


**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL MEMORANDUM**

Date: March 30, 2021

To: Honorable City Council  
c/o City Clerk, Room 395  
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From:  for Seleta J. Reynolds, General Manager  
Department of Transportation

Subject: **Vision Zero Implementation Strategy - Calendar Year 2021**

**SUMMARY**

In response to Council File 17-1137, this report provides an overview of Vision Zero projects planned for the upcoming year, contingent upon the adoption of the Mayor's Budget. Included is a summary of accomplishments from calendar year 2020 and planned work on Priority Corridors and Priority Intersections, the Complete Streets Reconstruction Program, California Department of Transportation (Caltrans) coordination, community engagement efforts, and Safe Routes to School/for Seniors for calendar year 2021.

**RECOMMENDATION**

LADOT recommends the Los Angeles City Council RECEIVE and FILE this report.

**BACKGROUND**

In 2017 the Los Angeles City Council (Council) directed LADOT to report annually on the proposed Vision Zero projects for consideration by Council and for inclusion in the Mayor's Proposed Budget. In March 2020, Council further directed LADOT to provide quarterly status updates on Priority Corridor projects.

The Vision Zero work plan objectives seek to achieve the following:

- Prioritize projects with the highest potential to reduce the greatest number of collisions resulting in severe injuries and fatalities
- Prioritize projects that address known threats to public safety, addressing severity, vulnerability, social equity, and cost-effectiveness
- Design improvements according to collision data and crash patterns
- Update the High Injury Network (HIN) and Priority Corridors regularly as new data arrives

This third annual report provides a summary of work completed in 2020, and details the Vision Zero work plan on Priority Corridors and Intersections for the 2021 calendar year.

## DISCUSSION

Below is a summary of major accomplishments in 2020, a look-ahead to the 2021 work plan, and a crash trend analysis. The projects and programs described below are dependent upon continued and new budget requests.

Since the Vision Zero Action Plan was adopted in 2017, LADOT has installed the following programmatic safety investments on 60 City Priority Corridors:

- Upgraded all crosswalks to continental crosswalk style
- Updated traffic signal timing including longer clearance times and leading pedestrian intervals on 40 corridors. Out of 877 signals under the Vision Zero program, 550 have had timing upgrades installed, and an additional 110 have timing upgrades designed awaiting installation.
- Installed flashing beacons and other crosswalk upgrades at 41 uncontrolled crosswalks.
- Installed speed feedback signs on all Priority Corridors
- Installed painted intersection tightening on 18 out of 20 Corridors identified in 2019, and 11 out of 40 Priority Corridors identified in 2017.
- Completed edge line treatments on 11 corridors.

In 2020, LADOT Vision Zero implemented:

- 6.5 miles of safer lane configurations along Avalon Blvd and 1 mile along Broadway
- 7 sets of speed tables on Temple St, Broadway, Hill St, and Pacific Ave
- 10 Pedestrian Refuge Islands
- 204 traffic signal improvements:
  - 20 protected left turn upgrades
  - 7 new traffic signals
  - 167 Leading Pedestrian Intervals
  - 9 Flashing Beacons
  - 1 Pedestrian Hybrid Beacon
- 541 intersection striping improvements:
  - 385 crosswalk upgrades
  - 156 Intersection Tightenings/Painted Curb Extensions
- 5 Modular Shared Bike-Bus Boarding Platform Islands on Avalon Blvd

### **Priority Corridor and Priority Intersection Safety Improvements**

The goal of Vision Zero is to reduce the impacts of the human errors people make while traveling on our streets. Mistakes should not lead to fatal crashes. LADOT's Vision Zero work continues to focus on pedestrian and cycling safety, and the safety of other vulnerable road users such as older adults, children, and people with disabilities. The following provides an overview of last year's accomplishments implementing the Vision Zero work program.

#### ***Safer Lane Configurations on Priority Corridors***

Corridor-level approaches to traffic safety and traffic calming improve safety for all modes of transportation at any given place along a street. A typical lane reconfiguration reduces one general-purpose travel lane in each direction, dedicating that space to another use, such as a center turn lane,

parking, or a bike/micro mobility travel lane that separates vehicle traffic and people walking and rolling. Through this change, streets are less prone to unsafe lane changes and speeding, and people walking have fewer vehicle travel lanes to cross. Lane reconfigurations are cost-effective and accomplish corridor-wide traffic safety goals through roadway paint, signs, and plastic bollards. A reconfiguration can also create opportunities for additional safety treatments, such as pedestrian refuge islands that may otherwise be impossible due to the road geometry, or pedestrian beacons that would otherwise be cost prohibitive in the short term.

In April 2020, Mayor Garcetti and StreetsLA launched the ADAPT program which advanced and accelerated paving of major commercial corridors. When lane reconfiguration projects include a bike lane, they often require street resurfacing or slurry sealing to ensure safe pavement quality. LADOT coordinated with StreetsLA to include Avalon Blvd and Broadway in the ADAPT program schedule to advance implementation. The ADAPT program allowed LADOT to implement comprehensive safety treatments in South Los Angeles along Avalon Blvd (6.5 centerline miles from Jefferson Blvd/San Pedro St to 120th St) and Broadway (2 centerline miles from Manchester Blvd to Imperial Hwy, with the northern one mile segment completed in 2020 and the other to be completed in Spring 2021). The Avalon Safety Project transformed the boulevard from five general-purpose travel lanes to three and added bike lanes, which vary between protected, buffered, and standard bike lanes due to physical constraints in the roadway and to minimize parking impacts. The Avalon Safety Project also includes modular bus boarding platforms to reduce conflicts between buses and bicyclists. On Broadway, LADOT redesigned the street to four or five lanes, instead of six or seven lanes, and created a parking-protected bike lane throughout. The Avalon and Broadway projects will see additional capital improvements in the next several years through the Complete Streets Program and a capital project funded through the California Active Transportation Program, respectively.

According to the Federal Highway Administration, lane reconfiguration projects may result in an overall crash reduction of 19 to 47 percent and provide a more “community-focused, ‘Complete Streets’ environment that better accommodates the needs of all road users.”<sup>1</sup> LADOT will evaluate the success of these projects using crash data, as well as other indicators of safety including vehicle speed, vehicle yielding compliance at uncontrolled crosswalks, and the number of people walking and bicycling. In 2019, LADOT captured pre-project data on Avalon Blvd and Broadway; LADOT will capture the same data at regular intervals after implementation.

LADOT also implemented a safety project on South Figueroa St that removed a peak hour lane. A local analysis of this lane reconfiguration typology shows that peak hour lanes are underutilized by drivers, and when removed, reduced pedestrian-involved crashes by over 30%.<sup>2</sup> Additionally, removal of a peak hour lane provides the full-time parking lane required to install curb extensions at intersections and other strategic locations.

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<sup>1</sup> Proven Safety Countermeasures: Road Diets (Roadway Reconfiguration), U.S. Department of Transportation Federal Highway Administration, [https://safety.fhwa.dot.gov/provencountermeasures/road\\_diets/](https://safety.fhwa.dot.gov/provencountermeasures/road_diets/)

<sup>2</sup> Changing Lanes: Evaluating the Safety Impacts of Nonconventional Road Diets, Mia Logg, <https://ucla.app.box.com/s/dfgn56z9n6934oenvcm9sua2ymasudf>

### Vision Zero Priority Corridors with Lane Reconfigurations Implemented in 2020

	Corridor	Limits	Miles	CD
1	Avalon Blvd	Jefferson Blvd to 120th St	6.5	8, 9, 15
2	Broadway	Manchester Ave to Century Blvd	1	8
3	S Figueroa St	Gage Ave to Century Blvd	2.5	8

In addition to the projects discussed above, LADOT's Priority Corridors identified in 2017 and 2019 (63 in total) are in various stages of project development and implementation. For more information on the status of each of the 2017 and 2019 Priority Corridors, see **Attachment 1**.

#### ***Intersection Improvements***

LADOT has installed 59 new left-turn signals and 23 new traffic signals since 2018, including 20 left-turn upgrades and 7 new traffic signals in 2020. These 98 completed projects improve safety and are part of a list of 109 locations identified for installation in 2019 and 2020. LADOT identified these locations based on a high-priority for safety and design readiness. In 2021, LADOT will continue to build new traffic signals and signal upgrades on Priority Corridors. Left-turn arrows reduce conflicts between people who drive, walk, and bike and decrease left-turn collisions by 99% according to the Federal Highway Administration. See **Attachment 2** for a list of installed Vision Zero traffic signals.

In 2020, LADOT studied and designed improvements at 13 Priority Intersections: three scheduled for construction in 2021, and ten scheduled for 2022. LADOT constructed improvements at three Priority Intersections in 2020. LADOT is seeking to use new technology, including video analysis, augmented with machine learning, to identify and anticipate crash patterns through identification of "near misses" and other unsafe movements. This will help LADOT prioritize and identify safety improvements, and provide key data to evaluate the effectiveness of already installed improvements. See **Attachment 3** for a list of the 2019 Priority Intersections and their status.

#### ***Pedestrian Beacons***

Pedestrian beacons, including rectangular rapid flashing beacons (RRFBs) and pedestrian hybrid beacons (sometimes called High-Intensity Activated CrossWalks or HAWKs), use button-activated flashing lights to notify drivers of crossing pedestrians. Beacons increase the rate at which vehicles yield to pedestrians in a crosswalk by between 18% and 81% according to the Federal Highway Administration. LADOT has installed 41 RRFBs at high-injury locations since 2017 including four RRFB installations in 2020.

New guidance from the Federal Highway Administration advises the use of pedestrian hybrid beacons on streets with two or more lanes in each direction. LADOT agrees with this approach on large arterial streets, however, pedestrian hybrid beacons require full signal designs which are labor intensive and cost upwards of four times as much as an RRFB. LADOT installed one pedestrian hybrid beacon in 2020 due to these limitations and will build more in the coming years as a part of upcoming signal construction packages. LADOT will continue pedestrian beacon installations in 2021 as LADOT field crews are available. See **Attachment 4** for a list of installed pedestrian beacons.



