


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: June 30, 2025

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

From: Laura Rubio-Cornejo, General Manager 
Department of Transportation

Subject: **ANAHEIM PRIORITY CORRIDOR - FIGUEROA STREET TO HENRY FORD AVENUE SAFETY IMPROVEMENTS EVALUATION REPORT**

SUMMARY

In response to [Council File 22-1568](#), this report provides an evaluation of the traffic safety improvements installed on Anaheim Street between Figueroa Street and Henry Ford Avenue in February 2023.

RECOMMENDATION

That the City Council NOTE and FILE this report.

BACKGROUND

Anaheim Street between Figueroa Street and Henry Ford Avenue is on the City of Los Angeles (City) High-Injury Network (HIN), as well as the Mobility Plan 2035 (MP2035) Bicycle Enhanced Network (BEN). In 2017, the Los Angeles Department of Transportation (LADOT) identified this segment of Anaheim as a priority corridor due to the rate of severe and fatal crashes (particularly those involving people walking and bicycling, children, or seniors) and because it is located in a community in the top quintile of the City's Community Health and Equity Index.¹

In Fall 2021, LADOT partnered with Council District (CD) 15 and the Bureau of Street Services (BSS) to develop a comprehensive safety and connectivity improvement project for the Wilmington area. With the support of a consultant team, LADOT conducted community engagement from Fall 2021 to Spring 2022 to inform the project concepts. Through surveys, neighborhood meetings, and on-street engagement, LADOT heard from Wilmington residents and stakeholders about the need to improve traffic safety on Anaheim Street. Specific concerns focused on reducing vehicle speeds and the need for safer pedestrian crossings. Many residents reported that they did not feel safe riding a bike or letting their children walk or bike on Anaheim Street within the project limits. Materials attached to this report summarize engagement activities completed and provide a project fact sheet.

In late 2022, the City Council authorized LADOT and the Department of Public Works to submit grant applications through the State of California's Active Transportation Program (ATP) Cycle 6 as outlined in Council File [14-0499-S6](#). The City secured 6 projects, including \$32 million for the "Wilmington Safe

¹<https://geohub.lacity.org/datasets/ladot::community-health-and-equity-index-2013/explore?location=34.046054%2C-118.333557%2C12.00>

Streets” project, informed by the year-long engagement conducted, to build out long-term improvements on Anaheim Street and several neighborhood streets in Wilmington. This ATP-funded project will address safety concerns on Anaheim Street from Figueroa Street to Alameda Street by building out concrete elements such as pedestrian refuge islands, sidewalk improvements, curb extensions, and medians, as well as installing several pedestrian hybrid beacons to facilitate crossing the street (see Attachment A). The roadway segment on Anaheim Street from Alameda Street to Henry Ford Avenue is part of the Bureau of Engineering’s (BOE) future Alameda Street Widening Project², which will add bike lanes that connect to Wilmington Safe Streets.

Construction for the ATP-funded project is scheduled to commence in 2027 and be completed in 2030. Due to the urgent safety concerns along Anaheim Street, in Fall 2022 LADOT coordinated with BSS to construct a “quick-build” version of the permanent safety improvements on Anaheim Street.³ BSS resurfaced the roadway in November and December 2022, allowing LADOT to install a new street design using low-cost materials such as paint and plastic bollards, setting the stage for the more permanent improvements that will come in following years. This approach allows us to give community members an opportunity to get comfortable with the new street design while providing immediate safety upgrades to the corridor.

In February 2023, Council directed LADOT to report on the traffic calming measures and safety improvements on Anaheim Street. In June 2023, LADOT provided an overview of the project and the methodology and metrics that would be part of the evaluation one year post-project implementation.

DISCUSSION

To improve safety by advancing elements of the City’s ATP-awarded project on Anaheim, the quick-build safety project from Figueroa Street to Alameda Street includes new street designs as well as new parking, curb extensions, and new intersection treatments to improve safety and connectivity for bicyclists. LADOT collected pre- and post-project data for use in its project evaluation.

Street Design

The street design on Anaheim consists of two project segments: Figueroa Street to Eubank Avenue, and Eubank Avenue to Alameda Street. Each segment was designed to improve safety and connectivity, while responding to different conditions and uses along the corridor. Prior to project implementation, LADOT ensured that the full project design met the Los Angeles Fire Department’s clear space and fire hydrant access requirements by sharing the final engineering plans with the LAFD Hydrants and Access Unit for review and approval. LADOT also shared the project design with the Los Angeles Police Department Harbor Division for feedback relevant to their local operations.

Figueroa Street to Eubank Avenue

LADOT reorganized the street between Figueroa Street and Eubank Avenue (1.4 miles) to remove one travel lane in each direction and install a continuous center-turn lane and Class II bike lanes. The project design also includes green paint in conflict areas to alert drivers to the presence of bicyclists. These treatments aim to improve safety by:

² <https://engineering.lacity.gov/about-us/divisions/environmental-management/projects/alameda-street-widening>

³ ladotlivablestreets.org/projects/Anaheim

- Reducing crossing distances for people walking
- Reducing weaving behavior by drivers
- Reducing speeding
- Providing dedicated travel space for people bicycling
- Providing dedicated left-turn lanes for drivers

This new design also allowed LADOT to install quick-build curb extensions with paint and reflective pavement markers. These treatments aim to slow down turning vehicles and give people walking additional space to cross the street. The ATP-funded Wilmington Safe Streets project will upgrade these curb extensions with concrete, among other bicycle and pedestrian elements included in the ATP project scope (see Attachment A) .

In addition to these safety benefits, the new design restored some on-street parking where it did not previously fit due to limited street width near intersections with left-turn lanes. The new continuous center turn lane also allows for emergency service vehicles to bypass slower-moving traffic during peak-hours, as needed.

