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COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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February 23, 2023

IN REPLY PLEASE

REFER TO FILE: **T-0**
10433-1-1

TO: Each Supervisor

FROM: Mark Pestrella, PE
Director of Public Works

A handwritten signature in cursive script, appearing to read "Mark Pestrella", is written over the printed name and title of the Director of Public Works.

BOARD MOTION OF JANUARY 10, 2023, AGENDA ITEM 6 REVIEW OF PEDESTRIAN AND TRAFFIC SAFETY IN ALTADENA

On January 10, 2023, the Board approved a motion directing Public Works to engage with the Altadena Town Council and the community to discuss data and trends related to traffic collisions and fatalities in Altadena and evaluate traffic safety conditions and consider appropriate traffic enhancements along two roadway corridors:

- Holliston Avenue (between Altadena Drive and New York Drive)
- Fair Oaks Avenue (between Loma Alta Drive and Altadena Drive)

Public Works is committed to traffic safety and believes that investments in the County's Vision Zero initiative, which is aimed at eliminating traffic fatalities on unincorporated County roadways, is one of the primary ways to fulfill this commitment.

Below are further details pertaining to traffic safety data and trends, corridor evaluations, and proposed enhancements in Altadena. A summary of the community outreach conducted in the preparation of this report is also outlined below.

Traffic Safety Data and Trends

The National Highway Traffic Safety Administration (NHTSA) 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. NHTSA reports that the primary behaviors that drove this trend included an increase in vehicle miles traveled, speeding, and failure to wear a seat belt. In August 2022 NHTSA released estimates that 9,560 people died in motor vehicle crashes in the first quarter of 2022 nationally, which is the highest number of first quarter fatalities in the country since 2002 and an increase of 7 percent from the same quarter in 2021.

The County's traffic fatality statistics are consistent with national trends. In 2021 based on the California Highway Patrol collision data provided to Public Works 105 fatal collisions occurred on County-maintained roadways throughout the unincorporated County communities. A total of 105 fatal collisions were also reported in 2022. This number represents nearly a 27 percent increase from 83 overall fatal collisions in 2020.

Attachment 1 shows the annual number of fatal and severe injury crashes that have occurred from 2013 to 2022.

Altadena experienced similar trends between 2013 and 2022 with an upwards increase in fatal and severe injury collisions. Historically there have been zero or one fatal collision each year in Altadena. However, two fatal collisions occurred in the last two months of 2022. Attachment 2 graphically shows the annual number of fatal and severe injury crashes that have occurred from 2013 to 2022. Attachment 3 depicts these collisions on a map. As shown on Attachment 4 from 2013 to 2022 the highest percentages of fatal and severe injury collisions tend to be intersection right angle (21 percent), midblock fixed object (16 percent), intersection pedestrian (15 percent), and midblock parked vehicle (12 percent).

This data is useful in determining what traffic safety countermeasures should be considered at specific locations.

Corridor Evaluations and Proposed Enhancements

Traffic safety evaluations were conducted on the following roadway corridors, which includes those listed in the Board motion as well as one additional corridor:

- Holliston Avenue (between Altadena Drive and New York Drive)
- Fair Oaks Avenue (between Loma Alta Drive and Altadena Drive)
- Mendocino Street (between Lake Avenue and Allen Avenue)

The traffic safety evaluations factored in field observations, available data, and input from community members. Examples of specific items of concern that were considered included speeding, limited street lighting, lack of sidewalks and no defined pedestrian path, limited visibility due to vegetation, and no marked pedestrian crosswalks among others. Safety enhancements were proposed to address the identified issues. These enhancements include:

- Installation of continental crosswalks and corresponding signage at all stop-controlled intersections along the study corridors.
- Installation of raised reflective markers along existing centerline striping.
- Installation of edge striping to guide vehicles to reinforce the separation between the travel lanes and the parking lanes/shoulder areas.
- Installation of red curb and white edge lines near intersections and around curb returns to enhance visibility.
- Installation of enhanced reflective signage and pavement markings at stop-controlled intersections.
- Sidewalk feasibility study along corridors where it is determined that edge striping is not feasible due to the width of the road.