***Pilot Projects - Speed Tables, Modular Pedestrian Refuge Islands, Modular Left-Turn Calming***

In 2020 LADOT installed speed tables at key locations along Temple Street in Historic Filipino Town, Broadway and Hill St in South LA, and Pacific Ave in Venice. Speed tables are rounded, raised sections of asphalt similar to speed humps that are appropriate for use on larger arterial streets to encourage slower vehicular speeds. LADOT will continue to test speed tables in 2021 and evaluate their impact before making them a permanent part of the Vision Zero toolkit.

In the last annual Vision Zero report, LADOT projected implementation of modular pedestrian refuge islands and modular left-turn calming kits in 2020. However, LADOT field crew time was prioritized for COVID-19 response (including Al Fresco, Slow Streets, and ADAPT projects) in 2020. In January 2021, LADOT installed the first two pilot locations for the left turn calming kit (Martin Luther King, Jr. Blvd at Woodlawn Ave and Olympic Bl at Normandie Ave) and the first pilot location for the modular pedestrian refuge island (Hollywood Bl at Lyman Pl). LADOT plans to implement 10 total pilot left turn calming kits on Priority Corridors and Intersections in 2021 and evaluate them for effectiveness before determining if and how to make part of the Vision Zero toolkit.

**Interdepartmental and Interagency Coordination*****Complete Streets Program***

Throughout 2020, the City continued construction on the Main St Complete Streets project (5.5 miles from Martin Luther King, Jr Blvd to Imperial Hwy). This project will improve safety on Main St with sidewalk repair, new traffic signals, and traffic signal upgrades. In October 2020, the City broke ground on the Reseda Blvd Complete Streets project (2.9 miles from Parthenia St to Victory Blvd). This transformative project will include sidewalk repair, bus boarding islands, a protected bike lane, midblock ADA ramps for paratransit access, and traffic signal upgrades. The Bureau of Engineering began design of the Avalon Blvd Complete Streets project (2.2 miles from 56th St to Manchester Blvd), which will add concrete and signal elements to the safety project implemented by LADOT in summer 2020. LADOT supported BOE on the development of pre-design reports for Complete Streets Program Round 2 projects including La Brea Ave, Highland Ave, and Culver Blvd.

In 2021, the City will complete the Main St project, continue construction on the Reseda Blvd project, and continue design on the Avalon Blvd project. Pending City Council approval and the availability of funds, the City anticipates beginning design on La Brea, Highland, and Culver projects in 2021. See **Attachment 5** for a list of Complete Streets projects.

***Pedestrian Refuge Islands with Department of Public Works***

Pedestrian refuge islands are concrete medians that improve safety at designated pedestrian crossings. According to the Federal Highway Administration they reduce crashes at marked crossings by an average of 46%. LADOT coordinated with the Bureau of Engineering (BOE) and StreetsLA to install 10 pedestrian refuge islands in 2020 totalling 43 installations since 2017. In 2021, departments will locate, design, and build another set of pedestrian refuge islands. See **Attachment 6** for a list of installed pedestrian refuge island installations.

***Grant Funding in Partnership with StreetsLA***

LADOT partnered with StreetsLA to apply for over \$50 million in grants for transformative safety elements on Priority Corridors. On Sepulveda Blvd (Rayen St to Rinaldi St), the City applied for \$39,670,000 in State Active Transportation Program (ATP) funds to design and construct a lane reconfiguration with median-running walk/bike path, curb extensions, and pedestrian hybrid beacons.

The City applied for another \$17,000,000 in ATP funds for a project that included the Priority Corridor Normandie Ave (22nd St to Martin Luther King, Jr Blvd) to construct curb extensions. Caltrans announced project recommendations in January 2021 and the scoring cut-off was 92 points for the statewide component (comprises 50% of total available funds); the Sepulveda and Normandie project applications scored 91 and 89, respectively, and so were not recommended for funding. However, LADOT is seeking the large Metropolitan Planning Organization (MPO) component funding (comprises 40% of total available funds), with award announcements anticipated summer 2021. For South Figueroa St (Martin Luther King, Jr Blvd to Imperial Highway), the City applied for \$8,100,000 in Federal Highway Safety Improvement Program (HSIP) funds to design and construct curb extensions and pedestrian hybrid beacons. HSIP awards will be announced in spring 2021.

In 2020, LADOT implemented a quick-build version of the 2019 StreetsLA secured State of California's Active Transportation Program (ATP) project with a protected bike lane on Broadway from Manchester Ave to Century Blvd.

#### ***California Department of Transportation (Caltrans) Coordination***

LADOT meets monthly with the California Department of Transportation (Caltrans) to address the Priority Corridors within State jurisdiction, including two segments of Lincoln Blvd (State Route 1) and one segment of Santa Monica Blvd (State Route 2), see below:

#### **Caltrans Vision Zero Priority Corridors**

	Corridor	Limits	Miles	CD
1	Lincoln Blvd	Commonwealth Ave to Venice Blvd	1.1	11
2	Lincoln Blvd	Bluff Trail Rd to Manchester Ave	0.5	11
3	Santa Monica Blvd	Sepulveda Blvd to Centinela Ave	1	5, 11

In 2020, Caltrans, in coordination with LADOT, implemented basic safety upgrades on these corridors, including upgraded crosswalks to ladder or continental style, updated signs for safety, and reflective paint and markers to concrete median islands. LADOT also secured Caltrans authorization to pursue new pedestrian hybrid beacons at eight locations along these corridors, including two locations on Lincoln Blvd (between Commonwealth and Venice) and six locations along Santa Monica Blvd.

LADOT coordinated with Caltrans to include safety features on Santa Monica Blvd as part of a pavement preservation project through Caltrans' State Highway Operation and Protection Program (SHOPP). The State has reserved \$100 million in funding for SHOPP projects across the state to include Complete Streets elements that provide mobility and access for multiple transportation modes. LADOT and Caltrans are formalizing a cost-sharing agreement that will make it possible to install more pedestrian hybrid beacons on Santa Monica Blvd than either LADOT or Caltrans could do separately.

In partnership with Council District 11, Santa Monica Big Blue Bus, and Caltrans, LADOT engaged the Venice community on the Lincoln Fast Forward project, a joint safety and transit efficiency project that would install new safe pedestrian crossing infrastructure and repurpose the southbound parking lane as a weekday evening peak hour bus-bike only lane. LADOT will use the feedback received from this

engagement process to inform a more detailed project design before moving forward with the Caltrans encroachment permit process.

### **Community Engagement**

The Safer at Home orders encouraged staff to develop new, COVID-safe strategies for engaging communities in project development. New techniques included:

- Creating video presentations in English and Spanish for the Sepulveda Blvd, Reseda Blvd, Adams Blvd, and Lincoln Blvd projects that collectively have over 1,800 views on Youtube.
- Conducting digital surveys via Google Forms and text (distributed via Nextdoor, Instagram, Facebook, and Twitter), and conducting phone surveys using a voter registration database purchased by LADOT. For the Lincoln Fast Forward project, nearly 250 surveys were collected. For the Adams Blvd project, over 500 surveys have been collected to date.
- Presenting digital project meetings remotely at Neighborhood Councils, Neighborhood Improvement Associations, Coffees with the Principal (and similar) standing meetings.
- Hosting bilingual (English/Spanish) informational webinars on Zoom and broadcasting them in real time to Facebook.
- Sending informational project mailers to addresses located within 500 feet of a project area.
- Posting informational graphic signs along poles, signals, or similar street infrastructure along the street that inform passersby about how the proposed project functions and providing email/phone numbers to provide feedback.

LADOT remains committed to employing community-first engagement approaches, informed by our Dignity-Infused Community Engagement (DICE) strategy. This allows for paid partnerships with community-based organizations that encourage authentic and meaningful dialogue with local residents and stakeholder. LADOT is currently procuring a community engagement support contract. Meanwhile, staff primarily conducts engagement using limited internal resources.

Additionally, LADOT continues to help grow and develop the Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC) as a means to deepen education and engagement. In 2020 LADOT funded professional simultaneous Spanish interpretation for the bimonthly general PAC meetings. Staff provides a departmental update report and staffing at each meeting of the PAC and each meeting of the BAC Planning & Engineering Subcommittee.

### ***Memorial Sign Program***

In May 2019, the City Council directed LADOT to create a long-term memorial sign program to honor people who died in traffic collisions and raise awareness of traffic fatalities. The pilot program, per the commitment made in LADOT's report to Council, processed the first 20 sign applications received (representing 23 victims) and has installed 18 to date in Council Districts 3, 5, 8, 9, 14, and 15. LADOT now has a waiting list for memorial signs and will report back to Council later this year on the pilot program and next steps for institutionalizing the program, which may include a request for a dedicated funding source (CF 18-0895). This program builds on the Rainbow Halo memorial program begun in 2019, coordinated in partnership with SoCal Families for Safe Streets. See **Attachment 7** for a list of installed Memorial Signs and Rainbow Halos.

***Safe Routes to Schools***

The Safe Routes to Schools (SRTS) Action Plan and the SRTS School Prioritization program (Council File 14-0348) focus efforts on the Top 50 public schools with most need, based on crashes, density of students within walking distance of their school, free and reduced-price meal enrollment, and prior SRTS funding.