LADOT's consultant completed a traffic study in Fall 2022 prior to project implementation to estimate the anticipated changes in travel delay along Anaheim Street between Figueroa Street and Eubank Avenue as a result of the lane reconfiguration. Below is a summary of the forecasted changes in driver travel time along the corridor as identified in the traffic study:

- Westbound
 - Morning peak hours (7-10 AM): increase of up to 1 minute
 - Afternoon peak hours (3-6 PM): increase of up to 2 minutes, 12 seconds
- Eastbound
 - Morning peak hours (7-10 AM): increase of up to 1 minute, 18 seconds
 - Afternoon peak hours (3-6PM): increase of up to 1 minute, 48 seconds

Eubank Avenue to Alameda Street

Anaheim Street between Eubank Avenue and Alameda Street (0.6 miles) is a designated truck route that experiences a high volume of trucks. On this segment, LADOT installed new protected bike lanes in place of on-street parking while maintaining two travel lanes in each direction. This design will accommodate the truck movement and maintain access to the nearby Port facilities. With these new protected bike lanes and the lane reconfiguration between Figueroa Street and Eubank Avenue, the project created two miles of bike facilities that will ultimately connect to existing bike lanes east of Henry Ford Avenue and reach into the City of Long Beach, a critical connection around the Port of Los Angeles.

The bike lanes along this segment are located adjacent to the curb with a painted buffer area and plastic bollards to provide separation from vehicle traffic. The project design also includes green paint in conflict areas to alert drivers to the presence of bicyclists. It is especially important to provide this separation due to the high volume of trucks on this segment of Anaheim Street. Because it is harder for truck drivers to see bicyclists, the bollards and paint bring more attention to the bike lane. Through the ATP-funded project, the City will replace the painted buffer and bollards with a continuous concrete barrier. An upcoming Bureau of Engineering (BOE) street widening project will add bike lanes on

Anaheim Street between Alameda Street and Henry Ford Avenue. The project implements the Bicycle Enhanced Network (BEN) designation in the City's Mobility Plan 2035 and adds a critical east-west connection to the expanding bike network in Wilmington.

Intersection Improvements

In addition to the corridor-wide improvements, LADOT installed innovative treatments at four critical intersections to improve safety and connectivity for bicyclists and to reduce the amount of cut-through traffic onto nearby neighborhood streets with existing bike lanes.

At Broad Avenue, LADOT used paint and plastic bollards to install a protected intersection design for bicyclists. Here, LADOT shifted the bike lane to run curbside and added new roadway markings to create a safer way for bicyclists to turn left at this offset signalized intersection. At McDonald Avenue, Lagoon Avenue, and Lakme Avenue, LADOT used plastic bollards to install new protected bicycle left-turn lanes, to allow people on bikes to safely cross and make turns at these offset unsignalized intersections. Vehicle traffic in the bicycle turn lane is currently restricted through the use of plastic bollards and modular median islands. Through the ATP project, the City will upgrade the protected intersection and protected bicycle left-turn lanes with concrete and add a protected intersection at Neptune Avenue.

Traffic Signal and Pedestrian Crossing Upgrades

LADOT will further enhance safety along this corridor with additional signals, Pedestrian Hybrid Beacons (HAWKs), and left-turn arrow upgrades. HAWKs are an upgrade from flashing beacons because they display a pattern of yellow and red lights that improve driver compliance⁴. Left-turn arrows give drivers a dedicated time to turn left, thereby reducing conflicts with oncoming traffic, pedestrians in the crosswalk, and bicyclists.

These elements will improve safety for people crossing the street at these locations and are funded through a variety of sources, including the Vision Zero signal program, the State's Highway Safety Improvement Program (HSIP), and ATP funds. Signal projects installed and planned for 2023-2025 include:

- Upgrade of flashing beacons at Gulf Avenue to a HAWK in February 2023
- Two new traffic signals at Bay View Avenue and Marine Avenue (activated in November 2023)
- Upgrade of two flashing beacons at Hawaiian Avenue and Island Avenue to HAWKs (expected activation 2025)

The ATP-funded project will implement the signal projects described below. While there is no defined schedule at this time, ATP funding is programmed over four years (FY 2023-24 through FY 2027-2028) and released to the City on a reimbursement basis. LADOT did not complete a detailed engineering design before submitting the grant application for ATP funding, and will need to finalize all designs and community engagement prior to implementation. Once completed, LADOT expects construction of these signal projects, as well as other ATP-funded elements, will take place between 2027-2030:

- Upgrades from flashing beacons to HAWKs at King Avenue, Flint Avenue, and Pioneer Avenue
- One new HAWK at Banning Boulevard

⁴ Studies from the Federal Highway Administration have indicated that drivers comply with PHBs 97% of the time

- Two pedestrian refuge islands at Island Avenue and Banning Boulevard
- Three left-turn arrow upgrades to traffic signals at Wilmington Boulevard, Fries Avenue, and Eubank Avenue

Project Evaluation

LADOT's standard project evaluation practice for lane reconfiguration projects is to assess the impacts to various road users, make any necessary adjustments to the design, and measure impacts. In November 2022, LADOT collected data on how people used Anaheim Street before quick-build improvements. Staff collected data again approximately one year after implementation (January 2024). Typically, a one-year period ensures there is sufficient data to analyze and provides ample time for road users to fully adjust to the new design. The project evaluation assesses the project outcomes and impacts on Anaheim Street from Figueroa Street to Eubank Avenue.

The post-project evaluation considered a variety of metrics to measure impacts and determine whether LADOT needs to make any adjustments to the project. LADOT measured the following traffic safety indicators pre-project to compare them to post-project conditions:

- Changes in the number of crashes on Anaheim Street, particularly those that result in severe injury or death
- Changes in high-end speeding, defined as drivers traveling at least 10 MPH above the speed limit
- Changes in speed limit compliance, defined as drivers traveling at or below the 35 MPH speed limit

LADOT analyzed collision data before and after project installation.⁵ The data shows collisions resulting in severe injury or death **decreased** on a per-year basis by 33% (from 4.5 collisions to 3 collisions). Severe-injury and fatal collisions in the post-project period all involved pedestrians. One collision was the result of a driver under the influence hitting a pedestrian who was crossing at a crosswalk at a signalized intersection (Avalon Boulevard). The remaining two collisions involved drivers failing to yield the right-of-way to pedestrians crossing at crosswalks. These locations (Island Avenue and King Avenue) currently have flashing beacons that LADOT will be upgrading to HAWKs. As mentioned earlier in this report, the HAWK at Island Avenue is expected to be activated in 2025 through an LADOT signal package while the HAWK at King Avenue will be delivered through the ATP project.