Refer to Attachment 5 for a conceptual diagram of the proposed quick-build traffic safety enhancements using low-cost measures, such as paint and delineators to allow implementations in a short period of time. Additional enhancements will be evaluated and considered as we continue outreach to address the community's concerns.

Community Outreach

Public Works engaged with Altadena community members on the topic of traffic safety at the Altadena Town Council's Safe Streets Committee Meeting on January 11, 2023, the Altadena Coalition of Neighborhood Association General Meeting on January 24, 2023, and during field visits to the corridors on January 30, 2023. Additionally, Public Works staff has exchanged emails with various community members throughout the report preparation period.

Furthermore, Public Works attended the Altadena Town Council's general meeting on February 21, 2023, to discuss this report and provided information on how to contact Public Works for traffic safety concerns that they may have.

Public Works will continue to engage with the Altadena community throughout the entire design process to ensure community buy-in for all proposed improvements prior to installation.

Each Supervisor
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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.

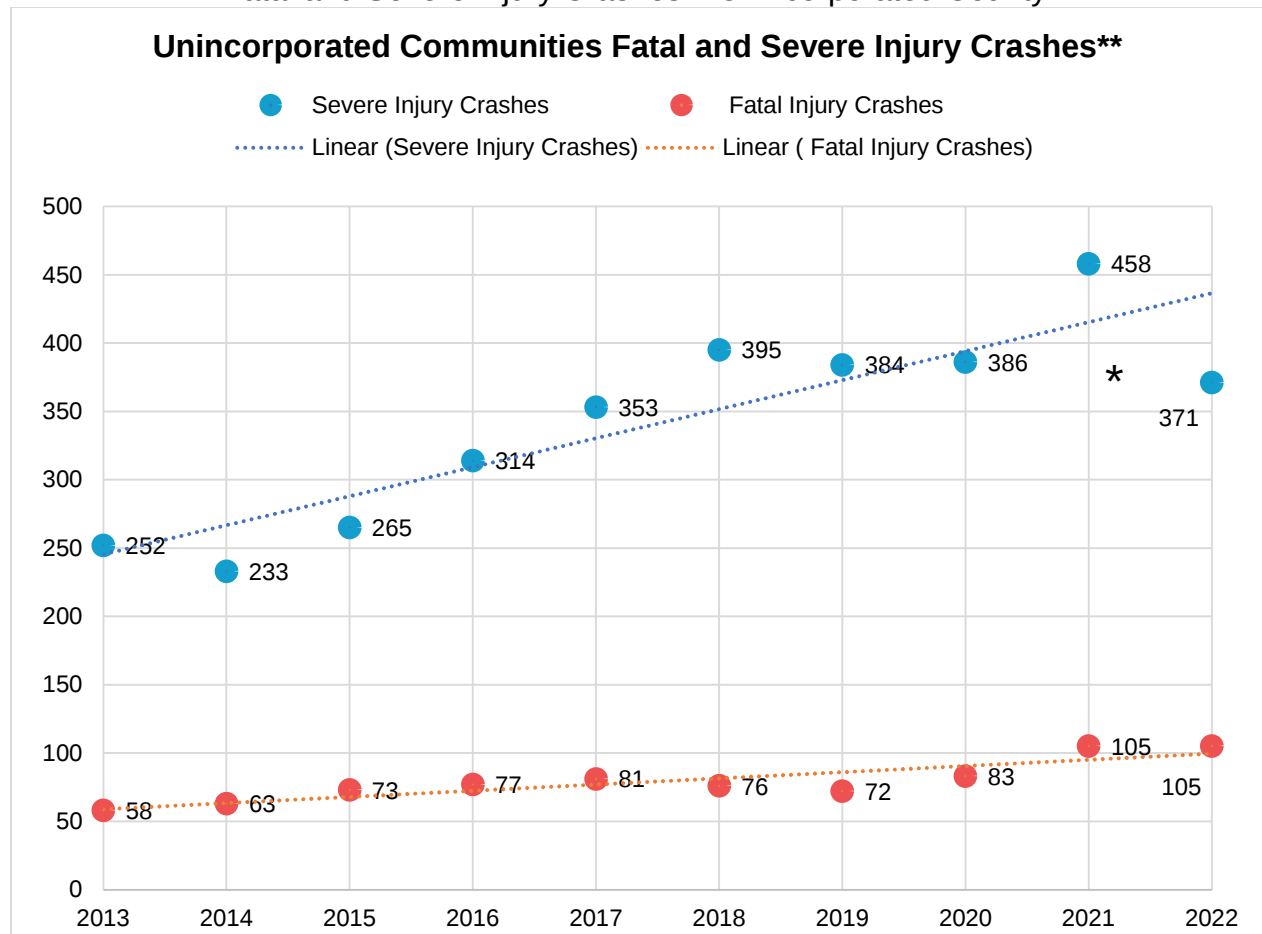
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Attach.