In 2020 LADOT reached completion or near completion of project construction for ten schools and is in project design for 12 more. In fall 2020, SRTS submitted \$27.4 million in Caltrans Active Transportation Program infrastructure grant applications for nine schools, and \$2.5 million in Sustainable Community Program applications for three schools. In February 2021, Caltrans announced that staff recommended funding \$24.6 million toward the SRTS projects at Carver Middle, Ascot Avenue Elementary, Harmony Elementary Schools; Panorama City Elementary School; and Berendo Middle, and three nearby elementary schools. Project awards will be finalized when the California Transportation Commission adopts the staff recommendation for grant award at its March 24-25, 2021 meeting. For the remaining schools, SRTS will complete grant-ready SRTS Plans by August 2021, and explore more funding opportunities. The SRTS program continues to actualize community-led safety treatments benefitting people who walk and bike. **See Attachment 8** for a list of the Top 50 public schools and their project statuses.

***Safe Routes for Seniors***

LADOT secured \$1.75 million in State of California Active Transportation Cycle 4 grant funds to create five neighborhood plans (Baldwin Hills/Crenshaw, Boyle Heights, Chinatown, DTLA, and South LA) specifically geared towards the active transportation needs of aging adults. In 2020, staff assigned to this project focused their efforts on the LA Al Fresco COVID-19 emergency response program. In 2021, staff plans to issue a Request for Proposals for community engagement and planning development for this project.

**Additional Priority Corridors Identified**

Since 2017, LADOT has identified new Priority Corridors on a two-year cycle. These corridors supplement (as opposed to replace) the corridors identified in previous cycles and ensure LADOT is not missing safety issues on corridors that have arisen in more recent years. At the end of 2020, LADOT refreshed the Priority Corridor list using crash data from the most recent available five years (2015-2019) and the Priority Corridor methodology approved by Council in December 2018 (CF 17-1137). The table below lists new Priority Corridors that see a minimum average 15 people killed or severely injured per mile (KSI/Mile) over the five-year study period with a minimum length of half a mile.

**New 2021 Priority Corridors**

	Priority Corridor	Limits	Length (Miles)	Council District	KSI per Mile (2015-2019)	Top Quintile Health & Equity Index
1	Central Ave	101st to 109th	0.6	8	17.1	✓
2	Central Ave	Florence to Manchester	1.0	9	24.2	✓
3	Foothill Blvd	Apperson to Sherman Grove	1.3	7	15.9	
4	Nordhoff St	Balboa to Collett	1.1	12	16.0	

5	Pacific Coast Hwy (Caltrans)	Broad to Wilmington	0.8	15	15.3	✓
6	Roscoe Blvd	Oso to Tampa	1.3	3	15.18	
7	Vanowen St	Sepulveda to Van Nuys	1.0	6	19.0	
8	Wilmington Ave	106th to Imperial	0.71	15	16.4	✓

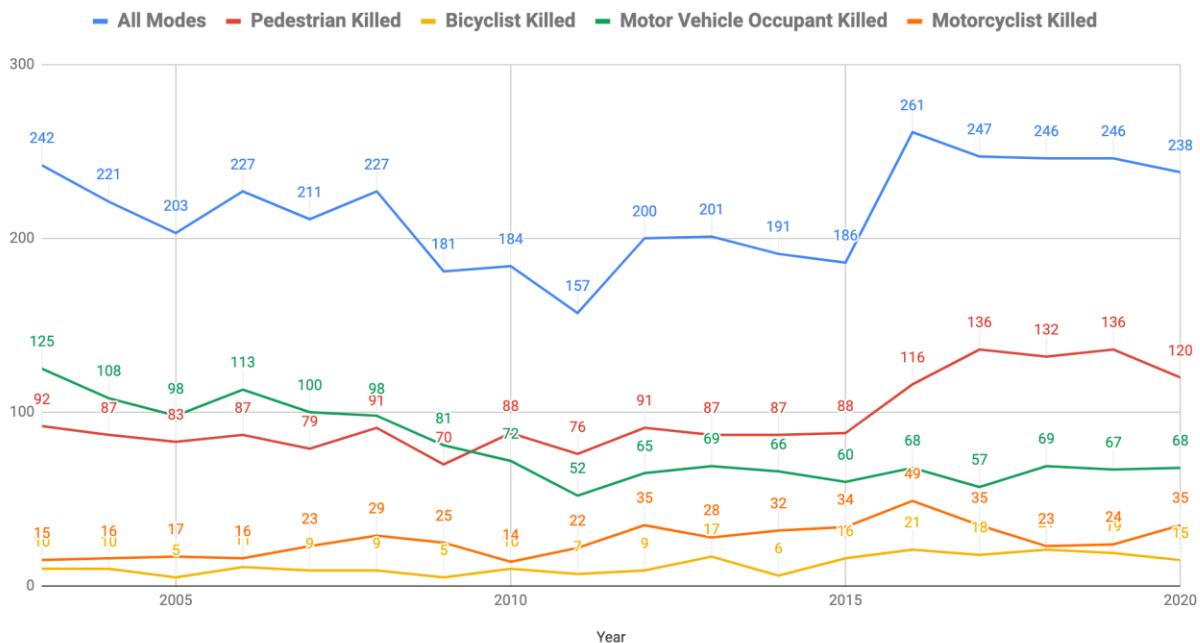
The above noted Priority Corridors will be prioritized for Phase 1 improvements and inform the Vision Zero work plan for the next two years. As directed by the City Council, LADOT will prioritize projects on the above 2021 Priority Corridors and Intersections based on vulnerability and social equity according to the Los Angeles Health and Equity Index. These corridors can also be found in **Attachment 9**.

For the same reason as stated above, LADOT has identified an additional list of 30 Priority Intersections for safety improvements. At least five death or severe injury crashes (within 250 feet of the intersection) occurred at each of these locations over the five year period January 1, 2015-December 31, 2019. See **Attachment 10** for a list of the 2021 Priority Intersections.

### Crash Trends

In 2016, the year after announcing the Vision Zero Initiative, Los Angeles saw a sharp increase in traffic fatalities. LADOT began to implement traffic safety treatments according to its Vision Zero work plan in 2017. While traffic crashes have reduced over this time, fatalities remain a challenge. According to preliminary data, 238 people died in Los Angeles in car crashes in 2020 which is a 3% decrease from 2019.

### Fatal Crashes, City of Los Angeles, 2003-2020



Total collisions, including fatal and pedestrian fatal crashes, decreased in 2020. However, collisions did not decrease at the same rate as traffic volumes. Additionally, while we saw decreases in fatal and serious collisions in most parts of the city, we saw significant disparities in where those reductions took place including an increase in the fatal and serious traffic collisions in South Los Angeles. Travel behavior changes stemming from the pandemic correlated with a reduction in traffic volumes and collisions in the City recorded by the Los Angeles Police Department (LAPD) in 2020. According to LADOT travel trend analysis, in April 2020, daily vehicle trips decreased between 30 and 50 percent compared to January 2020, and daily weekday vehicle miles traveled also decreased between 30 and 50 percent below January 2020 levels.<sup>3</sup> Total collisions on City streets decreased by 25.5% from 2019 to 2020, while crashes causing death or severe injury (or “KSI” crashes, for Killed or Severely Injured) decreased by only 11.7%. Fatal collisions saw an even smaller decrease from 2019 to 2020 (3.3%). KSIs decreased in three out of the four LAPD reporting bureaus -- Central (-20%), Valley (-15.5%), and West (-31%) Bureaus -- but increased in the South Bureau by 23%.

This trend of increased KSIs in South LA reinforces LADOT’s decision to invest in projects in this area, such as the recently completed Avalon Boulevard and Broadway lane reconfiguration projects. LADOT continues to have a high focus on priority corridors in South LA as highlighted above with our application for \$8.1 million dollars in funds for South Figueroa Street.

### ***Police Reporting Update***

As of January 2021, the Los Angeles Police Department no longer takes crash reports for crashes historically characterized as Property Damage Only (PDO), Complaint of Pain (C), and Other Visible Injury (B) in most circumstances. LAPD will continue to make crash reports for Severe Injury (A) and Fatal (K) crashes. People involved in PDO, C, and B level crashes are now asked to self-report using an online form. So far this year (through March 6, 2021), LAPD has recorded 60% fewer crashes compared to the same time period in 2020.

When people do not self-report, this reduces the data available, impacting LADOT crash analysis and safety improvement identification, and potentially reducing future Vision Zero programming. For example:

- LADOT uses crash patterns of all severities involving people walking to identify locations for new or improved crossing infrastructure, such as pedestrian beacons and refuge islands, or new turn phasing that separates turning vehicles from people crossing the street.
- LADOT uses crash patterns of all severities to justify traffic signal improvements.
- LADOT uses crash patterns of all severities to secure grant funding for traffic signal improvements.

LADOT staff and the LAPD Traffic Captains meet on a weekly basis and will continue to collaborate to provide the best available crash data and other relevant traffic safety information.

### **FISCAL IMPACT**

Since 2015-16, the Vision Zero Program has been funded through several special funds, including Measure R, Measure M, and Road Maintenance and Rehabilitation Funds (SB1). The 2020-21 Adopted

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<sup>3</sup> “Travel Trends in LA during the COVID-19 Emergency,” Los Angeles Department of Transportation, June 2020, [ladot.lacity.org/sites/default/files/documents/travel-trends-in-la-during-covid-19-emergency-june-2020\\_0.pdf](https://ladot.lacity.org/sites/default/files/documents/travel-trends-in-la-during-covid-19-emergency-june-2020_0.pdf)

Budget included over \$48M for the Citywide Vision Zero Program. LADOT has submitted budget requests for 2021-22 to continue work on the Vision Zero program inclusive of the Priority Corridors and Intersections.

