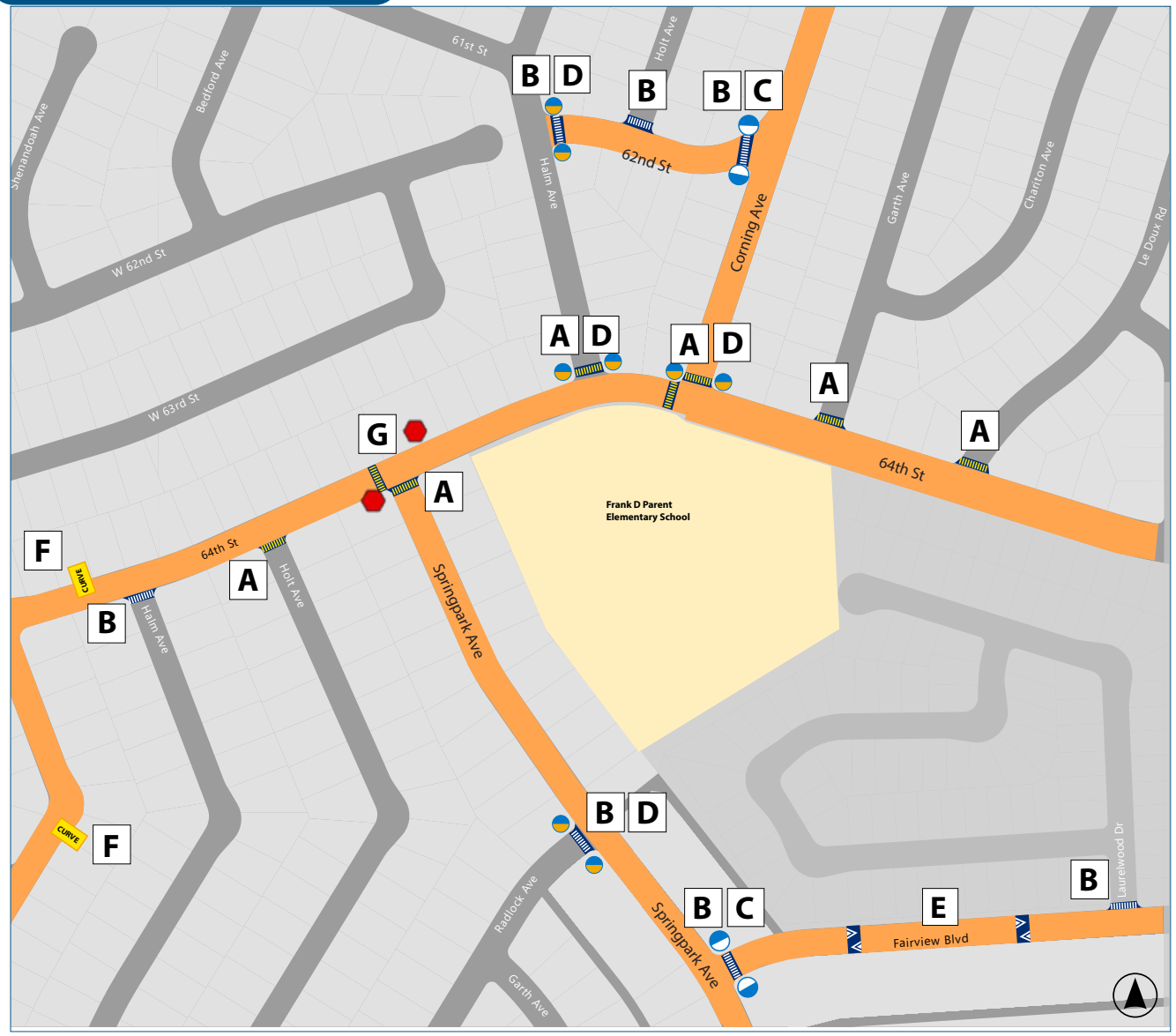
Curb Extension

Traffic Signal

Leading Pedestrian Interval
Accessible Pedestrian Signal

LOWER LADERA HEIGHTS

NEIGHBORHOOD SNAPSHOT



- High Visibility Crosswalk (Yellow) - A
- High Visibility Crosswalk - B
- Curb Extension - C
- Corner Radius Reduction - D
- Speed Cushion - E
- Curve Mark - F
- Stop Sign - G
- School

NEIGHBORHOOD FEATURE

Lower Ladera Heights is located south of Slauson Avenue and north of Centinela Boulevard, spanning from the western boundary of the Ladera Heights neighborhood to La Cienega Boulevard. This area is adjacent to the cities of Culver City and Inglewood.

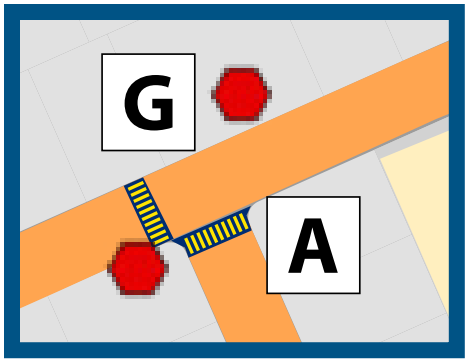
Major corridors in this neighborhood are

- 62nd Street
- 64th Street
- Corning Avenue
- Fairview Boulevard
- Springpark Avenue

Frank D. Parent Elementary School is situated on 64th Street just beyond the project area's boundaries.

PROPOSED TREATMENTS BY INTERSECTION

A. 64th Street & Springpark Avenue

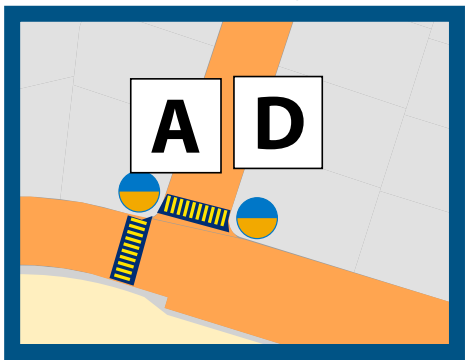


- Install yellow high visibility crosswalks on the south and west approaches of the intersection
- Provide stop signs on the east and west approaches of the intersection

High Visibility Crosswalk (Yellow) - A

Stop Sign - G

B. 64th Street & Corning Avenue

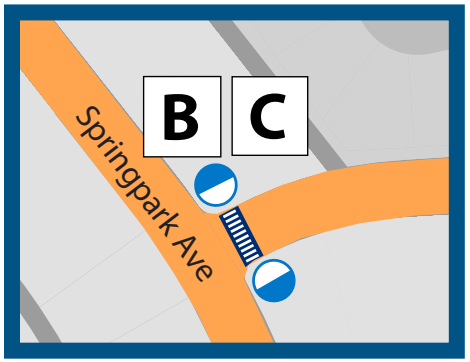


- Install yellow high visibility crosswalk on the north and west approaches of the intersection
- Reduce corner radius on the northwest and northeast corners of the intersection

High Visibility Crosswalk (Yellow) - A

Corner Radius Reduction - D

C. Fairview Boulevard & Springpark Avenue

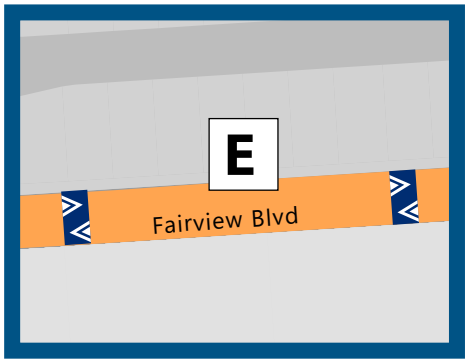


- Install high visibility crosswalks on the east approach of the intersection
- Provide curb extensions on the northeast and southeast corners of the intersection

High Visibility Crosswalk - B

Curb Extension - C

D. Fairview Boulevard between Springpark Avenue and Laurelwood Drive



- Install speed cushions

Speed Cushion - E

CH 6. IMPLEMENTATION





6.1 Project Prioritization

The prioritization analysis provides guidance to Los Angeles County as to which projects will provide the greatest potential benefit to neighborhood wide mobility.

While higher ranking projects should generally be implemented before lower ranking ones, the County may choose to advance specific projects for other interests or as funds become available. Additional analyses should be conducted periodically to account for any significant changes in the local population, the environment, and the transportation network.

To ease prioritization and implementation, the CTSP has structured all proposed improvements by street. This allows the County to package streets and the traffic safety improvements located along them as separate "mini-projects" that can then be used to program funds.

The project prioritization model used for this CTSP was developed with considerations to five key categories:

- Timeline – Consider each project's timeline that can reflect the readiness of projects for implementation
- Need and Equity – Measure each project's impact on the most vulnerable members of the community
- Safety – Evaluate a project's potential impact on overall traffic safety in the project area
- Community Support – Considers the level of community support for each project
- Network Connectivity – Quantify each project's potential impact on walking and bicycling behaviors in the project area

Table 6.1.1 displays specific measures for each category and Table 6.1.2 provides the project prioritization rankings. The comprehensive project prioritization calculations are available in Appendix E.

Table 6.1.1. Project Prioritization Criteria

Group	Category	Description	Weight	Category Weight
Timeline	Short-Term	Short-term projects are those with a high "readiness" factor, meaning the proposed projects can be quickly implemented.	20	30
	Long-Term	Long-term projects are those with a low "readiness" factor, meaning the proposed projects cannot be quickly implemented.	10	
Need and Equity	Vulnerable Population	Count of population below 18 years or over 64 years of age within a 200ft area of the corridor according.	5	10
	DAC	Average score of overall CalEnviroScreen 4.0 percentile score[1] for the 200 ft area surrounding the corridor.	5	
Safety	Total Collisions	The total count of collisions within a 100 ft area of each corridor.	15	30
	ADTs	The total traffic volume of each corridor collected during a 24-hour weekday period.	5	
	85th Percentile Speed	The speed at or below which 85 percent of the drivers travel on each corridor.	10	
Community Support	Community Feedback	A quantification of the level of support provided by the community for each project.	20	20
Network Connectivity	Nearby Attractors	The count of nearby attractors including parks, schools, medical centers, and other local institutions within 1/4 mile of corridor	10	10
		TOTAL	**100**	

1. CalEnviroScreen 4.0 percentile score: CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. An area with a high score is one that experiences a much higher pollution burden than areas with low scores.

Table 6.1.2. Project Rankings

Rank	Roadway	From	To	Timeline	Need & Equity	Safety	Community Support	Network Connectivity	Total
1	Slauson Ave (South Frontage Rd)	La Cienega Blvd	La Tijera Blvd	22.50	6.20	25.97	16.55	4.48	75.70
2	Slauson Ave	West Project Limit	East Project Limit	24.88	5.88	22.17	16.56	5.39	74.88
3	Overhill Dr	Stocker St	South Project Limit	21.00	5.59	16.96	20.00	7.39	70.94
4	La Brea Ave	Stocker St	South Project Limit	25.50	5.59	18.47	12.18	8.91	70.65
5	La Cienega Blvd	Stocker St	South Project Limit	30.00	5.91	21.25	4.30	2.67	64.13
5	Slauson Ave (South Frontage Rd)	Shenandoah Ave	Chariton Ave	22.50	6.20	19.83	11.12	1.37	61.02
7	Stocker St	Overhill Dr	Angeles Vista Blvd	24.50	2.83	11.34	15.08	2.61	56.36
8	Mioland Dr	Onacrest Dr	Northridge Dr	19.29	5.66	7.13	15.98	5.59	53.65
9	Slauson Ave (North Frontage Rd)	Shenandoah Ave	Corning Ave	18.33	6.20	17.11	9.88	1.31	52.84
10	Condon Ave	Fairfax Ave	South Project Limit	30.00	5.74	4.90	3.94	8.06	52.63
11	59th St	La Tijera Blvd	Fairfax Ave	30.00	6.16	6.51	3.99	5.90	52.56
12	Onacrest Dr	Northridge Dr	Overhill Dr	23.08	5.66	8.39	9.25	6.00	52.37
13	54th St	Valley Ridge Ave	East Project Limit	16.20	5.46	9.71	10.90	10.00	52.28
14	La Tijera Blvd	Slauson Ave	South Project Limit	21.00	6.20	11.74	10.29	2.99	52.22
15	Northridge Dr	La Brea Ave	Valley Ridge Ave	17.88	5.65	6.00	16.60	5.49	51.62
16	Rimpau Blvd	Angeles Vista Blvd	Slauson Ave	20.00	5.10	7.58	9.22	9.12	51.02
17	Centinela Ave	East Project Limit	West Project Limit	30.00	2.52	13.91	2.85	1.07	50.35
18	Angeles Vista Blvd	South Project Limit	48th St	18.10	5.33	7.66	11.88	5.67	48.62
19	Kings Rd	Slauson Ave	South Project Limit	21.92	5.43	7.44	8.23	2.18	45.20
20	Valley Ridge Ave	Stocker St	Angeles Vista Blvd	24.00	5.35	4.59	6.29	2.40	42.64
21	Presidio Dr	Stocker St	Angeles Vista Blvd	24.71	4.96	2.35	8.56	2.04	42.62
22	Fairview Blvd	Springpark Ave	East Project Limit	21.00	3.41	4.37	7.31	6.12	42.21
23	Fairfax Ave	Stocker St	South Project Limit	21.18	6.01	6.11	3.40	5.10	41.79
24	Springpark Ave	64th St	Centinela Ave	22.50	6.20	4.56	3.99	3.60	40.85

Table 6.1.2. Project Rankings (Cont.)