LADOT analyzed high-end speeding on Anaheim Street from Figueroa Street to Eubank Avenue as a whole and for three subsections of the corridor⁶. The results are below:

- Figueroa Street to Eubank Avenue (whole corridor)
 - **Decreased** by 53% in the eastbound direction
 - **Increased** by 73% in the westbound direction
- Figueroa Street to Wilmington Boulevard
 - **Decreased** by 74% in the eastbound direction
 - **Increased** by 250% in the westbound direction
- Neptune Avenue to Fries Avenue
 - **Decreased** by 12% in the eastbound direction

⁵ LADOT collected collision data through Roadsafe GIS. The pre-project period includes January 1, 2021 through December 31, 2022. The post-project period includes January 1, 2023 through December 31, 2023.

⁶ LADOT collected speed data for 24-hour averages only.

- **Increased** by 38% in the westbound direction
- Broad Avenue to Eubank Avenue
 - **Decreased** by 72% in the eastbound direction
 - **Decreased** by 69% in the westbound direction

High-end speeding sharply increased in the westbound direction between Figueroa Street to Wilmington Boulevard. Figueroa Street is the access point to the northbound 110 Freeway on-ramp for westbound drivers. The lane reconfiguration ends at Figueroa Street in the westbound direction and begins at Figueroa Street in the eastbound direction. These factors could account for the directional disparity between high-end speeding along this segment. The other segments studied are further to the east and experienced better outcomes — more moderate changes in the middle of the corridor between Neptune Avenue and Fries Avenue, and high decreases in both directions at the eastern end of the corridor between Broad Avenue and Eubank Avenue.

LADOT also examined the change in the percentage of drivers driving at or below the posted speed limit of 35 MPH. The results are below⁷:

- Figueroa Street to Eubank Avenue
 - **Speed limit compliance increased** by 42% in the eastbound direction
 - **Speed limit compliance increased** by 27% in the westbound direction
- Figueroa Street to Wilmington Boulevard
 - **Speed limit compliance increased** by 35% in the eastbound direction
 - **Speed limit compliance decreased** by 4% in the westbound direction
- Neptune Avenue to Fries Avenue
 - **Speed limit compliance increased** by 4% in the eastbound direction
 - **Speed limit compliance increased** by 2% in the westbound direction
- Broad Avenue to Eubank Avenue
 - **Speed limit compliance increased** by 86% in the eastbound direction
 - **Speed limit compliance increased** by 83% in the westbound direction

This analysis, unlike the high-end speeding metric, shows an overall positive outcome. Nearly all street segments saw an increase in drivers traveling at or below the speed limit.

The project also aims to make it safer and more comfortable for people to travel by modes that do not require a car, like walking or biking. LADOT measured walking, biking, and scooter activity including:

- Changes in pedestrian, bicycle, and scooter volumes overall
- Changes in bicyclists and scooters riding in the on-street bike lanes compared to riding on the narrow sidewalks

LADOT analyzed pedestrian, bicycle, and scooter volumes on Anaheim Street for two subsections of the corridor⁸. The results are below:

- Wilmington Boulevard to Gulf Avenue
 - Pedestrian volumes **increased** by 29% (from 147 to 191)

⁷ For this metric, an increase reflects a positive outcome (more people driving at or below the speed limit) while a decrease reflects an adverse outcome (fewer people driving at or below the speed limit).

⁸ LADOT collected active transportation volume counts from 7AM-9AM and 3PM-6PM. The pre-project period includes Mondays through Fridays in November 2022. The post-project period includes Mondays through Fridays in February 2024.

- Bike volumes **increased** by 143% (from 21 to 51)
 - Scooter volumes pre-project were small (4) and none (0) counted during the post-project period
- McDonald Avenue to Bay View Avenue
 - Pedestrian volumes **decreased** by 3% (from 237 to 229)
 - Bike volumes **increased** by 40% (from 40 to 56)
 - Scooter volumes pre-project were small (2) and **increased** to 3 during the post-project period

Overall, pedestrian volumes for both segments increased by 9%, bike volumes increased by 75%, and scooter volumes decreased by 50%.

LADOT also analyzed changes in people biking and riding scooters on the sidewalk versus in the street at the same locations as above. The results are below:

- Wilmington Boulevard to Gulf Avenue⁹
 - The percentage of bicyclists riding on the sidewalk **decreased** from 86% to 47%
- McDonald Avenue to Bay View Avenue
 - The percentage of bicyclists riding on the sidewalk **decreased** from 75% to 41%
 - The percentage of scooter riders on the sidewalk **decreased** from 100% to 33%

These active transportation analyses show that the amount of people walking and biking on Anaheim Street increased overall. The installation of bike lanes also encouraged people to ride in the street at a higher rate rather than riding on the sidewalk.

Finally, LADOT evaluated metrics to ensure the new design is operating efficiently and help identify any design adjustments that may be needed, including:

- Vehicle volumes and travel time along the corridor pre- and post-project
- Vehicle volumes and speeds on nearby parallel residential streets to identify any need to mitigate cut-through traffic
- Bicyclist utilization of the new protected bicycle left-turn lanes

Below is a summary of the changes in vehicle volumes on Anaheim Street along the following street segments:

- Figueroa Street to Wilmington Boulevard
 - **Traffic volumes decreased** by 20% in the eastbound direction (from 10,258 to 8,256 vehicles)
 - **Traffic volumes decreased** by 15% in the westbound direction (from 11,875 to 10,128 vehicles)
- Neptune Avenue to Fries Avenue
 - **Traffic volumes decreased** by 20% in the eastbound direction (from 10,201 to 8,156 vehicles)
 - **Traffic volumes decreased** by 20% in the westbound direction (10,628 to 8,535 vehicles)
- Broad Avenue to Eubank Avenue

⁹ Because there were no scooter riders in the post-project period on this segment, there is no data on the change in sidewalk riding.

