VISION ZERO LOS ANGELES

TIM FREMAUX & BRIAN OH
LOS ANGELES DEPARTMENT OF TRANSPORTATION
WHY ARE WE HERE?
ACTION PLAN DEVELOPMENT
TIMELINE

MAYOR’S DIRECTIVE
August 2015
Mayor Eric Garcetti

PLANNING
Steering Committee
Task Force
Vision Zero Alliance
Community Engagement

VISION ZERO ACTION PLAN
Jan 2017

OUTREACH & IMPLEMENTATION

GOAL
20% FATALITY REDUCTION
2017

GOAL
0 TRAFFIC FATALITIES
2025

LADOT
Public Works
LAPD
LAFD
City Planning
LAUSD
Public Health
and Others
LOS ANGELES COLLISION LANDSCAPE

Collisions by mode
- Cars: 86%
- Pedestrians: 8%
- Bicycles: 6%

People killed by mode
- Cars: 50%
- Pedestrians: 44%
- Bicycles: 5%
6% of our streets account for 65% of deaths and serious injuries for people walking & biking

49% of the HIN falls within our most vulnerable communities

Source: 2009 – 2013 SWITRS
- 1 Completed Project

- 2 Projects in Construction

- 8 Projects in Final Design

- 29 Projects in Planning / Conceptual Design
VISION ZERO APPROACH TO TRANSPORTATION ENGINEERING
Speed is a fundamental predictor of crash survival.
NEW TOOLBOX OF IDEAS

- MPP Guidance
- NACTO Design Guides
- FHWA Bike & Ped Safety Guidance
- Existing LADOT Projects
  - Hollywood/Highland
  - Van Nuys
  - Venice
  - Leading Pedestrian Intervals
  - & more!
- Technical Assistance
PHASED APPROACH

Phase I: What safety improvements can we delivery by July 1?

Phase II: What safety improvements will require more time?
CONCEPTUAL DESIGN APPROACH
We have completed asset & resource mapping of the project areas

Conceptual Design:
• What are the problems?
• What is the context?
• What are the potential solutions?

Engineering Analysis:
• Field work
• Feasibility analysis
• Data analysis
EXAMPLE ANALYSIS: Asset Maps
EXAMPLE ANALYSIS: Collision Diagrams

**ADAMS BLVD (static)**

**VEHICLE COLLISIONS INVOLVING PEDESTRIANS AND BICYCLISTS**
- 1 Severe
- 2 Burnside Ave
- 3 Durasmuir Ave
- 4 Cockran Ave
- 5 Fatal
- 6 Randolph Blv
- 7 Sycamore Ave
- 8 Severe
- 9 Manfield Ave
- 10 Orange Dr
- 11 Severe
- 12 La Brea Ave
- 13 Severe
- 14
c

**VEHICLE-VEHICLE COLLISIONS**
- 1 - 2
- 3 - 5
- 6 - 8
- 9 - 13
- 14 - 50

HAUSER BLVD TO CRENshaw BLVD
EXAMPLE ANALYSIS: Collision Diagrams

FLETCHER DRIVE (online)

<table>
<thead>
<tr>
<th>Corridor Summaries</th>
<th>Voltage &amp; Current Collisions</th>
<th>Collisions Involving a Pedestrian or Bicyclist</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>2.5 mi, 0.9 mi</td>
<td></td>
</tr>
<tr>
<td>Bike/Ped</td>
<td>207, 43</td>
<td></td>
</tr>
<tr>
<td>Bike/Ped KSI</td>
<td>14, 8</td>
<td></td>
</tr>
<tr>
<td>Veh/Only</td>
<td>318, 117</td>
<td></td>
</tr>
<tr>
<td>Veh/Only KSI</td>
<td>9, 4</td>
<td></td>
</tr>
<tr>
<td>All KSI/mi</td>
<td>9.2, 13.3</td>
<td></td>
</tr>
<tr>
<td>Ped/Bike KSI/mi</td>
<td>5.8, 8.9</td>
<td></td>
</tr>
</tbody>
</table>