RANK	Roadway	From	To	Timeline	Need & Equity	Safety	Community Support	Network Connectivity	TOTAL
25	Mt Vernon Dr	Northridge Dr	Southridge Ave	18.62	5.66	2.56	4.12	7.91	38.87
26	64th St	Sherbourne Dr	East Project Limit	25.91	4.60	1.93	3.21	2.58	38.22
27	62nd St	Fairfax Ave	Overhill Dr	15.00	5.64	6.51	5.72	5.07	37.94
28	Mullen Ave	Angeles Vista Blvd	Olympiad Dr	18.75	5.13	4.71	5.22	3.73	37.54
29	Sherbourne Dr	Centinela Ave	64th St	22.50	5.67	5.72	2.95	0.00	36.84
30	Mt Vernon Dr	Mullen Ave	East Project Limit	18.62	5.44	5.12	1.65	4.39	35.22
31	62nd St	Halm Ave	Corning Ave	18.00	6.20	0.00	6.45	1.79	32.45
32	Sherbourne Dr	Slauson Ave	55th St	15.00	6.20	4.44	0.00	1.53	27.17
33	48th St	Angeles Vista Blvd	Crenshaw Blvd	0.00	5.45	8.08	5.09	2.56	21.18
34	Shenendoah Ave	Slauson Ave	61st St	0.00	6.20	3.68	5.64	3.06	18.57
35	Corning Ave	Slauson Ave	62nd St	0.00	5.91	5.17	5.86	1.01	17.95

6.2 Project Phasing

Project phasing serves as a roadmap, indicating the duration and effort necessary for the successful implementation of the projects outlined in this plan. It offers a preliminary timeline for when the County may begin these projects and identifies those likely to be carried out in the coming years.

SHORT-TERM
TIMELINE: 0-5 YEARS

Short-term projects are those with a high "readiness" factor, meaning the proposed projects can be quickly implemented. The recommendations within the project area that are phased as "short-term" present opportunities for more rapid implementation and reflect strong community support and impactful effect on the system.

EXAMPLES

- SIGNING / STRIPING
- HARDENED CENTERLINE
- HIGH VISIBILITY CROSSWALK
- LEADING PEDESTRIAN INTERVAL
- ACCESSIBLE PEDESTRIAN SIGNAL
- TRANSVERSE RUMBLE STRIP
- SPEED CUSHION

LONG-TERM
TIMELINE: 5+ YEARS

These projects can be considered as forecasted projects and require added resources prior to implementation. These projects require more attention in the engineering and design phases or include the need for coordination with adjacent agencies or city governing bodies. Cost sharing and/or grant application demands can impact "readiness".

EXAMPLES

- BUS STOP RELOCATION
- CONVERT TO ONE-WAY STREET
- CORNER RADIUS REDUCTION
- CURB EXTENSION
- INTERSECTION REALIGNMENT
- LANE RECONFIGURATION
- NEW SIDEWALKS & SIDEWALK WIDENING
- TRAFFIC CIRCLE

6.3 Funding Opportunities

Los Angeles County can seek a variety of funding opportunities for the planning, designing, and construction of the recommended projects. This section provides an overview of the federal, state, and local funding sources with infrastructure projects. Table 6.3.1 showcases these programs, sources, and descriptions. Funding offered for each program is subject to change – updated values can be found within the respective oversight agency's website.

Table 6.3.1. Funding Sources

Grant / Program	Source	Agency	Description
Better Utilizing Investments to Leverage Development (BUILD)	Federal	USDOT	U.S. Department of Transportation's (USDOT) BUILD Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.
Safe Streets and Roads for All (SS4A)	Federal	USDOT	The Bipartisan Infrastructure Law established the new SS4A discretionary program, with $5 billion in appropriated funds over 5 years, from 2022 to 2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and has a goal of zero roadway deaths.
Surface Transportation Block Grant Program (STBG)	Federal	FHWA	The STBG, formerly the Surface Transportation Program, provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Table 6.3.1. Funding Sources (Cont.)

Grant / Program	Source	Agency	Description
Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Federal	FTA	The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for "traditional" or "nontraditional" projects. "Traditional" projects are capital projects as defined in Title 49 of the United States Code (USC), Section 5302(3). "Nontraditional" projects are capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities. Eligible projects include: • Buses and vans • Wheelchair lifts, ramps, and securement devices • Transit-related information technology systems, including scheduling/routing/one-call systems • Mobility management programs • Acquisition of transportation services under a contract, lease, or other arrangement
Urbanized Area Formula Grants - Section 5307	Federal	FTA	The Urbanized Area Formula Funding program, as defined in Title 49 of the USC, Section 5307, makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce Bureau of the Census as an 'Urban Area' with a population of 50,000 or more. Eligible activities include: planning, engineering, design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment, and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software. In addition, associated transit improvements, workforce development activities, and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Table 6.3.1. Funding Sources (Cont.)

Grant / Program	Source	Agency	Description
Highway Safety Improvement Program (HSIP)	State	Caltrans[1]	The HSIP is a federal-aid program created from the Fixing America's Surface Transportation Act. The purpose of the program is to reduce fatalities and serious injuries on all public roads. In California, HSIP funds are managed by the Division of Local Assistance. Agencies can apply for HSIP funds toward any public road or publicly owned bicycle or pedestrian pathway or trail in order to improve the safety for its users.
Active Transportation Program (ATP)	State	Caltrans	The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School (SRTS), into a single program. The purpose of the program is to encourage increased use of active modes of transportation by achieving an overall increase in walking and biking trips and decrease in nonmotorized trips. Agencies can reapply for more funding through the program for projects identified in this plan.
Sustainable Transportation Planning Grants	State	Caltrans	Projects that plan for reductions in greenhouse gas and vehicle-miles of travel, and/or integrate Land Use and Transportation planning are eligible. This includes: SRTS, ATP, shared-use path master plans, pedestrian master plans, bicycle master plans, Vision Zero, bike parking facilities planning, educational outreach, traffic calming, health equity studies, first mile/last mile, station area planning, etc.
Community-Based Transportation Planning (CBTP) Grant Program	State	Caltrans	The CBTP Grant Program aims to engage the community in transportation and land use projects. Projects support concepts such as livable and sustainable communities with a transportation or mobility focus. They should also promote community identity and quality of life, as well as provide transportation and land use benefits to communities.
Office of Traffic Safety (OTS) Grants	State	OTS	The OTS Grants seeks to reduce traffic deaths, injuries, and economic losses. The grants have ten areas of concentration; of these, projects identified in this CTSP qualify for the following: 1. Pedestrian and Bicycle Safety 2. Police Traffic Services 3. Public Relations, Advertising, and Marketing Program 4. Roadway Safety and Traffic Records

1. Caltrans - California Department of Transportation

Table 6.3.1. Funding Sources (Cont.)

Grant / Program	Source	Agency	Description
Rubberized Pavement Grant Program	State	CalRecycle[2]	Funding for on-street bikeway and roadway projects that use 100% California waste tires. The Grant Program is designed to promote markets for recycled-content surfacing products derived from only California-generated waste tires. It is aimed at encouraging first-time or limited users of rubberized pavement in two project types – Hot-Mix and Chip Seal. Projects can combine with Class 1 bikeways, green-ways, and disability access at parks with eligible roadway projects.
Strategic Partnerships Grants	State	Caltrans	Strategic Partnerships Grants are intended to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. Successful Strategic Partnerships will strengthen government-to-governments relationships and result in programmed improvements. Example project types include corridor studies, and corridor preservation studies, studies that identify interregional, inter-county, and/or statewide mobility and access needs, and projects that evaluate accessibility and connectivity of the multi-modal transportation network.
Net Toll Grant Program	Regional	Metro	The Net Toll Grant Program uses toll revenues from Metro ExpressLanes to improve transportation in Los Angeles County, promote equity, and provide access to transportation options. It was established in 2012 and has allocated millions of dollars for various transportation projects, including construction of bike lanes, pedestrian walkways, transit centers, and road improvements.

2. CalRecycle - California Department of Resources Recycling and Recovery

6.4 Next Steps

Los Angeles County, in collaboration with its stakeholders, which include residents and businesses, is committed to implementing the objectives and initiatives outlined in the CTSP. The County will expand upon the recommended policies and programs to transform View Park-Windsor Hills and Ladera Heights into neighborhoods where:

- Safe Circulation: People can move around safely.
- Walking and Bicycling: Both residents and visitors can increasingly choose walking or bicycling as their mode of travel.
- Non-Motorized Transportation: A growing number of individuals will opt for non-motorized transportation for everyday needs, physical activity, and recreational purposes.
- Economic Benefits: These communities will provide significant business and economic advantages.

The aim is to create vibrant, accessible, and sustainable neighborhoods that benefit everyone.



Near-Term (0-5 years)

In this phase, the County will focus on projects that enhance the established traffic safety foundation, emphasizing the closure of gaps between existing facilities to make them more effective, and upgrading existing infrastructure to meet modern safety standards.

Simultaneously, it is crucial to elevate public awareness of the CTSP. To achieve this, user-friendly webpages should be developed to keep the public well-informed about the ongoing progress and to facilitate their active participation by providing valuable feedback. By fostering open communication and collaboration, we can better identify and address transportation challenges and opportunities, ultimately creating a more efficient and responsive transportation system that benefits the community as a whole.

Mid or Long-Term (5+ years)

In this phase, the County will focus on new facilities that may be more time- and capital-intensive to implement. As the CTSP network continues to grow, there may be opportunities to consolidate individual projects into larger initiatives, such as a potential comprehensive project along the entire stretch of Angeles Vista Boulevard.

The County should remain flexible and consider all projects during each phase in order to take advantage of opportunities to implement other projects should they arise.

Furthermore, the CTSP should proactively keep engaging with the local community and stakeholders to ensure that the expansion and consolidation of projects align with the evolving needs and preferences of the residents.

Continued Engagement

Although the CTSP has already initiated conversations within the community to determine their current level of support, the County will continue to coordinate outreach as projects enter the next phases. Consideration will also be made to changes in the community and the conditions outlined in this Plan. Significant opposition from the community or updated conditions may result in the reconsideration of a project as outlined in the CTSP. Proposed improvements will be modified or removed as deemed necessary in future evaluations.



APPENDICES

APPENDIX A - COMMUNITY WORKSHOP#1 MATERIALS

APPENDIX B - COMMUNITY WORKSHOP#2 MATERIALS

APPENDIX C - CORRIDOR SELECTION METHODOLOGY

APPENDIX D - COMPLETE LIST OF RECOMMENDATIONS

APPENDIX E - PROJECT PRIORITIZATION CALCULATIONS

APPENDIX A
COMMUNITY WORKSHOP#1 MATERIALS

This section aims to provide an overview of the outreach materials used during Community Workshop #1. These materials include a project area map, a toolbox for arterial corridor, and a toolbox for residential corridor.

Community Traffic Safety Plan



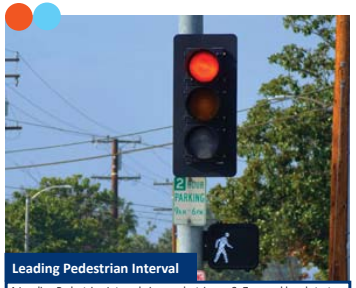
LEGEND

- School
- School Boundary
- Daycare Center
- Hospital & Medical Center
- Senior & Community Center
- Church
- Library

SAFETY ISSUES & CONCERNS:

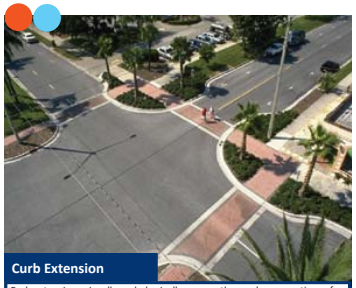
Arterial Corridor Toolbox

Intersection Roadway Crossing



Leading Pedestrian Interval

A Leading Pedestrian Interval gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. They enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.