- **Traffic volumes decreased** by 14% in the eastbound direction (from 8,116 to 6,966 vehicles)
- **Traffic volumes decreased** by 15% in the westbound direction (from 8,827 to 7,501 vehicles)

Overall, volumes decreased by 17% on average for the corridor as a whole.

Below is a summary of the observed travel time changes on Anaheim Street between Figueroa Street and Eubank Avenue¹⁰:

- Westbound
 - Morning peak hours (7-10 AM): **increase** of 11 seconds
 - Afternoon peak hours (3-6 PM): **increase** of 10 seconds
 - 24-hour average: **increase** of 8 seconds
- Eastbound
 - Morning peak hours (7-10 AM): **increase** of 32 seconds
 - Afternoon peak hours (3-6 PM): **increase** of 39 seconds
 - 24-hour average: **increase** of 23 seconds

Vehicle travel time did increase but much less than the traffic study forecasted.

LADOT analyzed vehicle volumes and speeds on three residential streets parallel to Anaheim Street to determine if cut-through traffic resulted from the project¹¹:

- Denni Street between Ronan Avenue and Neptune Avenue
- Opp Street between Fries Avenue and Avalon Boulevard
- G Street between Broad Avenue and Eubank Avenue/George De La Torre Jr Avenue

The results of this analysis are below:

- Denni Street
 - Volumes **increased** by 3% in the eastbound direction (from 670 to 690 vehicles) and **decreased** by 1% in the westbound direction (from 543 to 540 vehicles)
 - High-end speeding **decreased** by 25% in the eastbound direction and **increased** by 134% in the westbound direction
 - Average speed **decreased** from 18 MPH to 15 MPH in the eastbound direction and **decreased** from 18 MPH to 16.5 MPH in the westbound direction
- Opp Street
 - Volumes **decreased** by 26% in the eastbound direction (from 3694 to 2729 vehicles) and **decreased** by 7% in the westbound direction (from 2235 to 2086 vehicles)
 - High-end speeding **increased** by 35% in the eastbound direction and **increased** by 107% in the westbound direction
 - Average speed **decreased** from 23 MPH to 18.5 MPH in the eastbound direction and **decreased** from 25 MPH to 20.5 MPH in the westbound direction
- G Street

¹⁰ LADOT used data from INRIX, a platform that aggregates data from connected cars, smart devices, cameras, and sensors. The pre-project period includes Tuesdays through Thursdays in January 2022. The post-project period includes Tuesdays through Thursdays in January 2024.

¹¹ The pre-project period includes Mondays through Fridays in November 2022. The post-project period includes Mondays through Fridays in January 2024.

- Volumes **decreased** by 27% in the eastbound direction (from 1154 to 846 vehicles) and **increased** by 13% in the westbound direction (from 895 to 1014 vehicles)
- High-end speeding **increased** by 69% in the eastbound direction and **increased** by 26% in the westbound direction
- Average speed **decreased** from 24 MPH to 21 MPH in the eastbound direction and **decreased** from 24 MPH to 19.5 MPH in the westbound direction

The results of this analysis indicate that vehicle volumes and average speeds have mainly decreased on parallel streets, but there has been an overall increase in high-end speeding.

LADOT analyzed the behavior of people¹² at the protected bicycle left-turn lanes at Anaheim Street and McDonald Avenue, Lagoon Avenue, and Lakme Avenue¹³. This analysis included the percentage of people using the turn lane versus traveling through the bollards to make left turns from Anaheim Street onto the minor streets, as well as people crossing Anaheim Street from the minor streets. The results of this analysis are below:

- McDonald Avenue
 - Utilization of center turn lane **decreased** from 67% to 33% from 2023-24
- Lagoon Avenue
 - Utilization of center turn lane **decreased** from 11% to 9% from 2023-24
- Lakme Avenue
 - Utilization of center turn lane **increased** from 33% to 50%

It is important to note that these percentages represent relatively small volumes of people turning at the intersection (estimated at no more than 11). These observations took place during peak commute hours on weekdays and may not fully represent the amount of activity taking place at these intersections. It is also apparent that there is a need for additional education of the purpose and appropriate use of these center turn lanes. LADOT is considering additional design changes to increase awareness of where bicyclists should be traveling at these locations, such as the addition of green paint to guide people from minor streets to the center turn lanes.

Many of the traffic safety indicators that LADOT studied for the project have been positive. There was a reduction in vehicle volumes on Anaheim Street, and more drivers are traveling at or below the speed limit. High-end speeding declined in the eastbound direction, while in the westbound direction there have been mixed results. Even though vehicle travel times increased slightly throughout the corridor, this change was not as impactful as LADOT's traffic study had stated it would be. Cut-through traffic on residential streets has not emerged as a major concern since vehicle volumes and average vehicle speeds on the study streets have mainly decreased, but LADOT will continue to monitor the area for high-end speeding. LADOT will gather additional information to determine if high-end speeding is occurring at a certain time of the day and identify further design refinements to deter high-end speeding.

LADOT also observed an increase in active modes of travel following the installation of the project. The addition of bike lanes resulted in a significant decrease of people riding bikes on the sidewalk and instead opting to ride in the street. The addition of protected bicycle center turn lanes had mixed results,

¹² This includes people riding bikes, scooters, or skateboards.

¹³ There were no protected bicycle left-turn lanes in the pre-project period. LADOT analyzed behavior at two points in the post-project period: Mondays through Fridays in April 2023 and February 2024, from 7AM-9AM and 3PM-6PM.

which LADOT will address through increased education efforts and modifications to the design. Crash rates decreased throughout the project area, and future treatments will further improve conditions.