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Attachments

## Attachment 1- 2017 & 2019 Vision Zero Priority Corridor Update

	Priority Corridor	From Street	To Street	Length (Miles)	KSI/ Mile (2015-2019)	Council District	Year Adopted	Work Completed	Work Planned
1	3rd St	Normandie Ave	Vermont Ave	0.5	14	10, 13	2017	✓ Basic striping upgrades completed in 2017	➤ No work planned in 2021
2	6th St	Rampart Blvd	Beaudry Ave	1.4	11.4	1	2017	✓ Basic striping upgrades completed in 2017	➤ No work planned in 2021
3	7th St	Figueroa St	Olive	0.3	3.2	14	2017	✓ Protected Bike Lane installed in 2020	➤ BOE-led streetscape project
4	Adams Blvd	Hauser Bl	Crenshaw Blvd	1.6	17	10	2017	<ul style="list-style-type: none"> <li>✓ Traffic safety education campaign in 2017</li> <li>✓ Community outreach for lane reconfiguration project October 2020-January 2021</li> <li>✓ Design initiated in 2020</li> </ul>	<ul style="list-style-type: none"> <li>➤ Continue community outreach to determine project design</li> <li>➤ Anticipate StreetsLA street resurfacing and LADOT project installation in 2021</li> </ul>
5	Alvarado St	6th St	7th St	0.2	29.3	1	2017	✓ Scramble Crosswalks installed in 2017	<ul style="list-style-type: none"> <li>➤ LADOT to study collision patterns and pursue additional safety treatments in 2021</li> <li>➤ Coordinate with Metro on NextGen plans</li> </ul>
6	Anaheim St	Figueroa St	Henry Ford Ave	2.2	9.6	15	2017	✓ Six pedestrian beacons installed in 2017-19	➤ Two new traffic signals to be installed in 2021 (HSIP)
7	Avalon Blvd	San Pedro St	120th St	6.4	13.6	8, 9, 15	2017	<ul style="list-style-type: none"> <li>✓ Lane reconfiguration with bike lane and modular bus boarding platforms installed in 2020</li> <li>✓ Complete Streets Program project (Avalon from 56th to Manchester) initiated</li> <li>✓ Four pedestrian beacons installed in 2017</li> </ul>	<ul style="list-style-type: none"> <li>➤ BOE and LADOT to continue Complete Streets Program project design</li> <li>➤ Bid and award construction</li> <li>➤ Complete Streets Project projected to break ground in 2022</li> </ul>
8	Beverly Blvd	Normandie Pl	Westmoreland Blvd	0.8	13.2	13	2019	✓ Basic striping upgrades completed in 2019	➤ No work planned in 2021
9	Broadway	MLK Blvd	Century Blvd	4.5	13.7	8, 9	2017	<ul style="list-style-type: none"> <li>✓ Lane reconfiguration with protected bike lane installed in 2020 (Manchester Ave to Century Blvd)</li> <li>✓ StreetsLA secured ATP funding and selected contractor for streetscape project</li> </ul>	<ul style="list-style-type: none"> <li>➤ Complete reconfiguration project (Century Blvd to Imperial Hwy)</li> <li>➤ StreetsLA to oversee the construction of ATP streetscape project anticipated to break ground in 2023</li> </ul>



10	<b>Central Ave</b>	Jefferson Blvd	17th St	1.4	8.7	9, 14	2017	✓ Basic striping upgrades completed in 2019	➤ No work planned in 2021
11	<b>Crenshaw Blvd</b>	79th St	Pico Blvd	5.7	9.1	8, 10	2017	✓ One new signal installed in 2020	➤ One left turn upgrade coming in 2021 ➤ Curb extensions and HAWK beacons between Florence and 79th St coming in 2022 (HSIP)
12	<b>Culver Blvd</b>	Centinela Ave	Slauson Ave	0.6	15.9	11	2019	✓ Basic striping upgrades completed in 2019 ✓ Complete Streets Program Pre-Design Report completed in 2020	➤ BOE-led Complete Streets project design
13	<b>Figueroa St</b>	MLK Blvd	Imperial Hwy	5.5	15.2	8, 9	2017	✓ Peak Hour Lane removed from Gage Ave to Century Blvd in 2020 ✓ Applied for \$8 million in HSIP funding for curb extensions and HAWK beacons ✓ Five pedestrian refuge islands installed at 56th, 57th, 67th St, 74th, and 94th in 2018 and 2020 ✓ One new signal installed in 2019 ✓ Five pedestrian beacons 2017-2018 ✓ One left turn signal upgrade in 2020	➤ Two left turn signal upgrades in 2021
14	<b>Fletcher Dr</b>	Riverside Dr	San Fernando Rd	0.8	4.6	13	2017	✓ Basic striping upgrades completed in 2020 ✓ One left turn signal upgrade completed in 2020	➤ Pedestrian refuge island and pedestrian beacon in 2021
15	<b>Florence Ave</b>	Crenshaw Blvd	Central Ave	4.3	17.3	8, 9	2017	✓ Ped Refuge Island constructed in 2019 ✓ Three Left turn signal upgrades in 2019/2020	➤ Three Left Turn Signal Upgrades constructed in 2021 ➤ Two New Signals to be constructed in 2021 ➤ Designs for 1 Pedestrian Beacon and, Left Turn Signal Upgrades for 2022 ➤ Designs for 1 New Signal, 1 New Left Turn Signal Upgrade for 2024
16	<b>Gaffey St</b>	14th St	O'Farrell St	1.0	18	15	2019	✓ Basic striping upgrades completed in 2019	➤ Complete design for two signals and two HAWKS

								<ul style="list-style-type: none"> <li>✓ Three (3) pedestrian beacons installed in 2019</li> <li>✓ Consultant completed designs for curb extensions through Great Streets Program</li> </ul>	➤ Contract construction of signals and curb extensions at five intersections
17	<b>Highland Ave</b>	Franklin Pl	Santa Monica Blvd	0.9	8.6	4, 13	2019	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2019</li> <li>✓ Complete Streets Program Pre-Design Report completed in 2020</li> </ul>	➤ BOE-led Complete Streets project design
18	<b>Hollywood Blvd</b>	Fuller Ave	Lyman Pl	3.6	16.9	4, 13	2019	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2019</li> <li>✓ Council Office, BOE submitted ATP application to fund Heart of Hollywood/Walk of Fame Master Plan</li> <li>✓ Council Office, BOE developed schematic design</li> </ul>	➤ LADOT to support Hollywood Walk of Fame project as needed
19	<b>Hoover St</b>	Vernon Ave	Manchester Ave	3	10.3	8, 9	2017	<ul style="list-style-type: none"> <li>✓ Seven pedestrian beacons installed in 2018</li> <li>✓ One pedestrian beacon installed in 2020</li> <li>✓ Basic striping upgrades completed in 2019</li> </ul>	➤ One pedestrian beacon constructed in 2021
20	<b>Imperial Hwy</b>	Athens Way	Vermont Ave	0.8	27.7	8	2019	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2019</li> </ul>	➤ No work planned in 2021
21	<b>La Brea Ave</b>	Adams Blvd	Coliseum St	1.0	21.2	10	2019	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2019</li> <li>✓ Complete Streets Program Pre-Design Report completed in 2020</li> </ul>	➤ BOE-led Complete Streets project design
22	<b>La Brea Ave</b>	Adams Blvd	Pico Blvd	1.1	15.2	10	2017	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2019</li> </ul>	➤ Coordinate with Metro on NextGen plans
23	<b>La Cienega Blvd</b>	Guthrie Ave	Whitworth Dr	1.2	12.9	5, 10	2019	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2019</li> <li>✓ One left turn upgrade installed in 2020</li> </ul>	➤ No work planned in 2021
24	<b>Lankershim Blvd</b>	Chandler Blvd	Victory Blvd	1.4	8.6	2	2017	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2020</li> </ul>	➤ No work planned in 2021
25	<b>Lincoln Blvd (Caltrans)</b>	Bluff Trail Road	Manchester Ave	0.5	13.1	11	2019	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2020</li> </ul>	<ul style="list-style-type: none"> <li>➤ Caltrans to implement additional striping and signs at curve</li> <li>➤ Caltrans signal project planned for 2023</li> </ul>

26	<b>Lincoln Blvd</b> (Caltrans)	Common-wealth Ave	Venice Blvd	1.1	16.1	11	2019	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2020 through Caltrans partnership</li> <li>✓ Initial community engagement completed (September 2020-December 2020)</li> </ul>	<ul style="list-style-type: none"> <li>➤ Conceptual design</li> <li>➤ Second round community engagement</li> <li>➤ Continue cooperation with Caltrans to implement safety improvements</li> </ul>
27	<b>Main St</b>	6th St	7th St	0.1	23.6	14	2017	<ul style="list-style-type: none"> <li>✓ Two-Way Cycle Track installed in 2019</li> </ul>	<ul style="list-style-type: none"> <li>➤ Streetscape project (upgrade facility with concrete separation)</li> </ul>
28	<b>Main St</b>	MLK Blvd	Imperial Hwy	5.5	9.8	8, 9	2017	<ul style="list-style-type: none"> <li>✓ Complete Streets Program project broke ground in December 2018</li> </ul>	<ul style="list-style-type: none"> <li>➤ Complete Streets Program project completion anticipated spring 2021, includes 3 new signals and 4 signal upgrades</li> </ul>
29	<b>Manchester Ave</b>	Mckinley Pl	Vermont Ave	1.8	15.2	8, 9	2019	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2019</li> </ul>	<ul style="list-style-type: none"> <li>➤ Design and contract construction of three left turn signal upgrades (HSIP funded)</li> </ul>
30	<b>Manchester Ave</b>	Western Ave	Vermont Ave	1	24.1	8	2017	<ul style="list-style-type: none"> <li>✓ One pedestrian beacon installed in 2018</li> </ul>	<ul style="list-style-type: none"> <li>➤ 3 Left Turn Signal Upgrades In Design for 2022</li> </ul>
31	<b>N Broadway</b>	Mission Rd	N Spring St	1.5	7.9	1, 14	2017	<ul style="list-style-type: none"> <li>✓ Peak Hour Lanes (Ave 18 to Lincoln Park Ave) converted to full time parking in 2017</li> </ul>	<ul style="list-style-type: none"> <li>➤ No work planned in 2021</li> </ul>
32	<b>N Figueroa St</b>	Ave 43	York Blvd	2.1	5.2	1, 14	2017	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades and painted curb extensions installed in 2019</li> </ul>	<ul style="list-style-type: none"> <li>➤ Modular medians and refuge islands installed in 2021</li> <li>➤ Signal design work</li> </ul>
33	<b>Normandie Ave</b>	Beverly Blvd	Melrose Ave	0.5	10	13	2019	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2019</li> </ul>	<ul style="list-style-type: none"> <li>➤ No work planned in 2021</li> </ul>
34	<b>Normandie Ave</b>	Lomita Blvd	Pacific Coast Hwy	0.5	20.3	15	2019	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2019</li> </ul>	<ul style="list-style-type: none"> <li>➤ No work planned in 2021</li> </ul>
35	<b>Normandie Ave</b>	Vernon Ave	I-10	2.4	9.9	8, 9 (1, 10)	2017	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2017</li> <li>✓ StreetsLA submitted ATP application in 2020 that would fund two HAWK pedestrian beacons</li> <li>✓ Leading Pedestrian Intervals</li> </ul>	<ul style="list-style-type: none"> <li>➤ Two left turn signal upgrades to be installed in 2021</li> </ul>
36	<b>Pico Blvd</b>	2nd Ave	Western Ave	0.6	10.6	10	2019	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2019</li> </ul>	<ul style="list-style-type: none"> <li>➤ No work planned in 2021</li> </ul>
37	<b>Pico Blvd</b>	Robertson Blvd	La Cienega Blvd	0.4	9	5	2017	<ul style="list-style-type: none"> <li>✓ Basic striping upgrades completed in 2017</li> </ul>	<ul style="list-style-type: none"> <li>➤ No work planned in 2021</li> <li>➤ One left turn upgrade planned for 2023</li> </ul>