cc: Chief Executive Office
County Counsel
Executive Office

Fatal and Severe Injury Crashes – Unincorporated County



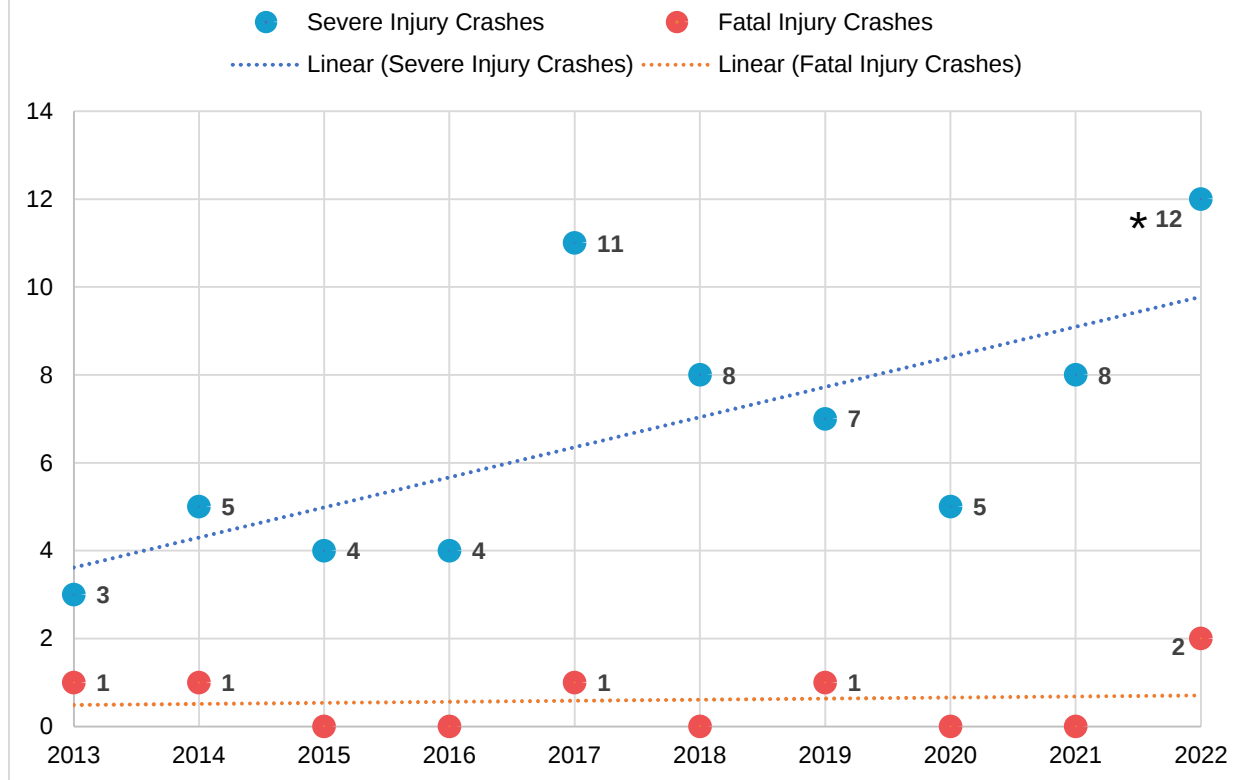
*Provisional

**County-maintained Roadways

Data: Public Works Traffic Collision Database (1/11/2023)