Amending Motion

In June 2023, City Council approved an amending motion to this Council File to direct LADOT to report back with an assessment of the nearby impacts of ongoing and future projects' construction activity and road closures on the effectiveness of the Anaheim Street traffic safety improvements. A related report from [Council File 23-0704](#) provides information on these projects and appropriate detour routes. The projects include those listed below:

- Vincent Thomas Bridge Deck Replacement Project (*Construction scheduled November 2026 to March 2028*)
- Alameda Street widening from Anaheim Street to Pacific Coast Highway (*Construction scheduled August 2026 to July 2028*)
- Alameda Street widening from Harry Bridges to Anaheim Street (*Construction scheduled May 2026 to April 2027*)
- Anaheim Street widening from Farragut Avenue to the Dominguez Channel (*Construction scheduled January 2027 to December 2027*)

As this evaluation has shown, the traffic calming elements of the Anaheim Street project are working as intended to prioritize the safety of all road users and discourage detouring traffic. Additionally, semi-trucks have been and will continue to be prohibited on Anaheim Street west of Eubank Avenue, which corresponds to the limits of the lane reconfiguration. Any detours of semi-trucks resulting from these other projects will not alter this prohibition. Directing semi-trucks and other vehicles to use Anaheim Street as a detour route would also contradict the objective of the Vision Zero project, as this change would increase conflicts between drivers and vulnerable road users and could result in an increase in severe and fatal crashes. A 2024 study found that, as of 2022, large trucks accounted for 5 percent of registered vehicles but were involved in 10 percent of fatal crashes.¹⁴ Alternative parallel streets, such as Harry Bridges Boulevard, Pacific Coast Highway (CA-1), and Sepulveda Boulevard, are available as more appropriate detour routes.

The \$32 million ATP project is contingent upon the new street design on Anaheim Street. The project will build upon the initial improvements and maximize the traffic safety benefits by upgrading the paint and plastic elements in concrete and by constructing new and upgraded signals. Construction for the ATP project is scheduled to begin construction in 2027 and would be completed in 2030.

FISCAL IMPACT

There is no financial impact associated with the recommendation in this report.

LRC:DM:ck
Attachments

¹⁴ "Traffic Safety Facts - 2022 Data - Large Trucks." *Traffic Safety Facts*, National Highway Traffic Safety Administration, July 2024, crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813588.pdf.

ATTACHMENTS

ATP & “Quick Build” Community Engagement**Outreach**

During the development of the grant application, LADOT oversaw community outreach efforts for the Wilmington ATP Project, which included:

- CicLAvia Wilmington (August 2021)
- Neighborhood Council Engagement (January 2022, March 2022, and April 2022)
 - LADOT gave a virtual briefing to Wilmington Neighborhood Council at the January 25th, 2022 Board Meeting to begin the outreach process.
 - Emailed Neighborhood Council Chair in March 2022 with a request to present at the March 2022 Board Meeting. No response was received by LADOT.
 - Emailed Neighborhood Council Chair in April 2022 with an invitation to participate in a focus group to provide feedback on the ATP project concepts. No response was received by LADOT.
- Kick-off Meeting with Community Partners (January 2022)
- Creation of a Fact Sheet about the project
- Surveys (1st survey: 1/2022 to 3/2022; 2nd survey: 3/2022 to 4/2022), both digitally and paper
- 11,171 Mailers sent out the week of 1/5/2022 to addresses within the project area bounded by Pacific Coast Highway on the north, Henry Ford Ave and Alameda St on the east, Harry Bridges Blvd on the south, and the 110 Freeway on the west.
- Presentation Boards showcased the proposed project design concepts both online and at in-person events.
- Street Charrettes (May 2022)
- Email blast on 3/25/2022
- Tabling at Banning Park (4/7/2022)
- Wilmington Resource Fair (4/9/2022)
- Virtual Focus Group (4/15/2022)
- Heart of the Harbor Community Farm Grand Opening (4/30/2022)
- Community Briefings (Summer 2022 through Winter 2023) with:
 - LA Walks, Providence Health Center Wilmington Chamber CEO, Wilmington Rotary Club, LA Port, Wilmington Senior Center
- Tablings:
 - 09/01/22: El Super, 120 W Anaheim St. Wilmington, CA 90744
 - 09/15/22: 99 Cent Store, 401 w Anaheim St. Wilmington, CA 90744
 - 09/16/22: Food 4 Less, 336 W Anaheim St, Wilmington, CA 90744
 - 09/20/22: Wilmington Farmers Market
 - 09/22/22: Bus stop at Anaheim and Avalon (southwest corner)
 - 09/22/22: Bus stop at Anaheim and Fries

- 09/26/22: Bus stop at Anaheim and Wilmington
 - 11/05/22: Wilmington Art Walk, Dia De los Muertos Art Walk
- Community Briefings:
 - 11/15/22: Abode Communities, 326 King Ave. Wilmington, CA 90744
 - 12/08/22: Small Business outreach meeting at SBCC, 540 N. Marine Ave. Wilmington CA 90744
 - 12/13/22: Harbor Community Teen Center, 612 W. E St. Wilmington CA 90744
 - 12/14/22: Abode Communities, 550 King Ave. Wilmington, CA 90744
- Flyering:
 - 11/05/22: YMCA Day of the Dead 5K Walk/Run
 - 11/05/22: Wilmington Art Walk, Dia De los Muertos Art Walk
 - 11/05/22: Club Latino, Wilmington Senior Center

In order for the State to award ATP funding, a project generally has to demonstrate the following with regards to community outreach:

1. Substantial, documented community outreach took place *before* the grant application was submitted (coordinated outreach efforts performed by LADOT)
2. The applicant (in this case, StreetsLA) commits to significant community outreach efforts if the grant funding is awarded

By virtue of the substantial funding awarded to StreetsLA for the Wilmington ATP Project, the State determined that our application satisfied both #1 and #2 above. In the successful grant application for the Wilmington ATP Project, the City proposed the following types of community outreach and is committed to the following when the ATP project begins:

- *The City will continue to work closely with more than 15 CBOs and health care educators in the Wilmington community who provide support related to social services, public health and more.*
- *The City Council District Office and collaboration with CBOs will work closely to continue sharing information about the project and garner feedback through intercept surveys, door knocking, and community events such as CicLavia and Firefly night (hosted bike education and bike light giveaway).*
- *The City will provide education and encouragement activities through the City's Vision Zero Program and Safe Routes to school program.*
- *The City is also in the early stages of identifying key corridors for Safe Routes for Seniors based on the neighborhood enhanced streets and pedestrian district streets (identified in the Mobility Plan 2035).*

WILMINGTON SAFE STREETS ANAHEIM STREET SAFETY IMPROVEMENTS

Summer 2022

Project Limits: Anaheim St from Figueroa St to Henry Ford Ave (2.2 miles)

ABOUT THE PROJECT

The City of Los Angeles named Anaheim St a Vision Zero Priority Corridor in 2017 due to the high number of crashes that have killed or severely injured people, particularly those walking or biking. In Fall 2022, the Los Angeles Department of Transportation (LADOT) will reorganize the street to calm traffic, save lives, and improve connectivity for all street users.