								✓ Leading Pedestrian Intervals	
38	<b>Pico Blvd</b>	Western Ave	Union Ave	1.9	13.2	10, 1	2017	✓ One left turn upgrade installed in 2020	➤ One left turn upgrade will be installed in 2021 ➤ Additional phase 1 striping to be installed
39	<b>Reseda Blvd</b>	Parthenia St	Victory Blvd	2.9	8.7	3, 12	2017	✓ Complete Streets Program project broke ground in October 2020	➤ Continued construction on Complete Streets Project
40	<b>Roscoe Blvd</b>	I-405	Woodman Ave	2.3	10.1	6, 12	2017	✓ Complete Streets Program project completed in June 2019	➤ No work planned in 2021
41	<b>Santa Monica Blvd</b> (Caltrans)	Brockton Ave	Sepulveda Blvd	1.1	15.6	5, 11	2019	✓ Basic striping upgrades completed in 2019	➤ LADOT and Caltrans to establish cooperative agreement to fund HAWK beacons through Caltrans SHOPP project
42	<b>Saticoy St</b>	Topanga Cyn Blvd	Jordan St	0.2	11.3	3	2017	✓ Basic striping upgrades completed in 2017	➤ No work planned in 2021
43	<b>Sepulveda Blvd</b>	Nordhoff St	Rinaldi St	3	7.3	7	2017	✓ Community outreach in 2019-2020 ✓ LADOT and StreetsLA submitted \$39 million application for ATP funding for a project that would reconfigure lanes, widen median, and add walking jogging path	➤ Pending ATP funding (MPO funding decision anticipated summer 2021)
44	<b>Soto St</b>	Wabash Ave	8th St	1.9	7.7	14	2017	✓ Work planned as part of Soto St Safe Routes to School project ✓ Grant funds secured through state ATP	➤ Complete construction on two new traffic signals and one intersection with curb extensions in 2021 (ATP-funded)
45	<b>Spring St</b>	Temple	9th St	1.2	5.9	14	2017	✓ Two-Way Cycle Track installed in 2019	➤ No work planned in 2021
46	<b>Sunset Blvd</b>	L. Ron Hubbard Way	Selma Ave	4.2	17.3	4, 13	2019	✓ Basic striping upgrades completed in 2019	➤ No work planned in 2021 ➤ Coordinate with Metro on NextGen Plans
47	<b>Temple St</b>	Beverly Blvd	Beaudry Ave	2.3	6	13, 1	2017	✓ Complete Streets Program project completed in October 2019 ✓ Speed tables added in 2020	➤ Two additional signals and two pedestrian beacons planned (anticipated 2023-2025) ➤ Project evaluation
48	<b>Van Nuys Blvd</b>	Beachy Ave	San Fernando Rd	1.5	6.6	6, 7	2017	✓ Basic striping upgrades installed in 2018	➤ No work planned in 2021

49	<b>Venice Blvd</b>	Arlington Ave	Figueroa St	2.8	7	14, 9, 10	2017	✓ Complete Streets Program project completed in December 2019	➤ No work planned in 2021
50	<b>Venice Blvd</b>	Beethoven St	Inglewood Bl	0.8	8.4	11	2017	✓ Lane reconfiguration with protected bike lanes installed 2017 ✓ Evaluation report completed 2018	➤ Community partner LANI to add planters in bike lane buffer
51	<b>Ventura Blvd</b>	Garden Grove Ave	White Oak Ave	0.6	9.4	3, 4	2019	✓ Basic striping upgrades completed in 2019	➤ No work planned in 2021
52	<b>Vermont Ave</b>	7th St	Beverly Blvd	1.1	20.2	10, 13	2019	✓ Basic striping upgrades completed in 2019	➤ No work planned in 2021 ➤ Coordinate with Metro on Vermont Transit Corridor
53	<b>Vermont Ave</b>	Gage St	79th St	1	13.5	8	2019	✓ Basic striping upgrades completed in 2019	➤ No work planned in 2021
54	<b>Vermont Ave</b>	Gage Ave	Vernon Ave	1.6	18.7	8, 9	2017	✓ New Signal Installed 2020	➤ Left Turn Signal Upgrade to be installed in 2023
55	<b>Vermont Ave</b>	Pico Blvd	Adams Blvd	1	11	1, 8	2017	✓ Basic striping upgrades installed in 2017 ✓ Left Turn Signal Upgrade Installed in 2020	➤ Left Turn Signal to be upgraded in 2021
56	<b>Vernon Ave</b>	Western Ave	Central Ave	3	16.6	8, 9	2017	✓ Basic striping upgrades installed in 2019	➤ No work planned in 2021
57	<b>Victory Blvd</b>	Fulton Ave	Whitsett Ave	1.0	17.2	2	2019	✓ Basic striping upgrades completed in 2019	➤ No work planned in 2021
58	<b>Washington Blvd</b>	La Brea Ave	Vermont Ave	3.2	6.5	1, 10	2017	✓ Basic striping upgrades installed in 2017	➤ One left turn upgrade and one pedestrian beacon to be installed in 2021
59	<b>Western Ave</b>	3rd St	Washington Blvd	2	15.5	4, 10	2019	✓ Basic striping upgrades completed in 2019 ✓ One left turn signal upgrade installed in 2020	➤ No work planned in 2021
60	<b>Western Ave</b>	Century Blvd	Washington Blvd	6.5	14.6	8, 10	2017	✓ Basic striping upgrades installed in 2017 ✓ One left turn upgrade installed in 2020 ✓ Two pedestrian beacons installed in 2018	➤ LADOT to study collision patterns and pursue additional safety treatments in 2021 ➤ Two HAWK pedestrian beacons to be installed in 2021; one pedestrian beacon to be installed in 2022 ➤ One traffic signal to be installed in 2021 ➤ Six left turn signal upgrades to be installed between 2021-2023

61	<b>Western Ave</b>	Lexington Ave	Russell Ave	0.8	13.3	13	2019	✓ Basic striping upgrades completed in 2019 ✓ One left turn upgrade installed in 2019	➤ No work planned in 2021
62	<b>Wilshire Blvd</b>	Rampart Blvd	Valencia St	0.9	13	1	2017	✓ Basic striping upgrades installed in 2017	➤ Two left turn upgrades to be installed in between 2021-2023
63	<b>Woodman Ave</b>	Sherman Way	Saticoy St	0.6	6.8	2, 6	2019	✓ Basic striping upgrades completed in 2019	➤ No work planned in 2021

## Attachment 2 - Vision Zero Signal Work Update

### Left-Turn Upgrades (Includes Protected-Only, Protected/Permissive, and Hybrid Left Turn Signalization)

	Primary Street	Cross-Street	Council District	Date Activated
1	3rd St	Vermont Ave	10, 13	8/12/19
2	76th St	Western Ave	8	11/23/20
3	Adams Blvd	La Brea Ave	10	12/21/20
4	Ashby Ave	Overland Ave	5	6/3/19
5	Camarillo	Lankershim	2, 4	9/26/19
6	Canoga Ave	Oxnard St	3	9/11/19
7	Centinela Ave	Venice Blvd	11	11/13/19
8	Crenshaw Blvd	Venice Blvd	10	10/29/20
9	Crescent Heights Blvd	Sunset Blvd	4	6/4/19
10	Eagle Rock Blvd	El Paso Dr	14	9/5/19
11	Eastern Ave	Gambier St	14	8/28/19
12	Fairfax Ave	Olympic Blvd	4, 5, 10	11/24/20
13	Fallbrook Ave	Vanowen St	12	10/20/20
14	Figueroa St	Manchester Ave	8	11/19/20
15	Filmore St	Lassen St	6, 7	10/14/20
16	Fletcher Dr	San Fernando Rd	13	10/27/20
17	Florence Ave	8th Ave	8	5/24/19
18	Florence Ave	Normandie Ave	8	10/21/20
19	Florence Ave	Vermont Ave	8	9/30/20
20	Foothill Blvd	Apperson St	7	10/22/20
21	Foothill Blvd	Maclay St	7	10/19/20
22	Fountain Ave	Western Ave	13	9/4/19
23	Gaffey St	Westmont Dr	15	11/6/19
24	Glenoaks Blvd	Sheldon St	6	8/13/19
25	Highlander Rd	Platt Ave	12	8/14/19
26	Hoover St	Vernon Ave	9	9/28/20
27	La Cienega Blvd	Pico Blvd	5, 10	11/2/20
28	Martin Luther King Blvd	Normandie Ave	8, 9	10/6/20
29	Newell St	Riverside Dr	13	4/6/19
30	National Blvd	Robertson Blvd	5, 10	11/17/20
31	Nordhoff St	Sepulveda Blvd	7	10/15/20
32	Normandie Ave	Santa Monica Blvd	13	9/10/19