Fatal and Severe Injury Crashes – Altadena

Altadena Fatal and Severe Injury Crashes**

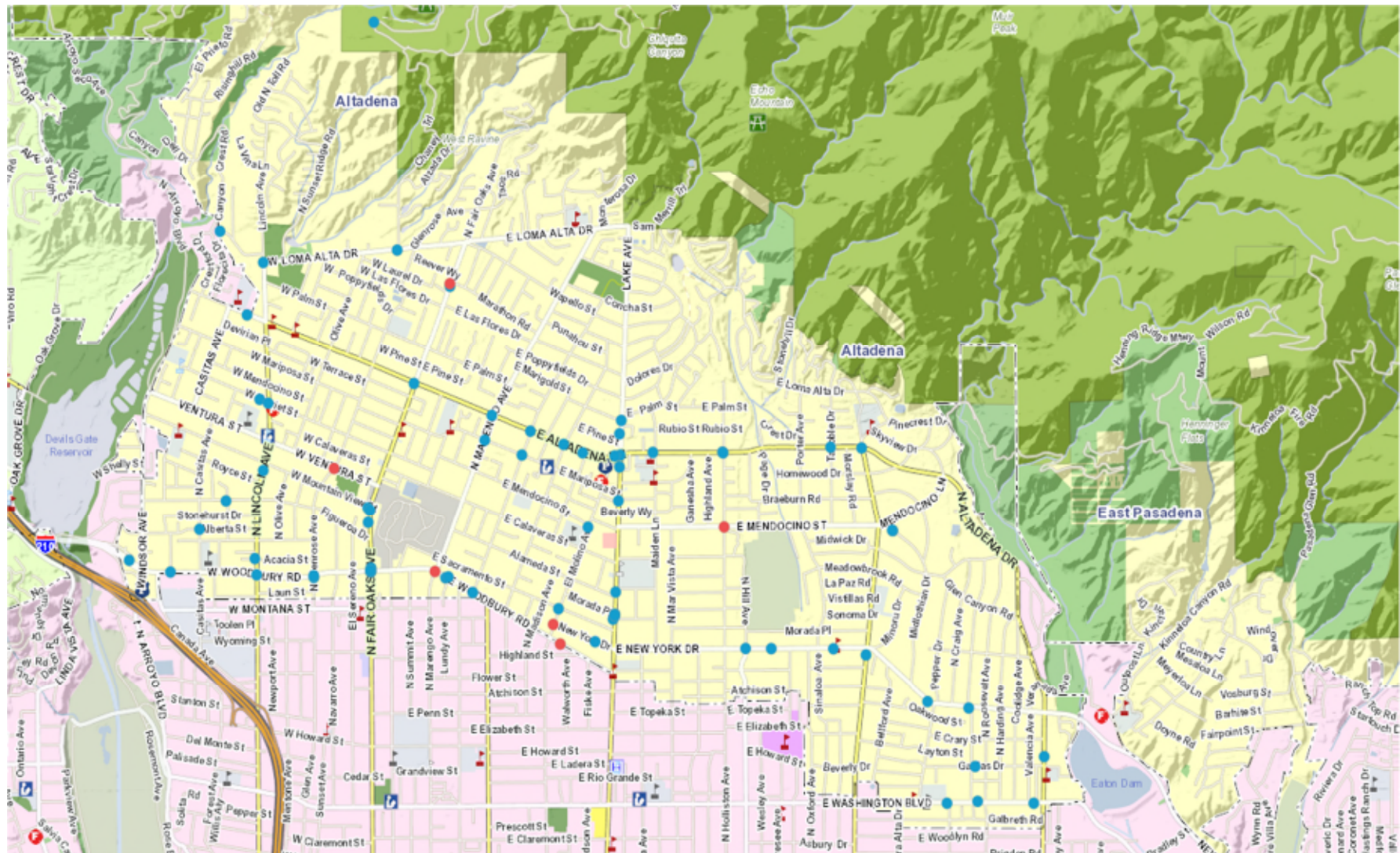


*Provisional

**County-maintained Roadways

Data: Public Works Traffic Collision Database (1/11/2023)