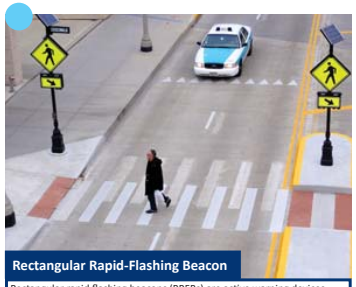
Curb Extension

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.



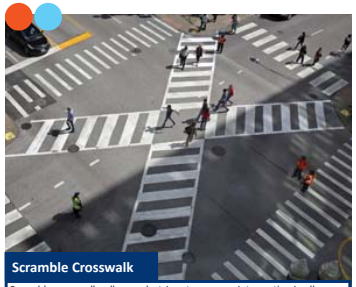
No Right Turn On Red

No right turn on red prohibits vehicles from making right turns during a red signal. This treatment allows pedestrians to cross the adjacent crosswalk with less concern for right-turning drivers.



Rectangular Rapid-Flashing Beacon

Rectangular rapid flashing beacons (RRFBs) are active warning devices used to alert motorists of crossing pedestrians at uncontrolled crossings. RRFBs can result in motorist yielding rates as high as 98% at marked crosswalks[1].



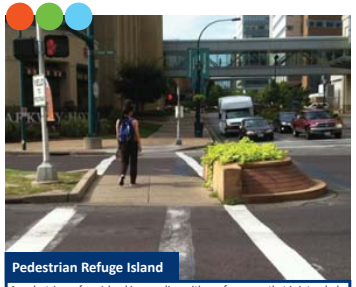
Scramble Crosswalk

Scramble crosswalks allow pedestrians to cross an intersection in all directions, including diagonally, while all vehicle traffic is stopped. They can reduce vehicle-pedestrian collisions up to 50%[2].



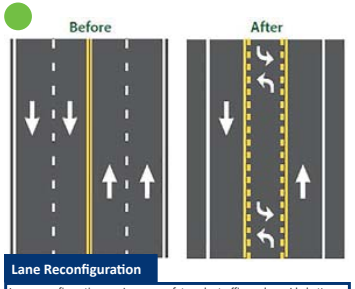
Landscaped Median

Landscaped medians are curbed sections that typically occupy the center of a roadway that provides opportunity for landscaping and street trees. The medians reduce conflicts between opposing traffic and helps calm traffic speeds.



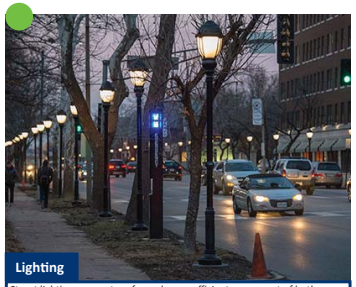
Pedestrian Refuge Island

A pedestrian refuge island is a median with a refuge area that is intended to help protect pedestrians who are crossing a multilane road. They reduce the exposure time experienced by a pedestrian in the intersection.



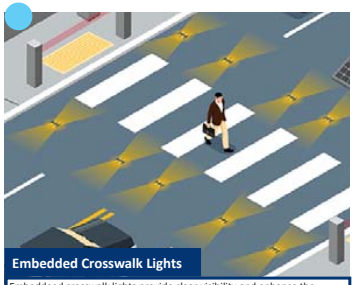
Lane Reconfiguration

Lane reconfiguration can improve safety, calm traffic, and provide better mobility and access for all road users. Typically it involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane.



Lighting

Street lightings promote safer and more efficient movement of both pedestrians and vehicles, reducing the likelihood of accidents and enhancing the overall livability of urban areas.



Embedded Crosswalk Lights

Embeddeed crosswalk lights provide clear visibility and enhance the driver's ability to spot pedestrians. To achieve this, the luminaires must be strategically positioned to minimize any silhouette effect on the pedestrian and ensure positive contrast for better visual identification.



Parklet

Parklets are public seating platforms that convert curbside parking spaces into vibrant community spaces. Also known as street seats or curbside seating.



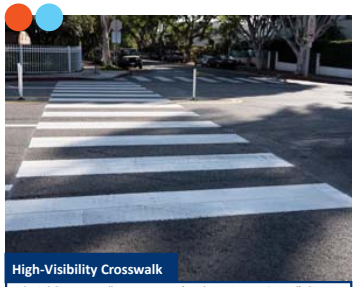
Protected Intersection

Protected intersections enhance pedestrian safety by reducing the roadway crossing distance and reducing speeds of right turning vehicles accomodating with a separated bikeway at intersections.

1. Rectangular rapid flashing beacons (RRFB). FHWA Highway Safety Programs Proven Safety Countermeasures Initiative Retrieved from https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb
2. Implement Barnes Dance. Crash Modification Factors Clearinghouse. Retrieved from https://www.cmfclearinghouse.org/detail.cfm?facid=4117#commentanchor

Residential Corridor Toolbox

Intersection Roadway Crossing



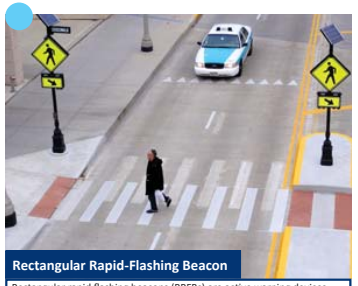
High-Visibility Crosswalk

High-visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.



Speed Cushion

Speed cushions work by lifting the entire wheelbase of a vehicle to lower its speed and have wheel cutouts that enable larger emergency vehicles to pass without any impact, while still reducing the speed of passenger cars.



Rectangular Rapid-Flashing Beacon

Rectangular rapid flashing beacons (RRFBs) are active warning devices used to alert motorists of crossing pedestrians at uncontrolled crossings. RRFBs can result in motorist yielding rates as high as 98% at marked crosswalks.[1]



Median Island

Median islands are raised islands located along the street centerline that narrow the travel lanes at that location. They are a pedestrian benefit, because they can serve as a place of refuge for pedestrians who cross a street midblock or at intersections.



Yield to Pedestrian Signage

Yield to pedestrian signages may be installed at uncontrolled pedestrian crossings to make the crosswalk more visible and increase driver yielding. They are more likely to be effective on two-lane, low-speed streets than on multi-lane, high-speed streets.



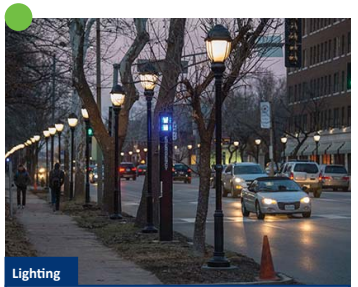
Curb Extension

Curb extensions narrow the roadway and reduce the crossing distance and allow pedestrians and drivers to see each other when parked vehicles would otherwise block visibility.



Mini Roundabout

Mini roundabouts lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections. Entering traffic must yield to traffic already within the traffic circle.



Lighting

Street lightings promote safer and more efficient movement of both pedestrians and vehicles, reducing the likelihood of accidents and enhancing the overall livability of urban areas.



Raised Crosswalk

Raised crosswalks serve as traffic calming measures by extending the sidewalk across the road and bringing motor vehicles to the pedestrian level. Raised crosswalks also improve accessibility by allowing a pedestrian to cross at nearly a constant grade without the need for a curb ramp.



Choker

Chokers are two curb extensions on opposite sides of the street that encourage drivers to slow down by making the street narrower. They can also be used as part of mid-block pedestrian crossings.



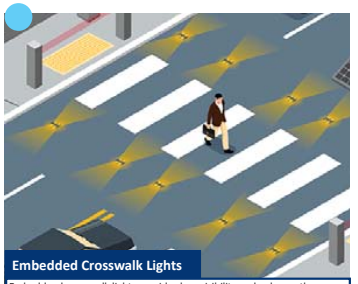
Chicane

Chicanes provide alternating narrow and wide sections, and a curved driving path similar to a slalom. Chicanes increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.



Raised Intersection

Raised Intersections reinforce slow speeds and encourage motorists to yield to pedestrians in the crosswalk.



Embedded Crosswalk Lights

Embeddeed crosswalk lights provide clear visibility and enhance the driver's ability to spot pedestrians. To achieve this, the luminaires must be strategically positioned to minimize any silhouette effect on the pedestrian and ensure positive contrast for better visual identification.

1. Rectangular rapid flashing beacons (RRFB). FHWA Highway Safety Programs Proven Safety Countermeasures Initiative Retrieved from https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb

APPENDIX B
COMMUNITY WORKSHOP#2 MATERIALS

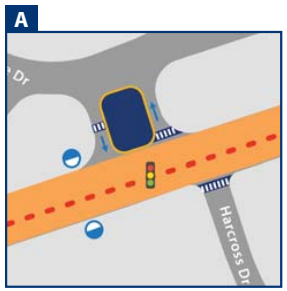
This section aims to provide an overview of the outreach materials used during Community Workshop #2. These materials include survey boards presenting the draft proposed treatments for key corridors within the project area.

ANGELES VISTA BOULEVARD (Between 48th Street and Slauson Avenue)

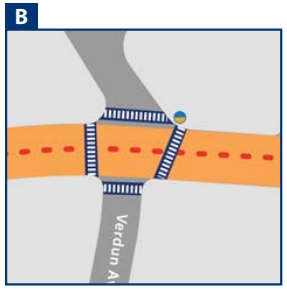
Public Works
LOS ANGELES COUNTY

Draft Proposed Treatments

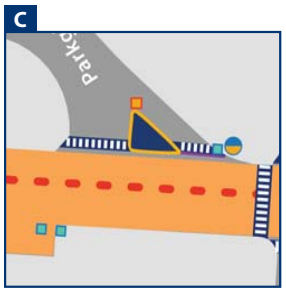




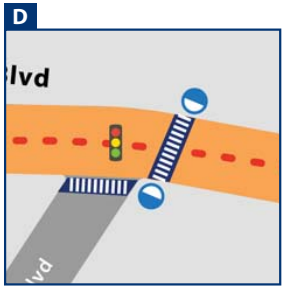
- High Visibility Crosswalk
- Curb Extension
- Traffic Signal
- One-way Street
- Widen median



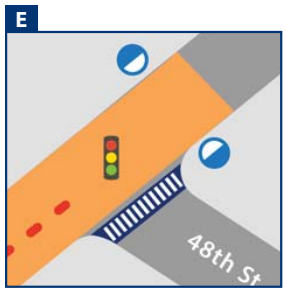
- Corner Radius Reduction
- High Visibility Crosswalk



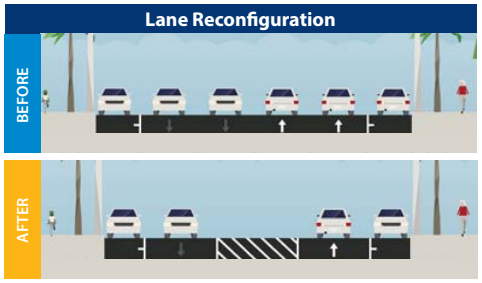
- Corner Radius Reduction
- High Visibility Crosswalk
- Dead End Sign
- Curb ramp
- Street Closure



- High Visibility Crosswalk
- Curb Extension
- Traffic Signal



- High Visibility Crosswalk
- Curb Extension
- Traffic Signal



ANGELES VISTA BOULEVARD (Between 48th Street and Slauson Avenue)

Public Works
LOS ANGELES COUNTY



- Lane Reconfiguration
- High Visibility Crosswalk
- Curb Extension
- Traffic Signal
- Widen median
- Dead End Sign
- Curb ramp
- Street Closure
- High Visibility Crosswalk (School Zone)
- Corner Radius Reduction
- One-way Street
- Park
- School

Please let us know if you like the recommendations on this street.

High Visibility Crosswalk



High Visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.

YES	NO	Other Comments

Curb Extension



Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

YES	NO	Other Comments

Curb Ramp



Curb ramps that are soundly designed and constructed establish an accessible route from a roadway to a curbed sidewalk. They provide access to people who use wheel-chairs, strollers, walkers, crutches, handcarts, and bicy-cles as well as pedestrians with mobility impairments.