33	Ocean Ave	Via Marina	11	8/21/19
34	Palms Blvd	Sawtelle Blvd	11	8/20/19
35	Pico Blvd	Western Ave	10	10/28/20
36	Sherman Way	Woodman Ave	2	9/25/19
37	Spaulding Ave	Thurman Ave	10	8/27/19
38	Victory Blvd	Wilbur Ave	3	9/9/19
39	Roscoe Blvd	Hazeltine Ave	6	7/9/19
40	Roscoe Blvd	Langdon Ave	6	6/19/19
41	Roscoe Blvd	Lennox Ave	6	7/2/19
42	Roscoe Blvd	Noble Ave	6	6/24/19
43	Roscoe Blvd	Orion Ave	6	6/18/19
44	Roscoe Blvd	Ranchito Ave	6	7/10/19
45	Roscoe Blvd	Tobias Ave	6	6/27/19
46	Roscoe Blvd	Van Nuys Blvd	6	7/13/19
47	Roscoe Blvd	Willis Ave	6	6/26/19
48	Temple St	Alvarado St	13	9/4/19
49	Temple St	Beaudry Ave	1	10/1/19
50	Temple St	Bonnie Brae St	13	9/5/19
51	Temple St	Edgeware Rd	1	9/30/19
52	Temple St	Rampart Blvd	13	8/29/19
53	Temple St	Roselake	13	9/3/19
54	Temple St	Union Ave	13	9/9/19
55	Venice Blvd	Arlington Ave	10	12/12/19
56	Venice Blvd	Normandie Ave	1, 10	12/10/19
57	Venice Blvd	Western Ave	10	11/22/19
58	Vermont Ave	Washington Blvd	1	12/22/20
59	Washington Bl	La Brea Ave	10	10/29/20

### New Traffic Signals

	Primary Street	Cross-Street	Council District	Date Activated
1	28th St	Crenshaw Blvd	10	11/4/20
2	41st St	Hoover St	9	5/20/19
3	41st Dr	Hoover St	9	5/21/19
4	43rd St	Figueroa St	9	6/18/19
5	54th St	5th Ave	1	12/22/20
6	57th St	Vermont Ave	9	12/17/20



7	67th St	Broadway	9	12/16/20
8	71st St	Crenshaw Blvd	8	12/3/20
9	Adams Blvd	Naomi Ave	9	8/22/19
10	Addison St	Cahuenga Blvd	2, 4	10/26/20
11	Burnside Ave	Plco Blvd	10	7/9/19
12	Chase St	Tobias Ave	6	1/10/19
13	Culver Blvd	Slauson Ave	11	5/16/19
14	Holt Ave	Pico Blvd	5	11/5/20
15	La Brea Ave	Rosewood Ave	5	5/22/19
16	Military Ave	Pico Blvd	5	6/19/19
17	Olin St	Robertson Blvd	5, 10	10/17/19
18	Overland Ave	Rose Ave	5	6/20/19
19	Portia St	Sunset Blvd	1, 13	10/9/19
20	Romaine St	Vine St	13	8/29/19
21	St. Andrews Pl	Venice Blvd	10	12/16/19
22	Superior St	Zelzah Ave	12	5/14/19
23	Thrive Way	Vermont Ave	15	8/8/19

### Attachment 3 - 2019 Vision Zero Priority Intersection Update

	Priority Intersection	Council District	Signal Timing Upgrade	Striping Upgrade	Signal Upgrade	Signal Upgrade Work Status	Signal Upgrade Work Planned	Signal Upgrade Delivery Mechanism
1	Adams Blvd & Buckingham Rd	10	Yes	Yes	TBD	Needs review	Study	TBD
2	Arlington Ave & Martin Luther King Jr Blvd	8, 10	Yes	Yes	Westbound protected permissive left turn	Authorized (TCR signed)	Secure funding and design	TBD
3	Burbank Blvd & Hayvenhurst Ave	5, 6	Yes	Yes	TBD	Needs review	Study	TBD
4	Burbank Blvd & Woodley Ave	6	Yes	Yes	TBD	Needs review	Study	TBD
5	Carson St & Normandie Ave	15	Yes	Yes	TBD	Coordination with LA County due to overlap in jurisdiction	Continue to coordinate with LA County on signal upgrade authorization	TBD
6	Central Ave & Imperial Hwy	15	Yes	Yes	TBD	Needs review	Study	TBD
7	Crenshaw Blvd & Washington Blvd	10	Yes	Yes	TBD	Needs review	Study	TBD
8	Culver Blvd & Jefferson Blvd	11	Yes	Yes	TBD	Needs review	Study	TBD
9	Culver Blvd & Slauson Ave	11	Yes	Yes	New full traffic signal	Installed 5/2019	None	VZ 2A
10	Devonshire St & Balboa Blvd	12	Yes	Yes	Westbound/ eastbound protected left turn	Authorized (TCR signed)	Secure funding and design	TBD
11	Florence Ave & Avalon Blvd	9	Yes	Yes	All directions protected left turn	Authorized, funded, designed	Bid/award in 2021 and construction in 2022	VZ 2E
12	Florence Ave & Hoover St	8	Yes	Yes	Westbound/ eastbound protected permissive left turn	Authorized, funded, designed, construction bid/awarded	Construct upgrade in April 2021	VZ 2D
13	Gaffey St & Westmont Dr	15	Yes	Yes	Westbound protected left turn	Installed in 2019	None	DOT Field Force
14	Gage Ave & Broadway	9	Yes	Yes	All directions variable left turn	Authorized, funded, designed	Bid/award in 2021 and construction in 2022	VZ 2E
15	Highland Ave & Pat Moore Way	4	Yes	Yes	TBD	Needs review	Study	TBD
16	Hollywood Blvd & Highland Ave	13	Yes	Yes	Scramble crosswalk (with exclusive pedestrian signal phase)	Installed in 2015	None	DOT Field Force
17	Hollywood Blvd & Western Ave	13	Yes	Yes	TBD	Needs review	Study	TBD
18	Imperial Hwy & Figueroa St	8	Yes	Yes	All directions protected left turn	Authorized, funded, designed	Construction in 2022	HSIP 7

19	La Brea Ave & Adams Blvd	10	Yes	Yes	Northbound/ southbound protected left turn, westbound/ eastbound variable left turn	Installed 12/2020	None	VZ 2B
20	La Brea Ave & Obama Blvd	10	Yes	Yes	Southbound/ westbound/ eastbound protected left turn	Authorized, funded, designed	Bid/award in 2021 and construction in 2022	VZ 2E
21	La Brea Ave & Washington Blvd	10	Yes	Yes	Westbound protected left turn	Installed 10/2020	None	DOT Field Force
22	La Cienega Blvd & Olympic Blvd	5	Yes	Pending	TBD	Under Study	Authorize upgrade, secure funding, design	TBD
23	Lankershim Blvd & Oxnard St	2	Yes	Yes	Southbound protected left turn, westbound/ eastbound/northbo und protected permissive left turn	LADOT coordinated with developer to review signal upgrade	Construct upgrade in 2021	B-Permit (developer)
24	Lassen St & Winnetka Ave	12	Yes	Yes	Northbound/ southbound protected left turn and westbound protected permissive left turn	Authorized (TCR signed)	Secure funding and design	TBD
25	Lincoln Blvd & Washington Blvd	11	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to identify, study, fund, design, construct signal upgrades	TBD
26	Manchester Ave & Broadway	8	Yes	Yes	Eastbound protected left turn, northbound/ southbound/ westbound protected permissive left turn	Authorized, funded, designed	Construction in 2022	HSIP 7
27	Manchester Ave & Figueroa St	8	Yes	Yes	All directions protected left turn	Installed 11/2020	None	VZ 2B
28	Manchester Ave & Vermont Ave	8, 9	Yes	Yes	Eastbound/ westbound protected left turn	Authorized, funded, designed	Construction in 2022	HSIP 7
29	Mission Rd & Valley Blvd	1	Yes	Yes	Westbound protected permissive left turn	Authorized (TCR signed)	Secure funding and design	TBD
30	Nordhoff St & Balboa Blvd	12	Yes	Yes	Northbound/ eastbound protected left turn	Authorized (TCR signed)	Secure funding and design	TBD
31	Nordhoff St & Woodley Ave	12	Yes	Yes	All direction protected permissive left turn	Authorized (TCR signed)	Secure funding and design	TBD