Altadena – Fatal and Severe Collisions (2013 to 2022)



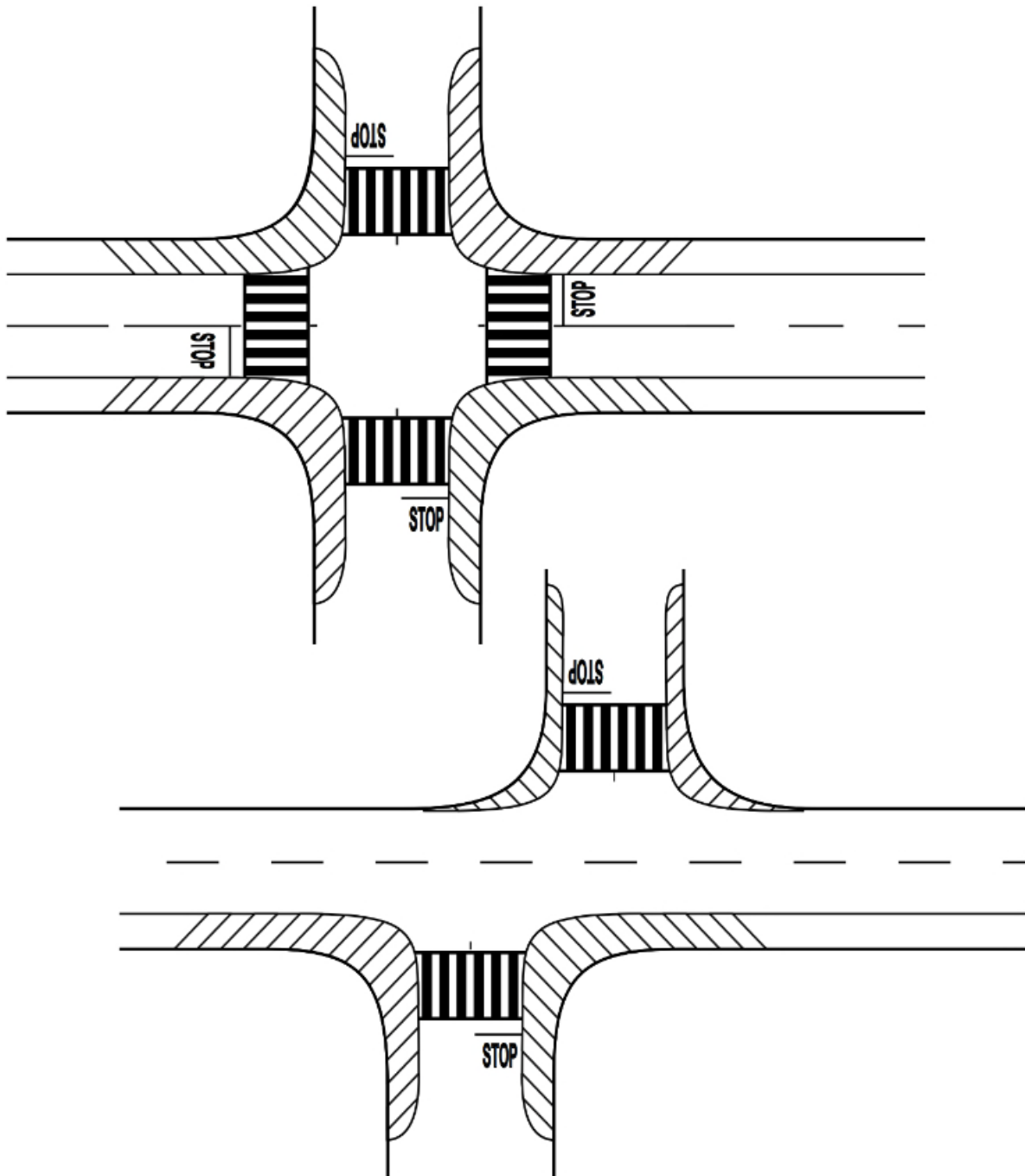
- Fatal collisions
- Severe Injury collisions