Removing one travel lane in each direction between Figueroa St and Eubank Ave will slow down speeding drivers, give people on bikes dedicated space to travel, allow for predictable vehicle turning movements, and provide more on-street parking. The new design will also install curb extensions with paint and plastic bollards.

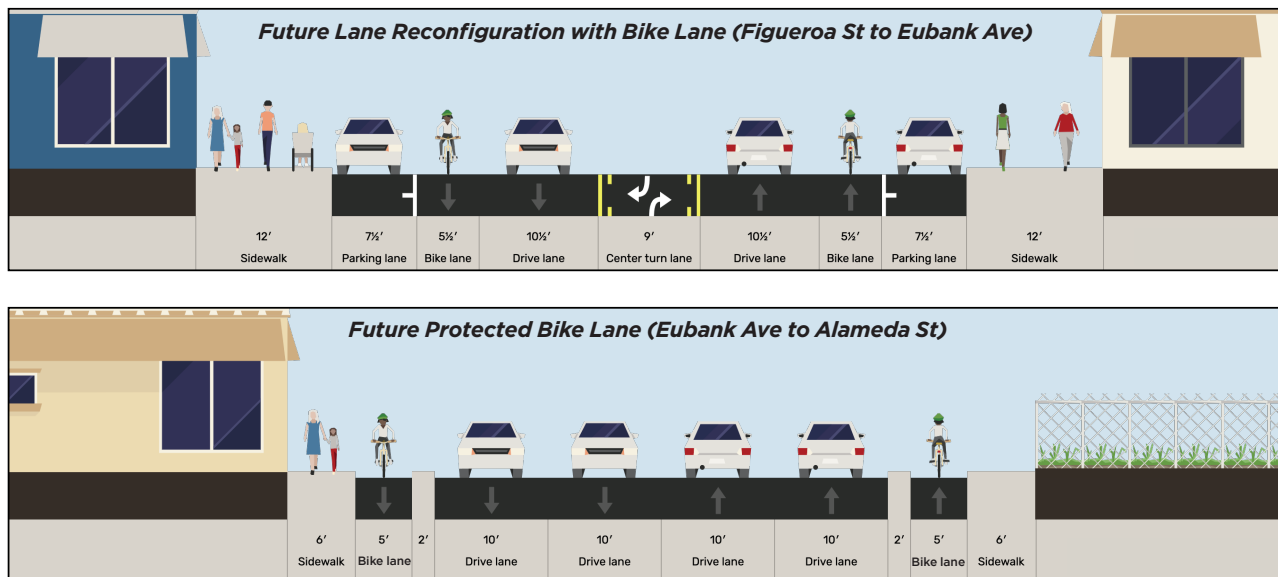
Removing parking between Eubank Ave and Alameda St will provide space for a new bike lane protected from vehicles by plastic bollards. This will allow for a continuous bike network while balancing the needs of all roadway users.

In addition, the City is seeking grant funding through California's Active Transportation Program (ATP) for



Rendering of future design at the intersection of Anaheim St and Marine Ave

long-term improvements to Anaheim St and key neighborhood streets in Wilmington. Known as Wilmington Safe Streets, this project includes upgrades to sidewalks, traffic signals, and pedestrian crossings; bicycle intersection improvements; and pedestrian-scale lighting and street trees on Anaheim St. The project would also build out the planned protected bike lanes and curb extensions on Anaheim St using concrete.



PROJECT TIMELINE (SUBJECT TO CHANGE)



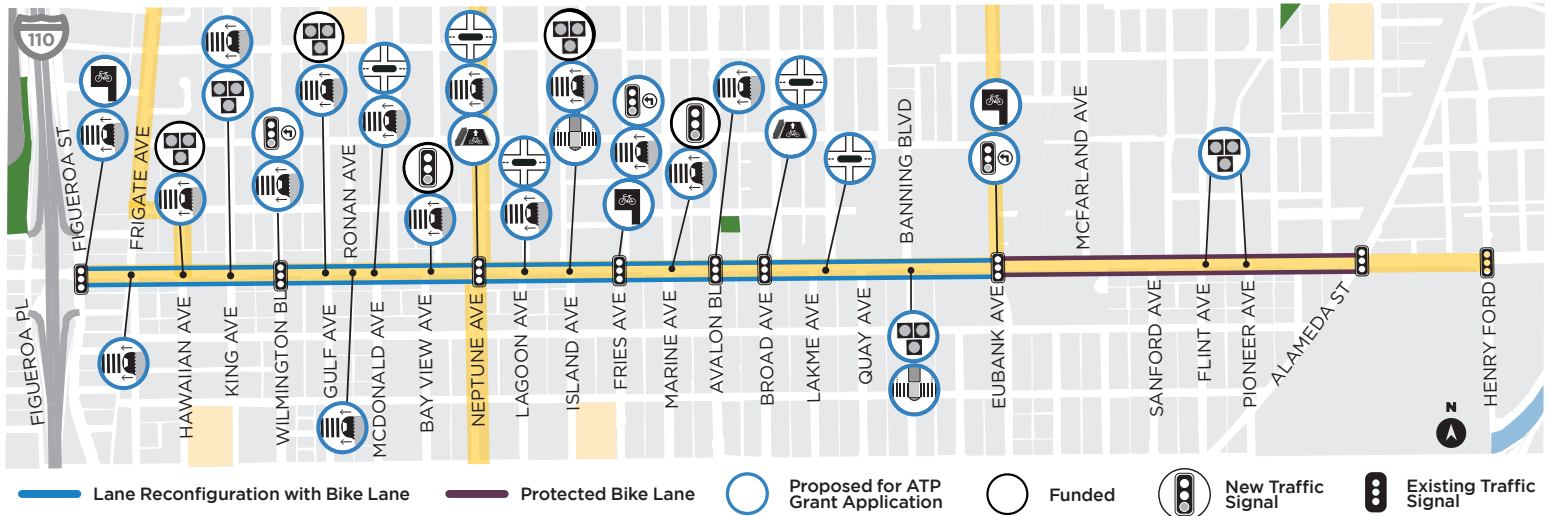
WILMINGTON SAFE STREETS

ANAHEIM STREET SAFETY IMPROVEMENTS

Summer 2022

Project Limits: Anaheim St from Figueroa St to Henry Ford Ave (2.2 miles)