YES	NO	Other Comments

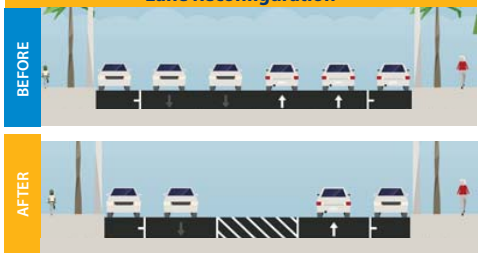
Corner Radius Reduction



Reconstructing the turning radius to a tighter turn will reduce turning speeds, shorten the crossing distance for pedestrians, and also improve sight distance between pedestrians and motorists.

YES	NO	Other Comments

Lane Reconfiguration



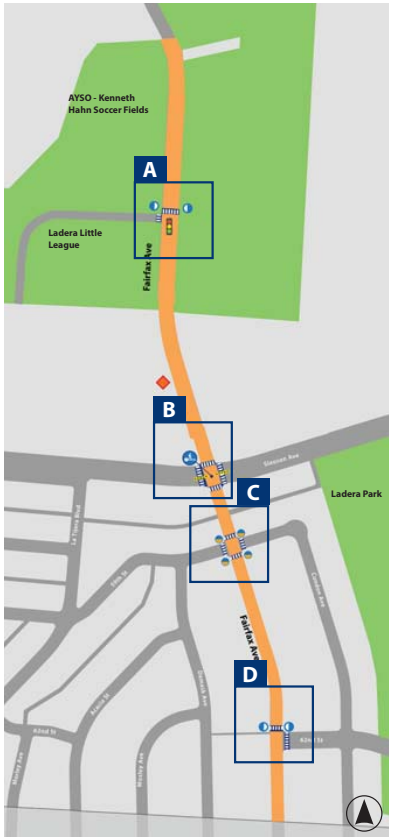
YES	NO

Other Comments

FAIRFAX AVENUE (Between Soccer/Baseball Field and 62nd Street)

Public Works
LOS ANGELES COUNTY

Draft Proposed Treatments



High Visibility Crosswalk
Traffic Signal
Curb Extension
Corner Radius Reduction
Advance Warning Sign
Leading Pedestrian Interval
Hardened Centerline
Park

A



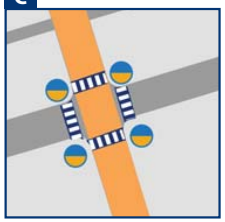
Traffic Signal
High Visibility Crosswalk
Curb Extension

B



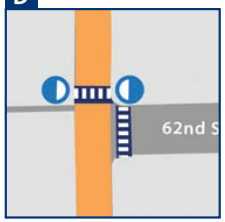
Leading Pedestrian Interval
Hardened Centerline
High Visibility Crosswalk

C



Corner Radius Reduction
High Visibility Crosswalk

D



Curb Extension
High Visibility Crosswalk

Please let us know if you like the recommendations on this street.

High Visibility Crosswalk



High Visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.

YES	NO	Other Comments

Curb Extension



Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

YES	NO	Other Comments

Corner Radius Reduction



Reconstructing the turning radius to a tighter turn will reduce turning speeds, shorten the crossing distance for pedestrians, and also improve sight distance between pedestrians and motorists.

YES	NO	Other Comments

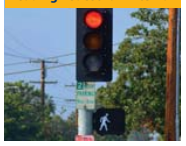
Advance Warning Sign



The advance warning sign is intended to alert drivers to the presence of traffic signals and to prepare drivers to stop prior to reaching signalized intersections.

YES	NO	Other Comments

Leading Pedestrian Interval



A Leading Pedestrian Interval gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. They enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.

YES	NO	Other Comments

Hardened Centerline



Hardened centerlines are small rubber barriers next to crosswalks that require people driving to make slower, squarer left-hand turns. This small change has been proven to significantly slow down vehicle speeds at cross-walks and improve safety for people in the crosswalk.

YES	NO	Other Comments

LA BREA AVENUE (Between Stocker Street and 62nd Street)

Public Works
LOS ANGELES COUNTY

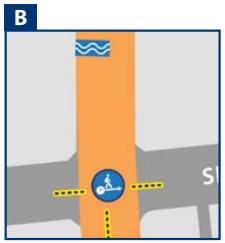
Draft Proposed Treatments



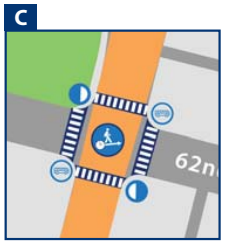
High Visibility Crosswalk
Traffic Signal
Curb Extension
Advance Warning Sign
Dynamic Speed Feedback Sign
Leading Pedestrian Interval
Hardened Centerline
Rumble Strip
Bus Stop Relocation
Park



Traffic Signal
Rumble Strip
High Visibility Crosswalk



Leading Pedestrian Interval
Hardened Centerline
Rumble Strip



Leading Pedestrian Interval
Curb Extension
High Visibility Crosswalk
Bus Stop Relocation

Please let us know if you like the recommendations on this street.

High Visibility Crosswalk



High Visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.

YES	NO	Other Comments

Curb Extension



Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

YES	NO	Other Comments

Driver Feedback Sign



A driver feedback sign that uses radar or laser technology to determine the speed of an approaching vehicle and then displays the speed to the driver. This immediate feedback helps drivers become more aware of their speed and encourages them to adjust their behavior accordingly.

YES	NO	Other Comments

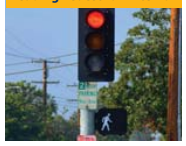
Advance Warning Sign



The advance warning sign is intended to alert drivers to the presence of traffic signals and to prepare drivers to stop prior to reaching signalized intersections.

YES	NO	Other Comments

Leading Pedestrian Interval



A Leading Pedestrian Interval gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. They enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.

YES	NO	Other Comments

Hardened Centerline



Hardened centerlines are small rubber barriers next to crosswalks that require people driving to make slower, squarer left-hand turns. This small change has been proven to significantly slow down vehicle speeds at cross-walks and improve safety for people in the crosswalk.

YES	NO	Other Comments

OVERHILL DRIVE (Between Stocker Street and 62nd Street)

Public Works
LOS ANGELES COUNTY

Draft Proposed Treatments



Lane Reconfiguration
Curb Extension
Hardened Centerline
High Visibility Crosswalk
Corner Radius Reduction
Rumble Strip
High Visibility Crosswalk (School Zone)
Advance Warning Sign
Remove Channelized Right-Turn
Traffic Signal
Leading Pedestrian Interval

A



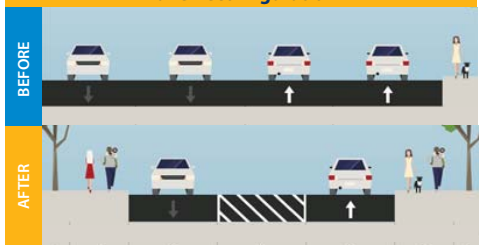
Leading Pedestrian Interval
High Visibility Crosswalk (School Zone)
Curb Extension
Hardened Centerline
Rumble Strip

B



Leading Pedestrian Interval
High Visibility Crosswalk
Curb Extension
Corner Radius Reduction
Rumble Strip

Lane Reconfiguration



YES	NO	Other Comments

Please let us know if you like the recommendations on this street.

High Visibility Crosswalk



High Visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.

YES	NO	Other Comments

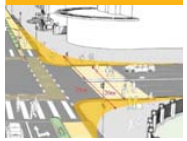
Curb Extension



Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

YES	NO	Other Comments

Corner Radius Reduction



Reconstructing the turning radius to a tighter turn will reduce turning speeds, shorten the crossing distance for pedestrians, and also improve sight distance between pedestrians and motorists.

YES	NO	Other Comments

Advance Warning Sign



The advanced warning sign is intended to alert drivers to the presence of traffic signals and to prepare drivers to stop prior to reaching signalized intersections.

YES	NO	Other Comments

Leading Pedestrian Interval



A Leading Pedestrian Interval gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. They enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.

YES	NO	Other Comments

Hardened Centerline



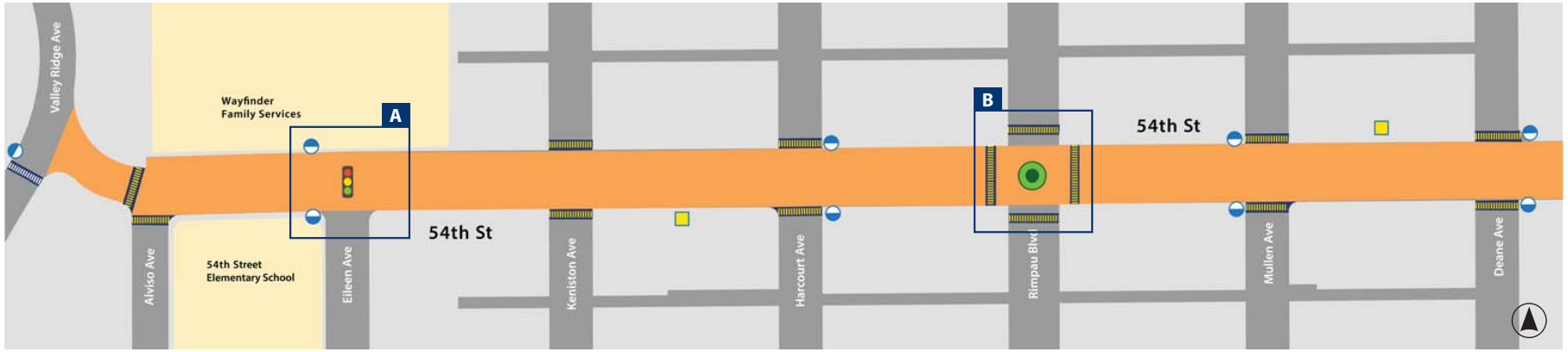
Hardened centerlines are small rubber barriers next to crosswalks that require people driving to make slower, squarer left-hand turns. This small change has been proven to significantly slow down vehicle speeds at crosswalks and improve safety for people in the crosswalk.

YES	NO	Other Comments

54th Street (Between Valley Ridge Avenue and Deane Avenue)

Public Works
LOS ANGELES COUNTY

Draft Proposed Treatments



High Visibility Crosswalk
Curb Extension
Mini Roundabout
School
High Visibility Crosswalk (School Zone)
Traffic Signal
Driver Feedback Sign

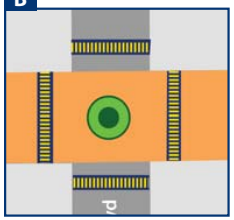
A



Curb Extension

Traffic Signal

B



Mini Roundabout

High Visibility Crosswalk

Please let us know if you like the recommendations on this street.

High Visibility Crosswalk



High Visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.

YES	NO	Other Comments

Mini Roundabout



Mini roundabouts lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections. Entering traffic must yield to traffic already within the traffic circle.

YES	NO	Other Comments

Curb Extension



Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

YES	NO	Other Comments

Driver Feedback Sign



A driver feedback sign that uses radar or laser technology to determine the speed of an approaching vehicle and then displays the speed to the driver. This immediate feedback helps drivers become more aware of their speed and encourages them to adjust their behavior accordingly.

YES	NO	Other Comments

Lower Ladera Heights

Public Works
LOS ANGELES COUNTY

Draft Proposed Treatments



High Visibility Crosswalk
High Visibility Crosswalk (School Zone)
Curb Extension
Corner Radius Reduction
Speed Cushion
CURVE Curve Mark
School

Please let us know if you like the recommendations on this street.

High Visibility Crosswalk



High Visibility crosswalks use patterns (i.e., bar pairs, continental) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections.

YES	NO	Other Comments

Curb Extension



Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

YES	NO	Other Comments

Corner Radius Reduction



Reconstructing the turning radius to a tighter turn will reduce turning speeds, shorten the crossing distance for pedestrians, and also improve sight distance between pedestrians and motorists.

YES	NO	Other Comments

Speed Cushion



Speed cushions work by lifting the entire wheelbase of a vehicle to lower its speed and have wheel cutouts that enable larger emergency vehicles to pass without any impact, while still reducing the speed of passenger cars.

YES	NO	Other Comments

APPENDIX C
CORRIDOR SELECTION METHODOLOGY

This section offers a comprehensive explanation of the corridor selection methodology that was employed to identify and prioritize corridors within the project area.