Years: 2009-2015

KSI = Killed or Severely Injured
PDO = Property Damage Only

Vehicle-Only KSI Collisions

- Count
  - 2-3
  - 1

Vehicle-Only Collisions (Non-PDO)

- Count
  - 16+
  - 6-15
  - 2-5
  - 1

Ped/Bike KSI Collisions

- Count
  - 2-3
  - 1

Ped/Bike Collisions (Non-PDO)

- Count
  - 16+
  - 6-15
  - 2-5
  - 1
# Countermeasure Toolbox

<table>
<thead>
<tr>
<th>Countermeeasure</th>
<th># Of Candidate Locations</th>
<th>Crash Based Eval</th>
<th>Current Policy OK</th>
<th>AtD Analysis</th>
<th>District Team Eval</th>
<th>Resources Needed</th>
<th>Field Crew</th>
</tr>
</thead>
</table>
| Stripping Modifi
1. Lane Narro
2. Road Diet / Lane Reconfiguration | 23 | 1 | No | Yes | No | No | Yes | No | No | Yes | Yes |
| Crosswalk Installa
3. Continental X-walk - Signalized Intersection
4. Continental X-walk / Shark Teeth / Signs - Existing uncontrolled X-Walk
5. RRFB - Existing uncontrolled X-Walk
6. New X-Walk across unmarked leg - Signalized Intersection
7. New X-Walk across stop-controlled minor street approach
8. New Uncontrolled X-Walk w/ RRFB
9. Bus Stop Relocation at Uncontrolled X-Walk
10. New Midblock X-Walk with full traffic signal
11. Ped Refuge Island at Uncontrolled X-Walk | 28 | 1 | No | Yes | No | No | Yes | No | No | Yes | Yes |
| Bicycle Treatments - Jogged Intersections with NEN streets
Signalized Intersections
12. Bike Boxes / Two Stage Left Turn
13. New Traffic Signal with Bike Boxes / Two Stage Left Turn
Curb Extension - Signalized Intersections
14. Low Cost
15. Concrete | TBD | 1 | No | Yes | No | No | Yes | No | No | Yes | Yes |
| Turn Restrictions
Left Turn
16. Full-time restriction
17. Timed restriction | TBD | 1 | Yes | Yes | Yes | Yes | No | Yes | No | No | Yes | No |
| Right Turn
18. Full-time restriction
19. Timed Restriction
20. No Right Turn On Red | TBD | 1 | Yes | Yes | Yes | Yes | No | Yes | No | No | Yes | No |
| U-Turn
21. Full-time restriction | TBD | 1 | Yes | Yes | Yes | Yes | No | Yes | No | No | Yes | No |
| Signal Phasing | | | | | | | | | | | |
New Policies and Guidelines

DESIGN ELEMENT:
Exclusive Pedestrian Phase

DISCUSSION
An exclusive pedestrian phase, also known as pedestrian scramble, allows pedestrians to cross a signalized intersection in all directions, including diagonally (though not required), while vehicles are stopped on all approaches at the same time. These treatments have been generally avoided at intersections with large concentrations of pedestrians and high volume of turning vehicles.

Benefits
- Increased pedestrian safety by eliminating pedestrian-vehicle conflicts
- Allows pedestrians to cross in any direction, negating the need to cross twice to reach destinations diagonally across the intersection when diagonal crossings are allowed

Issues / Concerns
- Increased wait times for all users of the intersection (including pedestrians)
- Additional signage may be needed to inform pedestrians of crossing requirements and to prevent illegal crossing
- Pedestrian refuge space at corners may be insufficient to accommodate heavier queues of pedestrians
- Installations on State Highways require Caltrans approval
CONTACT US

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VISION ZERO ACTION PLAN RELEASED

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