32	Olympic Blvd & Orme Ave	14	N/A	Yes	New full traffic signal	RRFB installed January 2020; funding secured and design complete for full signal	Bid/award in 2021 and construction in 2022	VZ 2E
33	Pacific Ave & Rose Ave	11	Yes	Yes	Southbound protected left turn	Authorized, funded, designed, construction bid/awarded	Construct upgrade in April 2021	West Side Mobility
34	Pacific Coast Hwy & Figueroa Pl	15	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to identify, study, fund, design, construct signal upgrades	TBD
35	Pacific Coast Hwy & Normandie Ave	15	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to identify, study, fund, design, construct signal upgrades	TBD
36	Pacific Coast Hwy & Sunset Blvd	11	Working with Caltrans to facilitate update	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to identify, study, fund, design, construct signal upgrades	TBD
37	Pacific Coast Hwy & Temescal Canyon Rd	11	Working with Caltrans to facilitate update	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to identify, study, fund, design, construct signal upgrades	TBD
38	Pacific Coast Hwy & Vermont Ave	15	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to identify, study, fund, design, construct signal upgrades	TBD
39	Parthenia St & Woodley Ave	12	Yes	Yes	Northbound/southbound protected permissive left turn, westbound/eastbound protected only left turn	Authorized, funded, designed	Bid/award in 2021 and construction in 2022	VZ 2E
40	Roscoe Blvd & Reseda Blvd	12	Yes	Yes	Westbound/eastbound protected only left turn	Authorized (TCR signed)	Install anticipated 2023	Reseda Complete Streets Project
41	Roscoe Blvd & Winnetka Ave	3, 12	Yes	Yes	Northbound/southbound protected left turn	Authorized (TCR signed)	Secure funding and design	TBD
42	Seaside Ave & Navy Way	15	Yes	Yes	Advance warning of signal ("Signal Ahead" sign and	Installed 2019	None	DOT Field Force

					beacon) and speed feedback sign			
43	Sepulveda Blvd & Century Blvd	11	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to identify, study, fund, design, construct signal upgrades	TBD
44	Sepulveda Blvd & Parthenia St	6	Yes	Yes	TBD	Needs review	Study	TBD
45	Sherman Way & Bellaire Ave	2	Yes	Yes	TBD	Needs review	Study	TBD
46	Sherman Way & Hayvenhurst Ave	6	Pending	Yes	Northbound/ westbound/ eastbound protected only left turn	Authorized, funded, designed	Bid/award in 2021 and construction in 2022	VZ 2E
47	Sherman Way & Woodman Ave	2	Yes	Yes	All directions protected only left turn	Installed 9/2019	None	VZ 2A
48	Sunset Blvd & Fairfax Ave	4	Yes	Yes	TBD	Needs review	Study	TBD
49	Sunset Blvd & Highland Ave	4, 13	Yes	Yes	TBD	Under study	Authorize upgrade, design	Highland Complete Streets Project
50	Tampa Ave & Roscoe Blvd	3	Yes	Yes	Southbound/ eastbound protected left turn	Authorized (TCR signed)	Secure funding and design	TBD
51	Topanga Canyon Blvd & Parthenia St	3, 12	Yes	Yes	TBD	Work with Caltrans to identify and study signal upgrades	Continue to work with Caltrans to identify, study, fund, design, construct signal upgrades	TBD
52	Valley Circle Blvd & Victory Blvd	3, 12	Yes	Yes	All directions protected only left turn	Authorized (TCR signed)	Secure funding and design	TBD
53	Van Nuys Blvd & Woodman Ave	6	Yes	Yes	TBD	Needs review	Study	TBD
54	Vernon Ave & Central Ave	9	Yes	Yes	Westbound/ eastbound protected permissive left turn	Authorized (TCR signed)	Secure funding and design	TBD
55	Victory Blvd & Coldwater Canyon Ave	2	Yes	Yes	Westbound protected left turn, northbound/ southbound protected permissive left turn	Authorized, funded, designed	Construction in 2023	HSIP 7
56	Victory Blvd & Reseda Blvd	3	Yes	Yes	All directions protected left turn	Improvement identified	Install anticipated 2023	Reseda Complete Streets Project
57	Victory Blvd & Wilbur Ave	3	Yes	Yes	Westbound/ eastbound protected only left turn	Installed 9/2019	None	VZ 2A

58	Vista Del Mar & Imperial Hwy	11	Yes	Yes	Southbound protected left turn	Installed in 2017	None	DOT Field Force
59	Washington Blvd & Ocean Ave & Via Marina	11	Yes	Yes	Westbound protected permissive left turn	Installed 8/2019	None	VZ 2A
60	Wilshire Blvd & Western Ave	10	Yes	Yes	TBD	Needs review	Study	TBD

#### Attachment 4 - Pedestrian Beacons

	Primary Street	Cross Street	Council District	Activation Date	Activation Year
1	1st St	Dacotah St	14	6/13/19	2019
2	3rd St	Boyle Ave	14	5/30/19	2019
3	6th St*	Spaulding Ave	4	8/28/19	2019
4	7th St	Beacon Ave	1	9/9/20	2020
5	38th St	Broadway	9	12/10/19	2019
6	102nd St	Broadway	8	10/25/18	2018
7	255th St	Normandie Ave	15	12/7/19	2019
8	Adams	Burnside Ave	10	1/15/20	2020
9	Adams	West View St	10	1/24/20	2020
10	Alhambra Ave	Hollister Ave	14	8/14/18	2018
11	Anaheim St	Flint Ave	15	11/27/18	2018
12	Anaheim St	Gulf Ave	15	8/21/18	2018
13	Anaheim St	Island Ave	15	1/2/18	2018
14	Anaheim St	King Ave	15	10/10/18	2018
15	Anaheim St	Pioneer Ave	15	5/13/19	2019
16	Burbank Blvd	Fulcher Ave	2	6/14/19	2019
17	Coldwater Canyon Ave	Erwin St	2	5/7/19	2019
18	Fairfax Ave	La Cienega Blvd	10	11/16/18	2018
19	Figueroa St	57th St	9	1/1/18	2018
20	Figueroa St	74th St	8	9/18/18	2018
21	Figueroa St	91st St	8	7/30/18	2018
22	Figueroa St	94th St	8	6/15/18	2018
23	Figueroa St	106th St	8	10/3/18	2018
24	Figueroa St	110th St	8	6/22/18	2018
25	Gaffey St	6th St	15	10/8/19	2019
26	Gaffey St	10th St	15	10/15/19	2019
27	Gaffey St	12th St	15	10/17/19	2019
28	Glendale Blvd	Reservoir St	13	8/28/19	2019
29	Highland Ave	Leland Way	4, 13	12/17/19	2019
30	Hollywood Blvd	Rodney Dr	4, 13	1/19/19	2019
31	Hoover St	43rd Pl	9	6/18/19	2019

32	Hoover St	55th St	9	7/24/18	2018
	Hoover St	58th St	9	7/2/18	2018
33	Hoover St	61st St	9	8/8/20	2020
34	Hoover St	65th St	8	8/17/18	2018
35	Hoover St	74th St	8	7/25/18	2018
36	Hoover St	75th St	8	7/25/18	2018
37	Hoover St	81st St	8	7/12/18	2018
38	Hoover St	84th St	8	9/11/18	2018
39	Huston St	Tujunga Ave	2	9/5/18	2018
40	Irvine Ave	Moorpark St	2	10/22/18	2018
41	Main St	95th St	8	5/9/20	2020
42	Main St	111th St	8	5/16/20	2020
43	Manchester Ave	Raymond Ave	8	10/9/18	2018
44	Oxnard St	Ranchito Ave	2	7/27/18	2018
45	Oxnard St	Varna Ave	2	7/27/18	2018
46	Pacific Ave	Sunset Ave	11	2/10/18	2018
47	Pico Bl*	Masselin Ave	10	8/12/20	2020
48	Soto St	Short St	14	10/7/20	2020
49	Vanowen St*	Sunnyslope Ave	2	10/1/19	2019
50	Ventura Blvd	Ventura Canyon Ave	4	6/12/19	2019
51	Vose St	Whitsett Ave	2	4/18/18	2018
52	Western Ave	43rd St	8	6/20/18	2018
53	Western Ave	82nd St	8	7/3/18	2018
54	Western Ave	Rosewood Ave	4, 10	8/29/19	2019

*All pedestrian beacons are Rectangular Rapid Flashing Beacons except ones marked with an asterisk (\*), which are Pedestrian Hybrid Beacons, also known as HAWK beacons.*



## Attachment 5 - Complete Streets Project Summary Work

	2017 HIN Priority Corridor	From Street	To Street	Length (Miles)	Council District	Construction Start Date	Construction End Date
1	Avalon Blvd	Jefferson Blvd	120th St	6.3	8, 9, 15	<i>Expected 2022</i>	<i>Expected 2024</i>
2	La Brea Blvd	Coliseum St	Adams Blvd	1	10	<i>Expected 2023</i>	<i>Expected 2024</i>
3	Main St	Martin Luther King Jr Blvd	Imperial Hwy	5.5	8, 9	December 2018	<i>Expected 2021</i>
4	Reseda Blvd	Parthenia St	Victory Blvd	2.9	3, 12	October 2020	<i>Expected 2023</i>
5	Roscoe Blvd	I-405	Woodman Ave	2.3	6	June 2018	June 2019
6	Temple St	Beverly Blvd	Beaudry Ave	2.3	1, 13	October 2018	October 2019
7	Venice Blvd	Arlington Ave	Figueroa St	2.8	1, 9, 10	June 2018	December 2019