CORRIDOR SELECTION METHDOLOGY

1.0 HEX GRID

The project area is approximately 4.8 square miles. To help spotlight areas of most need, a grid of hexagons (of approximately 3,600 units) was overlayed on the project area, creating a geography around which to build our analysis. Each hexagon is 200-feet across at its widest point, approximately the width of a standard street block on the shorter side in the project area.

Each hexagon is assigned values based on the traits of the land area within it. The five traits which were examined are listed in the Table 1-3. For example, total collisions are one trait that was observed. Each hex grid is assigned a value representing the number of collisions, which is determined by counting the collision data within that specific grid.

2.0 INDICATORS

The prioritization methodology is comprised of three indicator categories: safety, community support, and network connectivity, each with weighted traits/factors.

Table 1 details the factors of the safety indicator.

Table 1: Safety Indicator

Factor	Description	Source	Arterial Corridor (Score)	Local Corridor (Score)
Collisions	Total number of collisions within a hexagon	Los Angeles County Public Works' Collision Database	(30)	(30)
ADT	Total traffic volume on a road segment within a 24-hour period	Los Angeles County Public Works, KOA	(10)	-
85th Percentile Speed	Speed at or below which 85 percent of drivers typically operate under uncongested conditions	Los Angeles County Public Works, KOA	(15)	(20)

Table 2 details the factor which represents high level of support by the community.

Table 2: Community Support Indicator

Factor	Description	Source	Arterial Corridor (Score)	Local Corridor (Score)
Community Feedback	Community feedback or input obtained from community meetings	Community Meetings, Surveys, Calls, and E-mails	(25)	(25)

Table 3 details the factor which represents high demand destinations for users in the project area.

Table 3: Network Connectivity Indicator

Factor	Description	Source	Arterial Corridor (Score)	Local Corridor (Score)
Network Connectivity	The number of key destinations within 1/4-mile of the hexagon includes schools, parks, community centers, hospitals, medical centers, churches, and day care centers.	Los Angeles County GIS, KOA	(20)	(25)

3.0 METHDOLOGY

PRIORITIZATION

After each factor was calculated and scored, they were aggregated to create the three composite indicator scores; safety, community support, and network connectivity. To calculate the corridor prioritization, all three indicators were considered in order to gain a comprehensive assessment of the project area.

Prioritization =
Safety Indicator + Community Support Indicator + Network Connectivity Indicator

The resulting roadway indicator scores ranged in values between 0 and 45.02.

CLASS BREAKS

Each of the factors were broken into classes using Jenks Natural Breaks. Jenks Natural Breaks was selected, as this method effectively identifies natural clusters in the data in order to make each class more meaningful or distinct. Each of the factors were broken into 5 classes. Each class was then assigned a number on a scale from 0 to 4, with 0 indicating lower demand and 4 indicating higher demand.

APPENDIX D
COMPLETE LIST OF RECOMMENDATIONS

This section displays the comprehensive list of proposed treatments categorized by corridor and intersection. It's important to note that these recommendations should not be regarded as final; they are subject to further review for design feasibility and constructibility, in addition to incorporating input from the community.

COMPLETE LIST OF RECOMMENDATIONS

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
1	Slauson Ave & Shenandoah Ave	High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestria	E&W	Short-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
2	Slauson Ave & Corning Ave	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Hardened Centerline	W	Short-term	Yes	No	No	
3	Slauson Ave & La Cienega Blvd	High Visibility Crosswalk (S-T)	NW&SW&NE&SE&E	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Corner Radius Reduction	NE	Long-term	Yes	No	No	
4	Slauson Ave & Kings Rd/Goldleaf Cir	High Visibility Crosswalk (S-T)	N&E&W	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
5	Slauson Ave & La Tijera Blvd	High Visibility Crosswalk (S-T)	E&S	Short-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
6	Slauson Ave & Fairfax Ave	High Visibility Crosswalk (S-T)	All	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
7	Slauson Ave & Ladera Park Ave	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
		Curb Extension	SW	Long-term	Yes	No	No	
8	Slauson Ave & La Brea Ave	Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Hardened Centerline	S&E&W	Short-term	Yes	No	No	
9	Slauson Ave & Mansfield Ave	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
10	Slauson Ave & Heatherdale Dr	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
11	Slauson Ave & Overhill Dr	Curb Extension	NW&SE	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
12	Slauson Ave & Angeles Vista Blvd	Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
13	Slauson Ave & Alviso Ave	Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE&SE	Long-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
14	Slauson Ave & Keniston Ave	High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
15	Slauson Ave & Harcourt Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&NW	Long-term	Yes	No	No	
16	Slauson Ave & Rimpau Blvd	Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Hardened Centerline	E&W	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
17	Slauson Ave & Mullen Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
18	Slauson Ave & Deane Ave	High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
19	Slauson Ave (South Frontage Rd) & Shenandoah Ave	Curb Extension	SE&SW	Long-term	Yes	No	No	
		Curb Ramp	SE&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
		Stop Here On Red Sign + "Wait Here" Pavement M	SE (NB)	Short-term	Yes	No	No	CA MUTCD R10-6
20	Slauson Ave (South Frontage Rd) & Corning Ave	Curb Extension	SE&SW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
		Stop Here On Red Sign + "Wait Here" Pavement M	SE (NB)	Short-term	Yes	No	No	CA MUTCD R10-6

COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
21	Slauson Ave (South Frontage Rd) & Chariton Ave	High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Stop Sign	SE(NB)&SW(EB)	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
22	Slauson Ave (South Frontage Rd) between Shenendoah Ave and Corning Ave	Speed Cushions		Short-term	No	Yes	No	
23	Slauson Ave (South Frontage Rd) & La Cienega Blvd (East Frontage Rd)	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
		Stop Sign	SE(NB)&NE(WB)	Short-term	Yes	No	No	
24	Slauson Ave (South Frontage Rd) & Kings Rd	Curb Extension	SE&SW	Long-term	Yes	No	No	
		Curb Ramp	SE&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Stop Here On Red Sign + "Wait Here" Pavement M	SE (NB)	Short-term	Yes	No	No	CA MUTCD R10-6
25	Slauson Ave (South Frontage Rd) & La Tijera Blvd	High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW	Long-term	Yes	No	No	Curb ramp should be shifted to be in line with new crosswalk
26	Slauson Ave (South Frontage Rd) between La Cienega Blvd (east frontage) and Kings Rd	Speed Cushions		Short-term	No	Yes	No	
27	Slauson Ave (South Frontage Rd) between Kings Rd and La Tijera Blvd	Speed Cushions		Short-term	No	Yes	No	
28	Slauson Ave (North Frontage Rd) & Shenandoah Ave	Curb Extension	NE&NW&SE&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Pedestrian Passageway & Detectable Warning Surf	SE&SW	Long-term	Yes	No	No	
		Stop Here On Red Sign + "Wait Here" Pavement M	NW (SB)	Short-term	Yes	No	No	CA MUTCD R10-6
29	Slauson Ave (North Frontage Rd) & Sherbourne Dr	Corner Radius Reduction	NW&NE	Long-term	Yes	No	No	
30	Slauson Ave (North Frontage Rd) & Corning Ave	High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Corner Radius Reduction	NE&NW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
		Stop Here On Red Sign + "Wait Here" Pavement M	NW (SB)	Short-term	Yes	No	No	CA MUTCD R10-6
31	Angeles Vista Blvd & Edgemar Ave	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
32	Angeles Vista Blvd & Harcross Dr (West)	Extend Center Island	W	Long-term	Yes	No	No	
		Curb Extension	SW&SE&NW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	NW&SW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&SW Center island: NE&SE	Long-term	Yes	No	No	
33	Angeles Vista Blvd & Harcross Dr (East)	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
34	Angeles Vista Blvd & Valley Glen Wy	High Visibility Crosswalk (L-T)	NE	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
35	Angeles Vista Blvd & Marburn Ave	High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
36	Angeles Vista Blvd & Verdun Ave	High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Corner Radius Reduction	NE	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestria	All	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
37	Angeles Vista Blvd & Inadale Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&NW	Long-term	Yes	No	No	
38	Angeles Vista Blvd & Angeles Vista Blvd (South Frontage Road)	Curb Ramp & Detectable Warning Surface	near Inadale Ave (SW&SE)	Long-term	No	Yes	No	

COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
39	Angeles Vista Blvd & Angeles Vista Blvd (South Frontage Road)	Curb Ramp & Detectable Warning Surface	near Parkglen Ave (SW&SE)	Long-term	No	Yes	No	
40	Angeles Vista Blvd & Parkglen Ave (West)	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE	Long-term	Yes	No	No	
		Dead End Sign	At the junction of West and East Parkglen Ave	Short-term	Yes	No	No	
41	Angeles Vista Blvd & Parkglen Ave (East)	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE	Long-term	Yes	No	No	
		Restrict Access	N	Long-term	Yes	No	No	
42	Angeles Vista Blvd & Valley Ridge Ave	High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE&SW	Long-term	Yes	No	No	
43	Angeles Vista Blvd & Escalon Ave	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	Yes	
		New Centerline (on Escalon)		Short-term	Yes	No	Yes	Investigation by LACPW
44	Angeles Vista Blvd & Keniston Ave	Curb Extension	NW&SW	Long-term	Yes	No	Yes	
		Yellow Reflecting Sheeting	NW&SW	Short-term	Yes	No	Yes	
		Extend Red Curb	N (west of crosswalk)	Short-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	NW&SW&SE	Long-term	Yes	No	Yes	
45	Angeles Vista Blvd & Harcourt Ave	High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE&SW	Long-term	Yes	No	No	
46	Angeles Vista Blvd & Rimpau Blvd	Curb Extension	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	S&E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW	Long-term	Yes	No	No	
47	Angeles Vista Blvd & Mullen Ave (West)	High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE&SW	Long-term	Yes	No	No	
48	Angeles Vista Blvd & Mullen Ave (East)	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
49	Angeles Vista Blvd & Deane Ave	Signing and Striping	S	Short-term	Yes	No	No	Investigation by LACPW
		Intersection Realignment	S	Long-term	Yes	No	No	Investigation by LACPW
		High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW&SE	Long-term	Yes	No	No	
50	Angeles Vista Blvd & Hillcrest Dr	High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE&SW	Long-term	Yes	No	No	
51	Angeles Vista Blvd & West Blvd	High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	Detectable warning surfaces are installed at SW & SE corners
		Curb Extension	NW&SW	Long-term	Yes	No	No	
52	Angeles Vista Blvd & Chesley Ave	High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	Detectable warning surfaces are installed at SW & SE corners
53	Angeles Vista Blvd & Knoll Crest Ave	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	Detectable warning surfaces are installed at NE & SE corners
54	Angeles Vista Blvd & 48th St	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Extension	NW&NE	Long-term	Yes	No	No	
		Traffic Signal		Long-term	Yes	No	No	Investigation by LACPW
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
55	Angeles Vista Blvd between Mullen Ave and Slauson Ave	Lane Reconfiguration		Long-term	No	Yes	No	

COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
56	Angeles Vista Blvd between Hillcrest Dr and 48th St	Lane Reconfiguration		Long-term	No	Yes	No	
57	Harcross Dr between Angeles Vista Blvd and Springdale Dr/Bradna Dr	Convert from Two-Way street to One-Way street	NW&SW	Long-term	No	Yes	No	
58	La Cienega Blvd between Stocker St and Slauson Ave	Advance Warning Sign	SB	Short-term	No	Yes	No	
59	La Cienega Blvd between Slauson Ave and South Project Limit	Driver Feedback Sign	SB	Short-term	No	Yes	Yes	Requested by residents
60	La Brea Ave & Northridge Dr	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
		Detectable Warning Surface	SE	Short-term	Yes	No	No	
61	La Brea Ave & Ladera Park Ave	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
62	La Brea Ave & 62nd St	High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Curb Extension	NW&SE	Long-term	Yes	No	No	
		Bus Stop Relocation	NE&SW	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
63	La Brea Ave between Northridge Dr and Slauson Ave	Advance Warning Sign	SB	Short-term	No	Yes	No	
		Transverse Rumble Strip	SB	Short-term	No	Yes	No	
64	La Brea Ave between Slauson Ave and Ladera Park Ave	Driver Feedback Sign	SB	Short-term	No	Yes	No	
65	Fairfax Ave & Stocker St	Hardened Centerline	E&W	Short-term	Yes	No	No	
66	Fairfax Ave & Yvonne B. Burke Sports Complex Baseball Fields	Curb Extension	SW & SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E&S	Long-term	Yes	No	No	
		Traffic Signal		Long-term	Yes	No	No	
		Detectable Warning Surface	NW&SW	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Long-term	Yes	No	No	
67	Fairfax Ave & Goldleaf Cir	High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&SW	Long-term	Yes	No	No	
68	Fairfax Ave & 59th St/Condon Ave	Corner Radius Reduction	All	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	W&S	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&E	Long-term	Yes	No	No	
69	Fairfax Ave & 62nd St	Curb Extension	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE&SE	Long-term	Yes	No	No	
70	Fairfax Ave between Stocker St and Soccer Fields	Advance Warning Sign	NB	Short-term	No	Yes	No	
71	Fairfax Ave between Baseball Fields and Slauson Ave	Advance Warning Sign	SB	Short-term	No	Yes	No	
72	Centinela Ave & Sherbourne Dr	Hardened Centerline	W&E	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
73	Centinela Ave & Alvern St	Hardened Centerline	W&E	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
74	Centinela Ave (North Frontage Rd) & Sherbourne Dr	Stop Here On Red Sign + "Wait Here" Pavement M	N (SB)	Short-term	Yes	No	No	CA MUTCD R10-6
75	Centinela Ave (North Frontage Rd) & Alvern St	Stop Here On Red Sign + "Wait Here" Pavement M	N (SB)	Short-term	Yes	No	No	CA MUTCD R10-6
76	Stocker St & Don Lorenzo Dr	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
		Traffic Signal		Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestria	NW&NE	Long-term	Yes	No	No	
77	Stocker St & Don Miguel Dr	Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	N&E	Short-term	Yes	No	No	
		Median Nose Cutback	E	Long-term	Yes	No	No	

COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
78	Stocker St & Valley Ridge Ave	High Visibility Crosswalk (S-T)	All	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
79	Stocker St & Presidio Dr	Corner Radius Reduction	SE	Long-term	No	Yes	No	
		High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Traffic Signal		Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Long-term	Yes	No	No	
80	Stocker St & Don Felipe Dr	High Visibility Crosswalk (S-T)	N&E	Short-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
81	Stocker St & Palmero Blvd	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
82	Stocker St & Angeles Vista Blvd/Santa Rosalia Dr	Corner Radius Reduction	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&S&W	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&SW	Long-term	Yes	No	No	
83	Stocker St & Victoria Ave	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W&N	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE	Long-term	Yes	No	No	
84	Stocker St between 5 points and Don Lorenzo Dr	Driver Feedback Sign	EB	Short-term	No	Yes	No	
		Advance Warning Sign	EB	Short-term	No	Yes	No	
85	Stocker St between Presidio Dr and Don Felipe Dr	Advance Warning Sign	WB	Short-term	No	Yes	No	
86	Stocker St between Valley Ridge Ave and Presidio Dr	Driver Feedback Sign	WB	Short-term	No	Yes	No	
87	Overhill Dr & Northridge Dr	Leading Pedestrian Interval & Accessible Pedestria	All	Short-term	Yes	No	Yes	
		High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&W	Long-term	Yes	No	No	
		Curb Extension	NW	Long-term	Yes	No	Yes	
		Hardened Centerline	N&S	Short-term	Yes	No	Yes	
88	Overhill Dr & Springdale Dr	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
89	Overhill Dr & Onacrest Dr	High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		Corner Radius Reduction	NW	Long-term	Yes	No	No	
90	Overhill Dr & 58th Pl/Orchid Dr	High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
		Traffic Signal		Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Long-term	Yes	No	No	
91	Overhill Dr & 59th Pl	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&SW	Long-term	Yes	No	No	
92	Overhill Dr & 59th St	High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
93	Overhill Dr & 60th St	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
94	Overhill Dr & 61st St	High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
95	Overhill Dr & 62nd St	Remove Channelized Right Turn Lane	NE&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	S&E	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&W	Long-term	Yes	No	No	
		Leading Pedestrian Interval & Accessible Pedestrian Signal		Short-term	Yes	No	No	
		Curb Extension	NW	Long-term	Yes	No	No	
96	Overhill Dr between Stocker St and Northridge Dr	Transverse Rumble Strip	SB	Short-term	No	Yes	Yes	

COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
97	Overhill Dr between Springdale Dr and Onacrest Dr	Transverse Rumble Strip	SB	Short-term	No	Yes	No	
		Advance Warning Sign	SB	Short-term	No	Yes	No	
98	Overhill Dr between Stocker St and Slauson Ave	Lane Reconfiguration		Long-term	No	Yes	No	
		New Sidewalks	W	Long-term	No	Yes	No	
		Sidewalk Widening	E	Long-term	No	Yes	No	
99	Sherbourne Dr & 55th St	Corner Radius Reduction	All	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
100	Sherbourne Dr & 57th St	Corner Radius Reduction	All	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
101	Sherbourne Dr & Senford Ave	Corner Radius Reduction	NW&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
102	Sherbourne Dr between Senford Ave and Centinela Ave	Speed Cushions		Short-term	No	Yes	No	
103	Sherbourne Dr between Senford Ave and 64th St	Curve Marking	NB	Short-term	No	Yes	No	
104	62nd St & Halm Ave	Corner Radius Reduction	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
105	62nd St & Holt Ave	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
106	62nd St & Corning Ave	Curb Extension	NW&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
107	62nd St & Condon Ave	Traffic Circle		Long-term	Yes	No	No	
108	62nd St & Mansfield Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
109	62nd St & Citrus Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
110	64th St & Halm Ave (West)	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
111	64th St & Holt Ave	High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	Yes	Yellow
112	64th St & Springpark Ave	High Visibility Crosswalk (S-T)	S&W	Short-term	Yes	No	Yes	Yellow
		Stop Sign	SW(EB)&NE(WB)	Short-term	Yes	No	Yes	Near special facilities
113	64th St & Halm Ave (East)	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	Yes	Yellow
		Corner Radius Reduction	NW&NE	Long-term	Yes	No	Yes	
114	64th St & Corning Ave	Corner Radius Reduction	NW&NE	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&W	Long-term	Yes	No	Yes	Yellow
115	64th St & Garth Ave	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	Yes	Yellow
116	64th St & Le Doux Rd	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	Yes	Yellow
117	64th St between Sherbourne Dr and Halm Ave	Curve Marking	WB	Short-term	No	Yes	No	
118	Springpark Ave & Radlock Ave	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	Yes	
		Corner Radius Reduction	NW&SW	Long-term	Yes	No	Yes	
119	Springpark Ave & Centinela Ave (North Frontage Rd)	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
		Curb Extension	NW&NE	Long-term	Yes	No	No	
120	Fairview Blvd & Springpark Ave	Curb Extension	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	N&E	Short-term	Yes	No	No	
121	Fairview Blvd & Laurelwood Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&NW	Long-term	Yes	No	No	
122	Fairview Blvd between Springpark Ave and Laurelwood Ave	Speed Cushions		Short-term	No	Yes	No	
123	Kings Rd & 58th Pl	Corner Radius Reduction	All	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
124	Kings Rd & 59th St	Corner Radius Reduction	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
		Curve Marking	NB&SB	Short-term	No	Yes	No	
125	Kings Rd & Alley between Slauson Ave and 58th Pl	Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
126	Kings Rd & Alley between 58th Pl and 59th St	Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	

COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
127	Kings Rd & Orlando Ave	Corner Radius Reduction	NW	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
		Stop Sign	W	Short-term	Yes	No	No	
		Curve Marking	NB&SB	Short-term	No	Yes	No	
128	Kings Rd between Slauson Ave and South Project Limit	Speed Cushions		Short-term	No	Yes	No	
129	La Tijera Blvd & 58th Pl	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
130	La Tijera Blvd & 59th St	Corner Radius Reduction	NE	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
131	La Tijera Blvd & 62nd St	Curb Extension	NE	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
132	59th St between La Tljera Blvd and Damask Ave	Curve Marking	WB&EB	Short-term	No	Yes	No	
133	Condon Ave between Fairfax Ave and 62nd St	Curve Marking	NB&EB	Short-term	No	Yes	No	
		Speed Cushions		Short-term	No	Yes	No	
134	Northridge Dr & Onacrest Dr	Curb Extension	SW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
135	Northridge Dr & Overdale Dr	Curb Extension	NW&SW	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&W&S	Long-term	Yes	No	Yes	Yellow
		Hardened Centerline	N&S	Short-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	Yes	
136	Northridge Dr & Mt Vernon Dr/Marvale Dr	Curb Extension	NW&SW	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	Yes	Yellow
		Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	Yes	
137	Northridge Dr & Maymont Dr	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	Detectable warning surfaces are installed at NW&NE corners
138	Northridge Dr & Verdun Ave	High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
139	Northridge Dr & Inadale Ave	Traffic Circle		Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
140	Northridge Dr & Southridge Ave	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	Detectable warning surfaces are installed at NW&NE&SW corners
		High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
141	Northridge Dr & Parkglen Ave	Traffic Circle		Long-term	Yes	No	No	Stop Control can also be considered
		High Visibility Crosswalk (S-T)	N&S	Short-term	Yes	No	No	
142	Northridge Dr & Valleydale Ave	High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW&NE	Long-term	Yes	No	No	
143	Northridge Dr & Valley Ridge Ave	Curb Extension	NW	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	S	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW	Long-term	Yes	No	No	
144	Valley Ridge Ave & Mt Vernon Dr	High Visibility Crosswalk (S-T)	All	Short-term	Yes	No	No	
145	Valley Ridge Ave & Fairway Blvd	High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
146	Valley Ridge Ave & Olympiad Dr	High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
147	Valley Ridge Ave & Monteith Dr	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	

COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
148	Valley Ridge Ave & Onaknoll Ave (North)	High Visibility Crosswalk (L-T)	SW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW	Long-term	Yes	No	No	
		Curb Extension	SE	Long-term	Yes	No	No	
149	Valley Ridge Ave & Onaknoll Ave (South)	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
150	Valley Ridge Ave between Onaknoll Ave and Angeles Vista Blvd	Speed Cushions		Short-term	No	Yes	No	
151	Valley Ridge Ave between Stocker St and Mt Vernon Dr	New Sidewalks		Long-term	No	Yes	No	
152	Mioland Dr & Brea Crest Dr	Corner Radius Reduction	NW&SW	Long-term	Yes	No	No	
		Stop Sign	W	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
153	Mioland Dr & Dawn View Pl	Corner Radius Reduction	NW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW	Long-term	Yes	No	No	Construction at SW corner
		Stop Sign	W	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	W	Long-term	Yes	No	No	
154	Onacrest Dr & Chasar Pl	Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
155	Onacrest Dr & Whelan Pl	Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
156	Onacrest Dr & Valdina Pl	Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
157	Onacrest Dr between Northridge Dr and Chasar Pl	Curve Marking	SB	Short-term	No	Yes	No	
158	Onacrest Dr between Chasar Pl and Whelan Pl	Curve Marking	NB	Short-term	No	Yes	No	
159	Onacrest Dr between Valdina Pl and Overhill Dr	Curve Marking	NB&SB	Short-term	No	Yes	No	
		Stop Ahead Sign	SB	Short-term	No	Yes	No	CA MUTCD W3-1
160	Presidieo Dr & Kenway Ave	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
161	Presidio Dr & Mt Vernon Dr	High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
162	Presidio Dr & Fairway Blvd	Curb Ramp & Detectable Warning Surface	NW&SW	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&S&W	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
163	Presidio Dr & Olympiad Dr	High Visibility Crosswalk (S-T)	All	Short-term	Yes	No	No	
164	Presidio Dr & Monteith Dr	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
165	Presidio Dr & Floresta Way	High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
		Stop Sign	E	Short-term	Yes	No	No	
166	Presidio Dr & Chanson Dr/Vista De Oro Ave	Traffic Circle		Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
167	Presidio Dr & Lorado Way	Traffic Circle		Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E&W	Short-term	Yes	No	No	
168	Presidio Dr between Stocker St and Kenway Ave	Curve Marking	NB&SB	Short-term	No	Yes	No	
169	Presidio Dr between Kenway Ave and Mt Vernon Dr	Curve Marking	NB&SB	Short-term	No	Yes	No	
170	Mullen Ave & Mullen Pl	Curb Ramp & Detectable Warning Surface	NE&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&E	Long-term	Yes	No	No	
		Curb Extension	NW	Long-term	Yes	No	No	

COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
171	Mullen Ave & Olympiad Dr	Curb Extension	S	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	N&E&W	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
172	Mullen Pl & Olympiad Dr	Curb Ramp & Detectable Warning Surface	NW&SW&NE	Long-term	Yes	No	No	
		Curb Extension	NE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	N&W	Long-term	Yes	No	No	
173	Mullen Ave & Monteith Dr	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
174	Mullen Ave & Crestway Dr	High Visibility Crosswalk (S-T)	W	Short-term	Yes	No	No	
175	Mullen Ave & Floresta Wy & Lorado Wy	Extend Center Island	E	Long-term	Yes	No	No	
		Street Closure	E	Long-term	Yes	No	No	Mullen Ave
176	Presidio Dr/Lorado Wy/Mullen Ave/Mullen Pl/Olympiad Dr between Escalon Ave and Angeles Vista Blvd	Speed Cushions		Short-term	No	Yes	No	
177	Mullen Ave between Olympiad Dr and Mullen Pl	Convert from Two-Way street to One-Way street	Remove SB	Long-term	No	Yes	No	
178	Mt Vernon Dr & Overdale Dr	Curb Extension	NW&SW	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&W	Long-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	NW&NE	Long-term	Yes	No	Yes	Detectable warning surface is installed
179	Mt Vernon Dr & Verdun Ave	High Visibility Crosswalk (L-T)	N&E	Long-term	Yes	No	Yes	Near special facilities
		Curb Extension	NE	Long-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	Yes	
		Stop Sign	SE(NB)&NW(SB)	Short-term	Yes	No	Yes	Near special facilities
180	Mt Vernon Dr & Inadale Ave	High Visibility Crosswalk (L-T)	E	Long-term	Yes	No	No	
		Curb Extension	NE	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
181	Mt Vernon Dr & Southridge Ave	High Visibility Crosswalk (L-T)	S&E	Long-term	Yes	No	No	
		Curb Extension	SE	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NE	Long-term	Yes	No	No	
		Stop Sign	SE(NB)&NW(SB)	Short-term	Yes	No	No	Near special facilities
182	Mt Vernon Dr & Mullen Ave/Homeland Dr	Traffic Circle		Long-term	Yes	No	No	Traffic Calming or Traffic Control
		High Visibility Crosswalk (S-T)	N&S	Short-term	Yes	No	No	
183	Mt Vernon Dr & Circle View Blvd/Aureola Blvd	High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SW&SE	Long-term	Yes	No	No	
184	Mt Vernon Dr & Palmero Blvd/Fairview Blvd	Hardened Centerline	W&E	Short-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	N	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE&SW	Long-term	Yes	No	No	
185	Mt Vernon Dr & Angeles Vista Blvd	Corner Radius Reduction	NW&SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	All	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
186	Mt Vernon Dr & Victoria Ave	High Visibility Crosswalk (L-T)	N	Long-term	Yes	No	No	
		High Visibility Crosswalk (S-T)	E	Short-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	NW	Long-term	Yes	No	No	
187	Rimpau Blvd & 57th St	High Visibility Crosswalk (L-T)	E&W	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	No	
188	Rimpau Blvd between Angeles Vista Blvd and 54th St	Speed Cushions		Short-term	No	Yes	Yes	

COMPLETE LIST OF RECOMMENDATIONS (CONT.)

#	Intersection or Roadway	Treatment	Approach/Corner	Phase	Intersection	Roadway	School Area	Notes
189	54th St & Valley Ridge Ave	Curb Extension	SW	Long-term	Yes	No	No	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	No	
		High Visibility Crosswalk (L-T)	S	Long-term	Yes	No	No	
190	54th St & Alviso Ave	High Visibility Crosswalk (L-T)	W&S	Long-term	Yes	No	Yes	Yellow
		Curb Ramp & Detectable Warning Surface	NW	Long-term	Yes	No	Yes	Detectable warning surfaces are
191	54th St & Eileen Ave	Curb Extension	NW&SW	Long-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	SE	Long-term	Yes	No	Yes	
		Stop Sign	SW(EB)&NE(WB)	Long-term	Yes	No	Yes	54th St needs to be reclassified
192	54th St & Keniston Ave	Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	Yes	Yellow
193	54th St & Harcourt Ave	Curb Extension	NE&SE	Long-term	Yes	No	Yes	
		Curb Ramp & Detectable Warning Surface	NW&SW	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&S&W	Long-term	Yes	No	Yes	Yellow
		Stop Sign	SW(EB)&NE(WB)	Long-term	Yes	No	Yes	54th St needs to be reclassified
194	54th St & Rimpau Blvd	Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	E&S&W	Long-term	Yes	No	Yes	Yellow
		Traffic Circle		Long-term	Yes	No	Yes	
195	54th St & Mullen Ave	Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&S&E	Long-term	Yes	No	Yes	Yellow
		Stop Sign	SW(EB)&NE(WB)	Long-term	Yes	No	Yes	54th St needs to be reclassified
196	54th St & Deane Ave	Curb Ramp & Detectable Warning Surface	All	Long-term	Yes	No	Yes	
		High Visibility Crosswalk (L-T)	N&S	Long-term	Yes	No	Yes	Yellow
		Stop Sign	SW(EB)&NE(WB)	Long-term	Yes	No	Yes	54th St needs to be reclassified
197	54th St between Keniston Ave and Harcourt Ave	Driver Feedback Sign	EB	Short-term	No	Yes	Yes	
198	54th St between Mullen Ave and Deane Ave	Driver Feedback Sign	WB	Short-term	No	Yes	Yes	
199	54th St between Valley Ridge Ave and East Project Limit	Reclassify Street from Minor Arterial to Major Collec	EB&WB	Long-term	No	Yes	Yes	

APPENDIX E
PROJECT PRIORITIZATION CALCULATIONS

This section provides a comprehensive explanation of the methodology and calculations used to prioritize projects, with a focus on identifying projects with the highest potential for significant benefits.

PROJECT PRIORITIZATION CALCULATIONS

1.0 HEX GRID

The project area is approximately 4.8 square miles. To help spotlight areas of most need, a grid of hexagons (of approximately 3,600 units) was overlayed on the project area, creating a geography around which to build our analysis. Each hexagon is 200-feet across at its widest point, approximately the width of a standard street block on the shorter side in the project area.

Each hexagon is assigned values based on the traits of the land area within it. The nine traits which were examined are listed in Table 1-3. For example, Disadvantage Community (DAC) is one trait that was observed. Each hex grid, therefore, has a DAC value assigned to it based on the CalEnvriroScreen 4.0 percentile score within the grid.

Each project corridor is subject to a 100-foot buffer, and the calculations are derived from the hex grid contained within this buffer.

2.0 INDICATORS

The prioritization methodology is comprised of five indicator categories: timeline, need and equity, safety, community support, and network connectivity, each with weighted traits/factors.

Table 1 details the factors of the timeline indicator.

Table 1: Timeline Indicator

Factor	Description	Source	Weight	Indicator Weight
Short-Term	Recommendations with a high "readiness"	FHWA, NACTO, KOA	20	30
Long-Term	Recommendations with a low "readiness"	FHWA, NACTO, KOA	10	

Table 2 details the factors of the need and equity indicator.

Table 2: Need and Equity Indicator

Factor	Description	Source	Weight	Indicator Weight
Vulnerable Population	Population below 18 years old or over 64 years of age	American Community Survey 5-Year Estimates 2020	5	10
Disadvantaged Community (DAC)	Average score of overall CalEnviroScreen 4.0 percentile score	CalEnviro-Screen 4.0	5	

Table 3 details the factors of the safety indicator.

Table 3: Safety Indicator

Factor	Description	Source	Weight	Indicator Weight
Collisions	Total number of collisions within a hexagon	Los Angeles County Public Works' Collision Database	15	30
ADT	Total traffic volume on a road segment within a 24-hour period	Los Angeles County Public Works, KOA	5	
85th Percentile Speed	Speed at or below which 85 percent of drivers typically operate under uncongested conditions	Los Angeles County Public Works, KOA	10	

Table 4 details the factor which represents high level of support by the community.

Table 4: Community Support Indicator

Factor	Description	Source	Weight	Indicator Weight
Community Feedback	Community feedback or input obtained from community meetings	Community Meetings, Surveys, Calls, and E-mails	20	20

Table 5 details the factor which represents high demand destinations for users in the project area.

Table 5: Network Connectivity Indicator

Factor	Description	Source	Weight	Indicator Weight
Network Connectivity	The number of key destinations within 1/4-mile of the hexagon includes schools, parks, community centers, hospitals, medical centers, churches, and day care centers.	Los Angeles County GIS, KOA	10	10

3.0 METHODOLOGY

COMPOSITE INDICATOR SCORE

After each factor was calculated and scored, they were aggregated to create the five composite indicator scores;

Timeline Indicator =
(Scores of Short-Term Recommendations + Scores of Long-Term Recommendations) / Count of Recommendations

The resulting timeline profile indicator scores ranged in values between 0 and 20 and have been normalized to a range of 0 to 30.

Need and Equity Indicator =
Vulnerable Population Factor + DAC Factor

The resulting destination indicator scores ranged in value between 1,904.44 and 3,110.10 and have been normalized to a range of 0 to 10.

Safety Indicator =
Collisions Factor + ADT Factor + 85th Percentile Speed Factor

The resulting roadway indicator scores ranged in values between 637.72 and 48,014.07 and have been normalized to a range of 0 to 30.

Community Support Indicator =
Count of Community Feedback by Spot + Count of Community Feedback by Segment

The resulting roadway indicator scores ranged in values between 0.32 and 3.13 and have been normalized to a range of 0 to 20.

Network Connectivity Indicator =
School Factor + Park Factor + Community Center Factor + Medical Center Factor + Church Factor +Day Care Center Factor

The resulting roadway indicator scores ranged in values between 0.02 and 5.50 and have been normalized to a range of 0 to 10.

4.0 PRIORITIZATION

To calculate the project prioritization, all five indicators were considered in order to gain a comprehensive assessment of the project area.

Prioritization =
Timeline Indicator + Need and Equity Indicator + Safety Indicator + Community Support Indicator + Network Connectivity Indicator

The resulting roadway indicator scores ranged in values between 17.95 and 75.70. These values were utilized to establish the project prioritization ranking.