PROJECT FEATURES

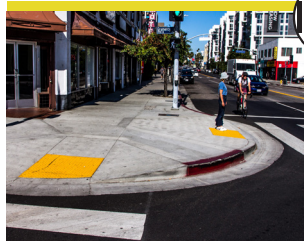


Pedestrian Hybrid Beacon



- Turns yellow, then solid red to stop drivers; dark when not activated
- Reduces pedestrian crashes by 55%

Curb Extension



- Reduces crossing distance for pedestrians
- Slows down vehicles turning right

Intersection Median



- Eliminates unsafe left turns onto minor streets
- Can give people on bikes a safe path through intersections

Left Turn Signal Upgrade



- Reduces conflicts between left-turning vehicles and pedestrians by 99%

Bicycle Box



- Gives people on bikes space to wait at a signalized intersection

Protected Intersection



- Concrete islands with curbside bike lane provide low-stress bike travel through an intersection

Pedestrian Refuge Island



- Gives pedestrians space to pause when crossing the street
- Reduces pedestrian crashes by 56%

Pedestrian-scaled Lighting



- Improves nighttime visibility
- 395 lights planned to be added or upgraded along Anaheim

Street Trees



- Improve air quality and provide shade

CALLES SEGURAS DE WILMINGTON

MEJORAS A LA SEGURIDAD DE ANAHEIM STREET

Verano de 2022

Límites del proyecto: Anaheim St desde Figueroa St hasta Henry Ford Ave (2.2 millas)

SOBRE EL PROYECTO

La Ciudad de Los Ángeles nombró a Anaheim St un Corredor Prioritario de Visión Cero en 2017 debido al alto número de colisiones que han matado o lesionado gravemente a las personas, especialmente a los peatones y a los ciclistas. En otoño de 2022, el Departamento de Transporte de Los Ángeles reorganizará la calle para calmar el tráfico, salvar vidas y mejorar la conectividad para todos los usuarios de la calle.

Quitar un carril de circulación en cada dirección entre Figueroa St y Eubank Ave disminuirá la velocidad de los conductores que circulan muy rápido, dará a los ciclistas un espacio dedicado para circular, permitirá movimientos de giro predecibles para los vehículos, y proveerá más estacionamiento en la calle. El nuevo diseño instalará también extensiones del borde de la acera con pintura y bolardos de plástico.

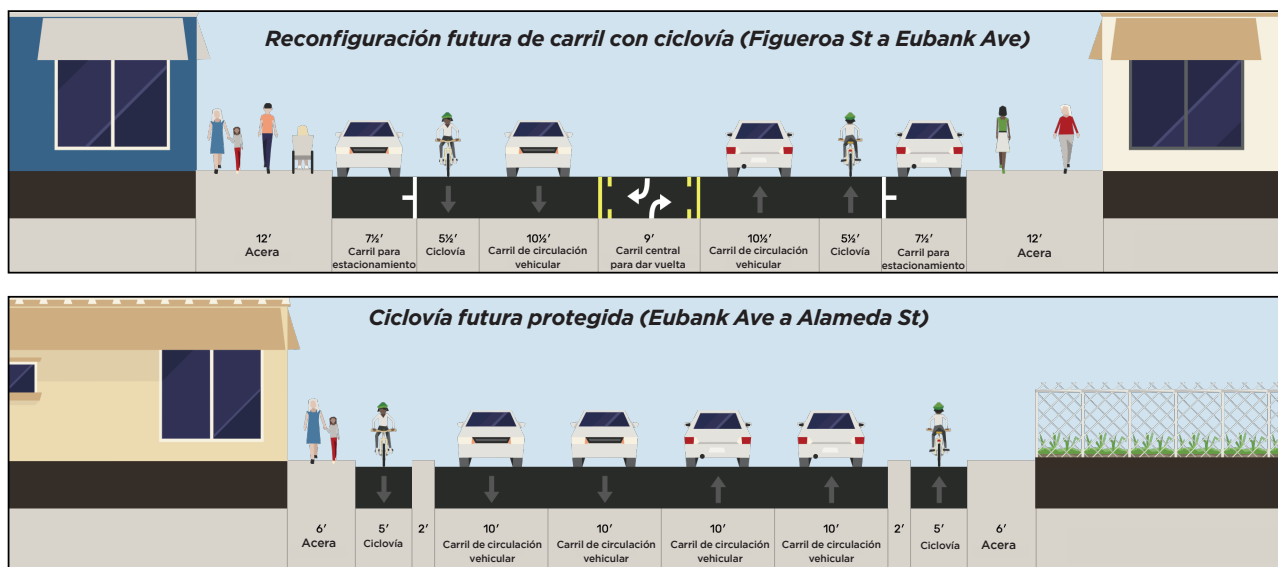
Quitar el estacionamiento entre Eubank Ave y Alameda St proveerá espacio para una nueva ciclovía protegida de los vehículos mediante bolardos de plástico. Esto permitirá una red ciclista continua, mientras equilibra las necesidades de todos los usuarios del camino.