## Attachment 6 - Pedestrian Refuge Islands

	Primary Street	Cross-Street	Council District	Installation Date
1	Central Ave	87th Pl	9	5/26/20
2	Central Ave	104th St	8, 15	9/9/18
3	Central Ave	118th St	15	2/9/20
4	Century Blvd	Holmes Ave	15	11/3/18
5	Chatsworth Dr	Los Alimos St	7	6/26/18
6	Eagle Rock Blvd	Avenue 41	14	5/10/17
7	Eagle Rock Blvd	Merton Ave	14	9/17/18
8	Fairfax Ave	1st St	5	12/31/20
9	Figueroa St	Buena Vista Ter	14	9/4/19
10	Figueroa St	Diamond St	14	11/11/18
11	Figueroa St	F St	15	4/2/19
12	Figueroa St	Robidoux St	15	4/2/19
13	Figueroa St	56th St	9	9/21/20
14	Figueroa St	57th St	9	9/21/20
15	Figueroa St	67th St	8	6/8/18
16	Figueroa St	74th St	8	4/1/20
17	Figueroa St	94th St	8	9/21/20
18	Florence Ave	10th Ave	8	6/18/19
19	Gateway Blvd	Coolidge Ave	11	4/25/19
20	Hollywood Blvd	Rodney Dr	4, 13	1/19/19
21	Imperial Hwy	Slater St	15	4/24/19
22	Jefferson Blvd	Harvard Blvd	8	6/24/19
23	Olympic Blvd	Orlando Ave	5	4/15/18
24	Pico Blvd	Alfred St	5, 10	8/15/18
25	Pico Blvd	Federal Ave	11	10/22/19
26	Pico Blvd	Fox Hills Dr	5	5/7/19
27	Playa Vista Dr	Bay Park Dr	11	1/26/20
28	Reseda Blvd	Tribune St	12	10/10/17
29	Riverside Dr	Ranchito Ave	4	5/6/18
30	Rodeo Rd	Dublin Ave	10	4/19/19
31	San Fernando Rd	Hallett Ave	1	6/4/19

32	Sepulveda Blvd	Clover Ave	5	6/4/19
33	Sherman Way	Whitaker Ave	6	7/31/17
34	Soto St	Short St	14	5/7/19
35	Ventura Blvd	La Maida St	5	6/23/19
36	Washington Blvd	Longwood Ave	10	11/18/17
37	Western Ave	Virginia Ave	13	4/26/20
38	Wilbur Ave	Arminta St	3	11/12/17
39	Winnetka Ave	Community St	3	7/24/17
40	Zelzah Ave	Hiawatha St	12	9/1/17

## Attachment 7 - Rainbow Halo and Roadside Memorial Signs

### *Rainbow Halo Memorials - Locations Installed*

	Installation Date	Location	Council District
1	6/24/2019	Foothill Blvd/Wentworth Intersection (removed due to vandalism)	7
2	7/22/2019	Woodman/Addison Intersection	9
3	7/9/2019	4230 Normandie Ave, Los Angeles, CA 90037	11
4	7/17/2019	Culver/Slauson Intersection	4
5	9/11/2019	Wentworth/Wheatland	7
6	11/15/2019	17200 Ventura Blvd, Los Angeles, CA 91316	5
7	12/10/2019	5256 Alhambra Ave, Los Angeles, CA 90032	14
8	12/11/2019	La Cienega/Whitworth Intersection	5
9	2/12/20	Pacific Coast Highway/Island Ave Intersection	15
10	2/20/20	Sunset Blvd/Cliffwood Ave Intersection	11
11	6/23/20	Avalon Blvd/Anaheim St Intersection	15
12	9/24/20	San Fernando Rd/Cazador St Intersection	1

### *Roadside Memorial Signs - Locations Installed*

	Installation Date	Location	Council District
1	2/11/20	Burbank Blvd & De Soto Ave	3
2	3/25/20	S Hobart Blvd & Adams Blvd	8
3	5/4/20	S Broadway & W 82nd St	9
4	5/4/20	E 84th St & S Central Ave	9
5	5/7/20	McKinley Ave & Colden Ave	8
6	5/8/20	Ventura Blvd & Louise Ave	5
7	5/20/20	E Jefferson Blvd & McKinley Ave	9
8	5/21/20	S Vermont Ave & Artesia Blvd	15
9	5/21/20	S Vermont Ave & Artesia Blvd	15
10	5/25/20	W 28th & Budlong Ave	8
11	5/26/20	Imperial Hwy & Success Ave	15
12	7/24/20	Whittier Blvd & Marietta St	14

13	7/24/20	N Figueroa St & Pasadena Ave	1
14	8/31/20	Hoover St & W 76th St	8
15	9/16/20	W Martin Luther King Jr Blvd & Budlong Ave	8/9
16	9/29/20	742-746 West Alondra Blvd	15
17	1/6/21	76th St & McKinley Ave	9
18	1/19/21	37th St & Broadway	14
19	TBD	Huntington Dr & Topaz St	14
20	TBD	W Manchester Blvd, east of Gramercy Pl	9

## Attachment 8 - Safe Routes to School Plans

	Top 50 School Projects	Plan Status	Construction Status	Council District	Construction Complete Date
1	Hollywood High and Selma Avenue Elementary Schools	Complete	Complete	13	2019
2	West Vernon and Menlo Ave Elementary Schools	Complete	Complete	9	2019
3	Dolores Huerta, 28th St, and Quincy Jones Elementary Schools	Complete	Under Construction	9	2020
4	Breed St and Sheridan St Elementary Schools	Complete	Under Construction	14	2020
5	Alexandria Avenue Elementary School	Complete	Grant Funds Secured	13	2023
6	112th Street and Lovelia Flournoy Elementary Schools	Complete	Grant Funds Secured	15	2023
7	Liechty Middle and Esperanza Elementary Schools	Complete	Grant Funds Secured	1	2023
8	Gratts Learning Academy & Gratts Early Education Center	Complete	Grant Funds Secured	1	2023
9	10th Street Elementary School	Complete	Grant Funds Secured	1	2023
10	Berendo Middle School	Complete	Grant Funds Secured	1	TBD
11	Hoover Street and Leo Politi Elementary Schools	Complete	Grant Funds Secured	1	TBD
12	Washington Carver Middle School; Ascot Avenue and Harmony Elementary Schools	Complete	Grant Funds Secured	9	TBD
13	Magnolia Avenue Elementary School	Complete	Grant Funds Secured	1	TBD
14	Panorama City Elementary School	Complete	Grant Funds Secured	6	TBD
15	Lockwood Elementary	Complete	Unfunded	13	TBD
16	Grant Elementary	Complete	Unfunded	13	TBD
17	Los Angeles Elementary	Complete	Unfunded	10	TBD
18	Mariposa-Nabi Primary Center Elementary and Hobart Boulevard Elementary Schools	Complete	Unfunded	10	TBD
19	Charles White and MacArthur Park Elementary Schools	Complete	Unfunded	1	TBD
20	66th Street and 75th Street Elementary Schools	Complete	Unfunded	9	TBD
21	Manchester Avenue Elementary School	Complete	Unfunded	8	TBD
22	Young Oak Kim Academy	Complete	Unfunded	10	TBD
23	Aurora Elementary School	Complete	Unfunded	9	TBD
24	Frank Del Olmo Elementary	Complete	Unfunded	13	TBD

25	Lake Street Primary and Union Avenue Elementary Schools	Complete	Unfunded	13	TBD
26	Dayton Heights Elementary	Complete	Unfunded	13	TBD
27	Commonwealth Avenue Elementary School and Lafayette Park Primary Center	Complete	Unfunded	1, 13	TBD
28	Cabrillo Avenue Elementary School	Complete	Unfunded	15	TBD
29	Vermont Avenue Elementary School	Complete	Unfunded	8	TBD
30	Alta Loma Elementary School	Complete	Unfunded	10	TBD
31	Van Nuys Elementary School	Complete	Unfunded	2	TBD
32	Westminster Avenue Elementary School	Complete	Unfunded	11	TBD
33	Ramona Elementary School and Lexington Avenue Primary Center	Complete	Unfunded	13	TBD

## Attachment 9 - New 2021 Priority Corridors

	Priority Corridor	From Street	To Street	Length (Miles)	Council District	KSI per Mile (2015-2019)
1	Central Ave	101st St	109th St	0.6	8	17.1
2	Central Ave	Florence Ave	Manchester Ave	1.0	9	24.2
3	Foothill Blvd	Apperson St	Sherman Grove Ave	1.3	7	15.9
4	Nordhoff St	Balboa Blvd	Collett Ave	1.1	12	16.0
5	Pacific Coast Hwy (Caltrans)	Broad Ave	Wilmington Blvd	0.8	15	15.3
6	Roscoe Blvd	Oso	Tampa	1.3	3	15.18
7	Vanowen St	Sepulveda Blvd	Van Nuys Blvd	1.0	6	19.0
8	Wilmington Ave	106th St	Imperial Hwy	0.71	15	16.4



## Attachment 10 - New 2021 Priority Intersections

	Intersection	KSI Within 250 Feet (2015- 2019)	Council District
1	Florence Ave & Vermont Ave	9	8
2	De Soto Ave & Saticoy St	8	3
3	Vermont Ave & 3rd St	7	10, 13
4	La Brea Ave & Pico Blvd	6	10
5	Hollywood Blvd & Wilton Pl	6	13
6	Alvarado St & 8th St	6	1
7	Venice Blvd & Abbot Kinney Blvd	6	11
8	Century Blvd & Main St	6	8
9	Vernon Ave & Broadway	5	9
10	Central Ave & 43rd Pl	5	9
11	54th St & Normandie Ave	5	8, 9
12	Roscoe Blvd & Owensmouth Ave	5	3
13	Sunset Blvd & Hobart Blvd	5	13
14	Figueroa St & 76th St	5	8
15	Western Ave & 48th St	5	8
16	Hollywood Blvd & Serrano Ave	5	13
17	Pico Blvd & Westmoreland Ave	5	1
18	Sunset Blvd & Wilton Pl	5	13
19	Normandie Ave & 255th St	5	15
20	Foothill Blvd & Oro Vista Ave	5	7
21	Slauson Ave & Vermont Ave	5	9
22	Western Ave & 80th St	5	8
23	Wilmington Ave & 107th St	5	15
24	Central Ave & 92nd St	5	9
25	San Fernando Rd & Sunland Blvd	5	2, 6
26	Vernon Ave & Main St	5	9
27	Sepulveda Blvd & Wyandotte St	5	6
28	Sepulveda Blvd & Nordhoff St	5	7
29	Sherman Way & Oso Ave	5	3
30	Mission Rd & Marengo St	5	14