Altadena – Collision Types Associated With
Fatal and Severe Injury Crashes
2013 to 2022

Collision Type	Severe Injury Crashes*	Fatal Injury Crashes*	Percentage
Intersection Right Angle	14	1	21%
Midblock Fixed Object	11	1	16%
Intersection Pedestrian	8	3	15%
Midblock Parked Vehicle	8	1	12%
Intersection Left Turn	6	0	8%
Miscellaneous (Bicycle)	6	0	8%
Midblock Pedestrian	5	0	7%
Driveway Left Turn	2	0	3%
Midblock Sideswipe	2	0	3%
Miscellaneous (Non-Bike or Animal)	2	0	3%
Driveway Right Angle	1	0	1%
Intersection Rear End	1	0	1%
Midblock Left Road	1	0	1%
Total	67	6	100%

*2013 to 2022 severe injury and fatal crashes from Public Works Traffic Collision Database (1/11/2023). 2022 severe injury crashes are provisional.

Typical Recommended Treatments Along Study Corridors



- Enhanced centerline striping with reflective markers.
- Edge line striping between travel lanes and parking lanes and/or shoulder areas.
- Enhanced edge line striping with reflective markers and hashed lines around intersections.
- High visibility crosswalk treatments at all stop-controlled intersections.
- Enhanced reflective treatments on stop signs and warning signs.

MOTION BY SUPERVISOR KATHRYN BARGER

JANUARY 10, 2023

REVIEW OF PEDESTRIAN AND TRAFFIC SAFETY IN ALTADENA

The Los Angeles County Board of Supervisors (Board) has been an ardent advocate for greater traffic safety Countywide and adopted the Los Angeles County Vision Zero Action Plan in 2020, which aims to eliminate traffic-related fatalities on unincorporated County roadways.

At the onset of the COVID-19 pandemic, the County saw fewer drivers on roadways and a reduction in the overall number of miles driven. During the early days of the pandemic, Los Angeles County (County) initiated multiple efforts to address the changing traffic patterns and driver behavior that were observed with less traffic and more open roadways, including the establishment of a Slow Streets Program. This Program sought to promote traffic calming and encourage active transportation on local roadways. The Altadena community saw some of the highest levels of participation in the program Countywide.

However, as the pandemic continued on and as more drivers resumed their commutes and daily activities, there has been a significant increase in the number of fatalities on roadways throughout the country. In August 2022, the National Highway Traffic Safety Administration (NHTSA) released estimates that 9,560 people died in motor vehicle traffic crashes in the first quarter of 2022 nationally, an increase of 7% from the same quarter of the previous year. This is also the highest number of first quarter fatalities in the country since 2002.

- MORE -

MOTION

SOLIS	_____
MITCHELL	_____
HORVATH	_____
BARGER	_____
HAHN	_____

This rise in fatalities has also been seen in the Altadena community. Critically, in the past month, there have been two reported traffic fatalities involving pedestrians. The first incident involved a crash that resulted in a pedestrian fatality on Fair Oaks Avenue at or near the intersection of Marathon Road. The second incident involved a crash that resulted in a pedestrian fatality at the intersection of Holliston Avenue at Mendocino Street.

While both incidents are still under investigation by law enforcement and first responders, it is important that the County take action to review traffic safety along critical roadways and areas within the community.

I, THEREFORE MOVE that the Board of Supervisors (Board) direct the Department of Public Works to:

1. Evaluate traffic safety conditions on the roadway corridor on Holliston Avenue between Altadena Drive and New York Drive and consider appropriate traffic safety enhancements;
2. Evaluate traffic safety conditions on the roadway corridor on Fair Oaks Avenue between Loma Alta Drive and Altadena Drive and consider appropriate traffic enhancements;
3. Engage with the Altadena Town Council and the community to discuss data and trends related to traffic collisions and fatalities in the Altadena community; and
4. Report back to the Board in writing in 45 days.

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KB:aso