ORIGINAL VALUE

OBJECTI	Roadway	From_	To	Timeline	Need & Equity		Safety			Community Support	Network Connectivity
					TOT_VulPop	TOT_CalEnviro	SUM_CollScore	TOT_ADT	TOT_SPD		
1	Angeles Vista Blvd	South Project Limit	48th St	12.06	2160.02	31.47	3.60	7697.44	22.11	1.98	3.13
2	Centinela Ave	East Project Limit	West Project Limit	20.00	2469.80	21.26	5.82	17596.39	27.65	0.71	0.60
3	Fairfax Ave	Stocker St	South Project Limit	14.12	2910.58	25.42	3.78	4656.43	19.31	0.79	2.82
4	La Brea Ave	Stocker St	South Project Limit	17.00	2369.59	29.95	9.75	16635.80	28.52	2.03	4.91
5	Overhill Dr	Stocker St	South Project Limit	14.00	2371.68	29.94	7.69	9311.83	31.41	3.13	4.07
6	Slauson Ave	West Project Limit	East Project Limit	16.59	2656.99	27.72	11.77	26201.14	29.54	2.64	2.97
7	Stocker St	Overhill Dr	Angeles Vista Blvd	16.33	1876.29	28.15	3.32	12731.06	28.89	2.43	1.45
8	La Cienega Blvd	Stocker St	South Project Limit	20.00	3044.97	23.79	9.00	47976.01	29.06	0.92	1.48
9	Sherbourne Dr	Slauson Ave	55th St	10.00	3086.00	24.09	1.78	5804.13	20.03	0.32	0.86
10	Sherbourne Dr	Centinela Ave	64th St	15.00	3012.38	23.52	1.38	4208.40	23.73	0.73	0.02
11	Shenendoah Ave	Slauson Ave	61st St	0.00	3085.98	24.09	2.39	7489.91	16.88	1.11	1.69
12	Corning Ave	Slauson Ave	62nd St	0.00	3046.32	23.78	2.55	7130.76	19.55	1.14	0.57
13	62nd St	Halm Ave	Corning Ave	12.00	3085.98	24.09	0.44	622.07	15.21	1.22	1.00
14	62nd St	Fairfax Ave	Overhill Dr	10.00	2460.46	29.15	3.75	5475.21	20.01	1.12	2.80
15	64th St	Sherbourne Dr	East Project Limit	17.27	2864.82	22.37	0.51	1038.52	18.77	0.77	1.43
16	Springpark Ave	64th St	Centinela Ave	15.00	3086.00	24.09	1.36	3733.12	21.58	0.88	1.99
17	Fairview Blvd	Springpark Ave	East Project Limit	14.00	2701.90	21.09	0.65	2326.61	23.01	1.34	3.37
18	Kings Rd	Slauson Ave	South Project Limit	14.62	2979.17	23.26	3.09	4111.47	23.49	1.47	1.21
19	La Tijera Blvd	Slauson Ave	South Project Limit	14.00	3086.00	24.09	5.64	8350.48	25.70	1.76	1.65
20	59th St	La Tijera Blvd	Fairfax Ave	20.00	3031.67	24.55	2.21	3578.21	23.66	0.88	3.25
21	Mioland Dr	Onacrest Dr	Northridge Dr	12.86	2392.01	29.90	2.32	3743.94	24.61	2.56	3.08
22	Northridge Dr	La Brea Ave	Valley Ridge Ave	11.92	2387.22	29.93	1.95	3731.29	23.17	2.65	3.03
23	Valley Ridge Ave	Stocker St	Angeles Vista Blvd	16.00	2281.46	30.27	1.31	2808.61	21.94	1.20	1.34
24	Presidio Dr	Stocker St	Angeles Vista Blvd	16.47	1999.87	32.20	1.72	2270.74	16.79	1.52	1.13
25	Mt Vernon Dr	Northridge Dr	Southridge Ave	12.41	2392.00	29.90	0.65	2264.02	19.45	0.89	4.36
26	48th St	Angeles Vista Blvd	East Project Limit	0.00	1985.62	33.58	6.27	3897.71	18.09	1.03	1.42
27	Mullen Ave	Angeles Vista Blvd	Olympiad Dr	12.50	2013.00	32.49	1.64	3150.24	21.41	1.05	2.06
28	Rimpau Blvd	Angeles Vista Blvd	Slauson Ave	13.33	2013.00	32.42	3.18	4987.42	23.42	1.61	5.02
29	54th St	Valley Ridge Ave	East Project Limit	10.80	2050.88	32.93	2.42	3723.29	29.47	1.85	5.50
30	Mt Vernon Ave	Mullen Ave	East Project Limit	12.41	1999.29	33.40	2.83	981.99	20.15	0.55	2.42
31	Onacrest Dr	Northridge Dr	Overhill Dr	15.38	2392.00	29.90	3.38	4253.36	24.74	1.61	3.31
32	Slauson Ave (North Frontage Rd)	Shenandoah Ave	Corning Ave	12.22	3086.00	24.09	6.83	26417.75	29.99	1.70	0.74
33	Slauson Ave (Sorth Frontage Rd)	Shenandoah Ave	Chariton Ave	15.00	3085.99	24.09	6.90	27943.95	34.87	1.88	0.77
34	Slauson Ave (Sorth Frontage Rd)	La Cienega Blvd	La Tijera Blvd	15.00	3086.01	24.09	14.39	20769.42	32.60	2.64	2.47
35	Condon Ave	Fairfax Ave	South Project Limit	20.00	2500.98	28.99	1.48	2013.09	22.35	0.87	4.44

NORMALIZED SCORE

OBJECTI	Roadway			Timeline	Need & Equity		Safety			Community Support	Network Connectivity	TOTAL
					TOT_VulPop	TOT_CalEnviro	SUM_CollScore	TOT_ADT	TOT_SPD			
1	Angeles Vista Blvd	South Project Limit	48th St	18.10	1.17	4.15	3.40	0.75	3.51	11.88	5.67	48.62
2	Centinela Ave	East Project Limit	West Project Limit	30.00	2.45	0.07	5.79	1.79	6.33	2.85	1.07	50.35
3	Fairfax Ave	Stocker St	South Project Limit	21.18	4.27	1.73	3.60	0.43	2.08	3.40	5.10	41.79
4	La Brea Ave	Stocker St	South Project Limit	25.50	2.04	3.55	10.01	1.69	6.77	12.18	8.91	70.65
5	Overhill Dr	Stocker St	South Project Limit	21.00	2.05	3.54	7.80	0.92	8.24	20.00	7.39	70.94
6	Slauson Ave	West Project Limit	East Project Limit	24.88	3.23	2.65	12.18	2.70	7.29	16.56	5.39	74.88
7	Stocker St	Overhill Dr	Angeles Vista Blvd	24.50	0.00	2.83	3.10	1.28	6.96	15.08	2.61	56.36
8	La Cienega Blvd	Stocker St	South Project Limit	30.00	4.83	1.08	9.20	5.00	7.04	4.30	2.67	64.13
9	Sherbourne Dr	Slauson Ave	55th St	15.00	5.00	1.20	1.45	0.55	2.45	0.00	1.53	27.17
10	Sherbourne Dr	Centinela Ave	64th St	22.50	4.70	0.97	1.01	0.38	4.33	2.95	0.00	36.84
11	Shenendoah Ave	Slauson Ave	61st St	0.00	5.00	1.20	2.10	0.73	0.85	5.64	3.06	18.57
12	Corning Ave	Slauson Ave	62nd St	0.00	4.84	1.08	2.28	0.69	2.21	5.86	1.01	17.95
13	62nd St	Halm Ave	Corning Ave	18.00	5.00	1.20	0.00	0.00	0.00	6.45	1.79	32.45
14	62nd St	Fairfax Ave	Overhill Dr	15.00	2.41	3.23	3.56	0.51	2.44	5.72	5.07	37.94
15	64th St	Sherbourne Dr	East Project Limit	25.91	4.09	0.51	0.08	0.04	1.81	3.21	2.58	38.22
16	Springpark Ave	64th St	Centinela Ave	22.50	5.00	1.20	0.99	0.33	3.24	3.99	3.60	40.85
17	Fairview Blvd	Springpark Ave	East Project Limit	21.00	3.41	0.00	0.23	0.18	3.96	7.31	6.12	42.21
18	Kings Rd	Slauson Ave	South Project Limit	21.92	4.56	0.87	2.86	0.37	4.21	8.23	2.18	45.20
19	La Tijera Blvd	Slauson Ave	South Project Limit	21.00	5.00	1.20	5.59	0.82	5.33	10.29	2.99	52.22
20	59th St	La Tijera Blvd	Fairfax Ave	30.00	4.78	1.38	1.91	0.31	4.29	3.99	5.90	52.56
21	Mioland Dr	Onacrest Dr	Northridge Dr	19.29	2.13	3.53	2.02	0.33	4.78	15.98	5.59	53.65
22	Northridge Dr	La Brea Ave	Valley Ridge Ave	17.88	2.11	3.54	1.62	0.33	4.05	16.60	5.49	51.62
23	Valley Ridge Ave	Stocker St	Angeles Vista Blvd	24.00	1.67	3.68	0.94	0.23	3.42	6.29	2.40	42.64
24	Presidio Dr	Stocker St	Angeles Vista Blvd	24.71	0.51	4.45	1.38	0.17	0.80	8.56	2.04	42.62
25	Mt Vernon Dr	Northridge Dr	Southridge Ave	18.62	2.13	3.53	0.23	0.17	2.15	4.12	7.91	38.87
26	48th St	Angeles Vista Blvd	East Project Limit	0.00	0.45	5.00	6.27	0.35	1.46	5.09	2.56	21.18
27	Mullen Ave	Angeles Vista Blvd	Olympiad Dr	18.75	0.57	4.56	1.29	0.27	3.15	5.22	3.73	37.54
28	Rimpau Blvd	Angeles Vista Blvd	Slauson Ave	20.00	0.57	4.53	2.95	0.46	4.17	9.22	9.12	51.02
29	54th St	Valley Ridge Ave	East Project Limit	16.20	0.72	4.74	2.13	0.33	7.25	10.90	10.00	52.28
30	Mt Vernon Ave	Mullen Ave	East Project Limit	18.62	0.51	4.93	2.57	0.04	2.51	1.65	4.39	35.22
31	Onacrest Dr	Northridge Dr	Overhill Dr	23.08	2.13	3.53	3.16	0.38	4.85	9.25	6.00	52.37
32	Slauson Ave (North Frontage Rd)	Shenandoah Ave	Corning Ave	18.33	5.00	1.20	6.87	2.72	7.52	9.88	1.31	52.84
33	Slauson Ave (Sorth Frontage Rd)	Shenandoah Ave	Chariton Ave	22.50	5.00	1.20	6.95	2.88	10.00	11.12	1.37	61.02
34	Slauson Ave (Sorth Frontage Rd)	La Cienega Blvd	La Tijera Blvd	22.50	5.00	1.20	15.00	2.13	8.85	16.55	4.48	75.70
35	Condon Ave	Fairfax Ave	South Project Limit	30.00	2.58	3.16	1.12	0.15	3.63	3.94	8.06	52.63

AGN. NO. 23

MOTION BY SUPERVISOR HOLLY J. MITCHELL August 30, 2022

County Response to Windsor Hills Fatalities And Fast-Tracking Solutions to Increased Traffic Fatalities Countywide

On August 4th, 2022, around 1:30 p.m., the Second District community of Windsor Hills witnessed an unimaginable tragedy when a driver, traveling at speeds up to 100 miles per hour, drove through the intersection of Slauson Avenue and La Brea Avenue and killed five people, including a pregnant mother and an infant. Eight others were also injured in the crash, including six children.

Disturbingly, traffic fatalities have increased during the COVID-19 pandemic, and reckless speeding, street takeovers, and erratic driver behavior has become widespread. We need to explore the availability of additional tools to improve our infrastructure and to hold people accountable to mitigate dangerous driver behavior and keep people alive.

With multiple jurisdictions involved in responding to that horrific crash, the County of Los Angeles must be united in its approach to emergency incidents. The County of Los Angeles should increase its efforts to inform communities about its Vision Zero Action Plan and implementation targets amongst other concrete actions. Residents and communities need to feel reassured by government response to tragic events and this motion takes steps towards being a better provider of public goods to the community.

I THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:

MOTION

SOLIS	_____
KUEHL	_____
HAHN	_____
BARGER	_____
MITCHELL	_____

1. Direct the Director of the Department of Public Works (DPW) to contract with a third-party to conduct an after-action review into the response of the incident on La Brea Ave. and Slauson Ave. on August 4, 2022 under the oversight of and to be reviewed by County Counsel, and report back to the Board in writing in 60 days on protocols to improve incident response;
2. Direct the Director of DPW to explore and take appropriate actions to slow down excessive speeds on La Brea Ave. and Slauson Ave. and surrounding areas including, but not limited to, consideration of off-the-shelf and/or quick-build safety improvements, based on a traffic engineering evaluation within 30 days;
3. Direct the Chief Executive Office (CEO) Legislative Affairs and Intergovernmental Relations (LAIR) division to 1) explore what State and/or local statutory changes may be needed to allow the County to regulate excessive speed, including, but not limited to, deploying automated speed enforcement and red-light cameras at key intersections on unincorporated streets, and 2) if State statutory changes are needed, direct CEO LAIR to sponsor or support State legislation, as appropriate;
4. Direct the Director of DPW to evaluate and develop a draft program design with extensive data collection that would identify high priority intersections and a program framework that prioritizes speed reduction, equity, and justice. Direct the Director of DPW to vet the program design through the CEO Office of Anti-Racism, Diversity and Inclusion, along with community-based organizations and report back to the Board in writing within 90 days;
5. Direct the Director of DPW to develop a Community Traffic Safety plan in the Windsor Hills/Ladera Heights neighborhood, with traffic engineering reviews that include, but are not limited to, the feasibility of designs for road diets to curb excessive speeding, signal modifications, and residential speed mitigation throughout the community. As part of the Community Traffic Safety Plan, DPW must partner with community-based organizations on engagement for proposed design changes. The Director of DPW must report back in writing

within 60 days on an implementation strategy and within 6 months on a final Community Traffic Safety plan;

6. Direct the Director of DPW, in collaboration with the CEO and the Director of the Department of Public Health, to identify funding sources and resources for the above work, along with a cost estimate that includes full-time positions to accelerate the delivery of the Vision Zero Action Plan in the County. Direct the Director of DPW to report back to the Board in writing in 90 days on the potential funding sources, necessary staffing, and estimated costs. DPW should also include this in their department budget request for Fiscal Year 2023 - 24. The report back should include comparison to funding in jurisdictions across the nation with adopted Vision Zero Action Plans, with populations of 1 million or more; and
7. Direct the CEO to explore centralizing all transportation related functions in the County, including traffic control, traffic investigations, mobility design, signal operations, planning, data analysis, parking enforcement, etc., with an effort to increase transparency and accountability directly to the Board and to unincorporated communities, and report back in writing in 120 days on recommendations.

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