

MOTION

The City's Mobility Plan 2035 states that safety is at the foundation of a Complete Street policy, and that with active modes of transportation on the rise as people's everyday choice, safety measures must take into account the most vulnerable users – **pedestrians and a city that is safe for pedestrians is safe for all.**

The Mobility Plan 2035 supersedes the 2010 Bicycle Plan and states that beyond the function of our streets as corridors for travel, they also serve as settings for commercial activity and spaces for interaction, and furthermore that pedestrian and retail activity along street corridors is vital to the economic health of neighborhoods.

The Mobility Plan's Safety First section includes amongst its objectives to increase pedestrian safety improvements in the design and implementation of complete streets projects within the top 25% SB 535 disadvantaged communities located in the City of Los Angeles or as subsequently identified through tools utilized by the City.

The Mobility Plan also establishes a Complete Streets Network of individual roads enhanced for a particular mode, and further states that it must be made to enhance the streetscape realm, creating attractive environments for walking, biking, and transit to create a balanced transportation system and the implementation of the Enhanced networks would not automatically occur as a result of adoption of the Plan, but would require further design, development, and specific right-of-way treatments that would be determined only after further study and discussion with the community and the City's leadership.

Pursuant to the Mobility Plan, the Department of Transportation's Zero Vision Action Plan has identified the priority corridors and neighborhoods with the highest pedestrian and bicyclist fatalities and serious injuries within the communities of Westlake and Pico Union in Council District 1 ranking #2 and #3 such neighborhoods in the City.

Council District 1 has made it clear to the Department of Transportation that the safety of pedestrians is to be prioritized throughout the District's major corridors, which under the Mobility Plan are multiple network corridors and a pedestrian enhanced districts; and has made multiple requests as well as funded and/or procured funding over the past 3+ years to the Department of Transportation to prioritize and advance the implementation of multiple pedestrian safety improvements in the District, including but not limited to the installation of leading pedestrian intervals, extension of pedestrian crossing times, curb extensions, ADA curb ramps, traffic signals, rapid rectangular flashing beacons, enhanced continental crosswalk striping at locations around our schools, which are on DOT's top 50 list, scrambled crosswalks along our Westlake-MacArthur Park Alvarado corridor, Avenue 26 and Humboldt, Pico and Berendo, Temple and Patton, Eagle Rock Boulevard at Avenues 35 and 41, and along the North Figueroa corridor.



I THEREFORE MOVE that the Council direct the General Manager of the Department of Transportation to implement forthwith, consistent with the Mobility Plan the following pedestrian safety improvements in Council District 1, which are listed according to priority:

1. Alvarado intersections at 6th Street, Wilshire Boulevard, & 7th Street – installation of scrambled crosswalks;
2. Implementation of the delayed SRTS-3 Esperanza ES, Liechty MS & Union Avenue ES project;
3. Installation of the full traffic signals at Berendo and Pico Boulevard; Temple and Patton, and Avenue 26 and Humboldt;
4. Installation of the rapid rectangular flashing beacons on Eagle Rock Boulevard at Avenues 35 and 41 intersections; and
5. North Figueroa Corridor - Painted Curb Extensions / Intersections tightening where feasible, which reduces the distance that people walking across the street are exposed to traffic, increases visibility, and slows down vehicle turn movements between Avenue 44 and Avenue 60; installation of high visibility crosswalks at each intersection; leading pedestrian intervals at each signalized intersection; extension of pedestrian crossing count time; and rapid rectangular flashing beacon at Avenue 60; and present to Council District 1 pedestrian safety improvement recommendations for the intersections on North Figueroa at Piedmont, Marmion Way/Pasadena Avenue, Cypress Avenue; and

I FURTHER MOVE that the General Manager of the Department of Transportation be directed to stop all actions relating to the implementation of road diets, traffic lane removals, and/or lane reconfigurations within Council District 1 until such actions are approved / authorized by the Councilmember of the First District.

I FURTHER MOVE that the General Manager of the Department of Transportation be directed to provide a progress report in 60 days on how the Department is implementing these measures.

PRESENTED BY: _____


GILBERT A. CEDILLO
Councilman, 1st District

SECONDED BY: _____



JUL 26 2017

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