Además, la Ciudad está buscando fondos de subvención

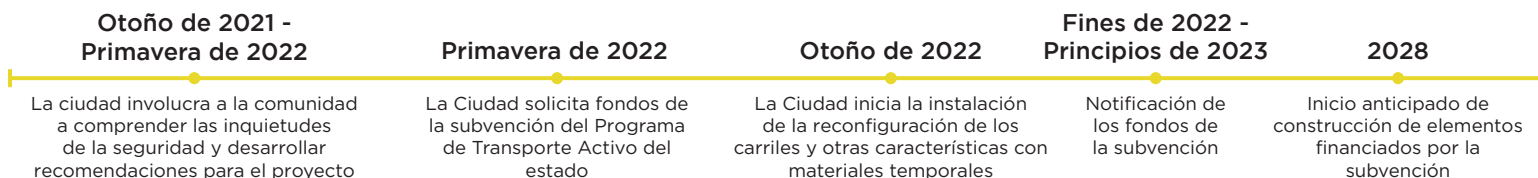


Representación del diseño futuro en la intersección de Anaheim St y Marine Ave

a través del Programa de Transporte Activo de California para hacer mejoras a largo plazo a Anaheim St y a calles clave del vecindario en Wilmington. Conocido como Calles Seguras de Wilmington, este proyecto incluye mejoras a las aceras, semáforos y cruces peatonales; mejoras a las intersecciones de bicicletas e iluminación a la escala de los peatones y árboles en la calle en Anaheim St. El proyecto construiría también los carriles protegidos para bicicletas que están planeados, y las extensiones del borde de la acera en Anaheim St usando concreto.



CRONOGRAMA DEL PROYECTO (SUJETO A CAMBIOS)



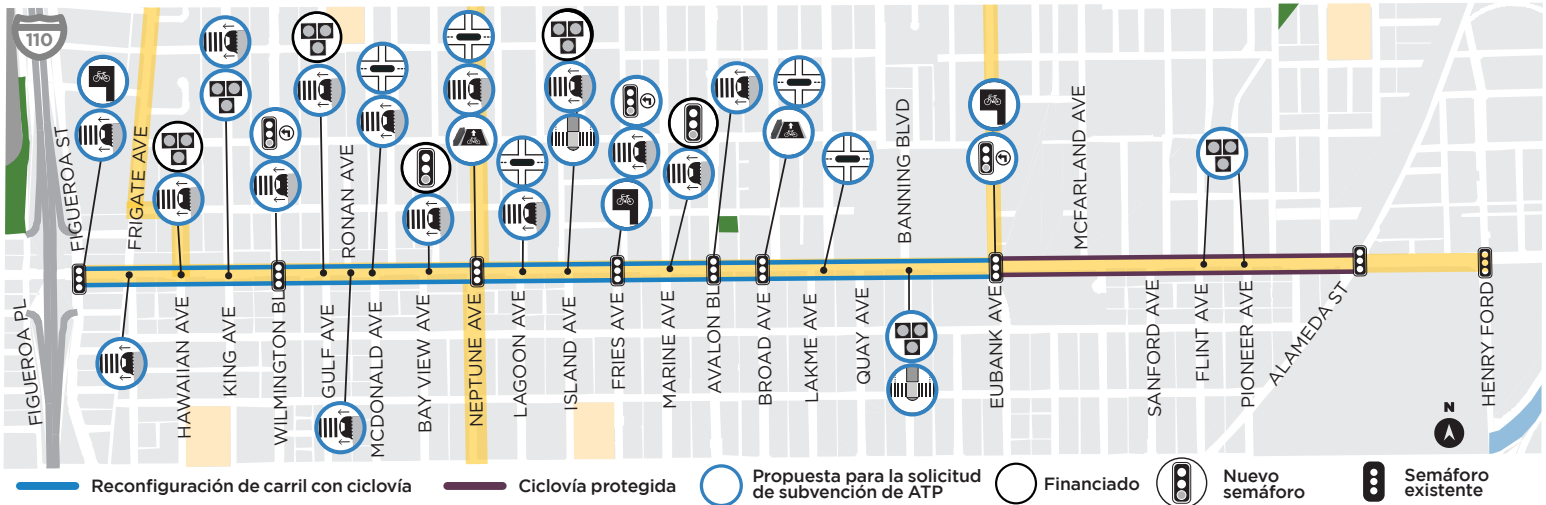
CALLES SEGURAS DE WILMINGTON

MEJORAS A LA SEGURIDAD DE ANAHEIM STREET

Verano de 2022

Límites del proyecto: Anaheim St desde Figueroa St hasta Henry Ford Ave (2.2 millas)

CARACTERÍSTICAS DEL PROYECTO



Faro híbrido para peatones



- Cambia a amarillo, luego a rojo sólido para detener a los conductores; oscuro cuando no está activado
- Reduce las colisiones con peatones en un 55 %

Mejora al semáforo de vuelta a la izquierda



- Reduce conflictos entre los vehículos que dan vuelta a la izquierda y los peatones en un 99 %

Isla de refugio para peatones



- Les proporciona a los peatones espacio para hacer una pausa al cruzar la calle
- Reduce las colisiones con peatones en un 56 %

Extensión del borde de la acera



- Reduce la distancia que los peatones tienen que cruzar
- Disminuye la velocidad de los vehículos que dan vuelta a la derecha

Caja para bicicletas



- Les proporciona a las personas en bicicletas un espacio para esperar en una intersección señalizada

Iluminación a la escala de los peatones



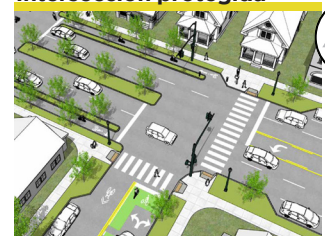
- Mejora la visibilidad durante la noche
- Se planea añadir o mejorar 395 luminarias a lo largo de Anaheim

Mediana divisoria en la intersección



- Elimina vueltas a la izquierda inseguras a las calles laterales
- Puede proporcionar a las personas en bicicletas un trayecto seguro a través de las intersecciones

Intersección protegida



- Islas de concreto con una ciclovía en el borde de la acera que proporcionan viajes en bicicleta de bajo estrés a través de una intersección

Árboles en la calle



- Mejoran la calidad del aire y proporcionan sombra