CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: November 18, 2024

To: Honorable City Council
c/o City Clerk, Room 340
Attention: Honorable Heather Hutt, Chair, Transportation Committee

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

Subject: **SPEED SAFETY PROGRAM INTO NON-VISION ZERO ARTERIALS AND NON-RESIDENTIAL LOCAL AND COLLECTOR STREETS**

SUMMARY

As directed by the Los Angeles City Council (Council) in Council File (CF) 23-0204, this report describes the steps the City of Los Angeles Department of Transportation (LADOT) can take to expand our efforts to mitigate driver speeding beyond the City's Vision Zero priority corridors, Active Transportation Programs, and Residential / School Speed Hump programs, including the additional resources necessary to effectuate this change.

RECOMMENDATION

That the City Council NOTE and FILE this report.

BACKGROUND

On August 16, 2023, LADOT presented an evaluation report on the previously installed speed table pilot along arterial streets as directed in the first instruction of this Council File.

To study outcomes of the speed table pilot, LADOT collected data on vehicle speeds, reported traffic collisions, and traffic volumes where speed tables were constructed on Broadway Street, Temple Street, Riverside Drive, Bluff Creek Drive, and Pacific Avenue. LADOT found speed reductions at all pilot locations except Broadway. The average driving speed across the five corridors decreased by 10 percent. The 85th percentile speed, or the speed at or below which 85 percent of the drivers travel, also decreased by approximately 4 MPH, or 13 percent on average at locations where LADOT installed speed tables. The Department studied speeds within a quarter (¼) mile and half (½) mile after the speed tables and found diminishing results outside of the treatment area. This implies that speed tables slow down drivers within the immediate area of the treatment but does not alter driver behavior in other parts of the corridor. LADOT also observed through vehicle speed data collected immediately before uncontrolled crosswalks that speed tables are particularly effective adjacent to uncontrolled crosswalks.

Through a comparison of average crash data five years prior to and one year after speed table installation, LADOT found a 67 to 100 reduction in total annual crashes, and a 75 to 100 percent reduction in crashes that LAPD reported were caused by unsafe speeds.
Overall, LADOT's preliminary analysis confirmed speed tables effectively reduce crashes and lower driving speed, with no measurable impact to adjacent streets.

This second report presents additional speed reduction opportunities outside of LADOT's existing programs that can either (a) be expanded or incorporated into existing funded programs/processes, or (b) be established separately as its own program or an expanded programmatic approach with additional resources and significant staffing. LADOT does not have dedicated funding or staffing levels in its current allocated budget to continue maintaining the current pilot program or add additional locations outside its existing funded priorities and legal mandates.

DISCUSSION

Driver speeding is one of the primary contributing factors of fatal and severe injury (KSI) crashes on roadways. LADOT manages a variety of street design programs to mitigate driver speeding including the Vision Zero Program, the Active Transportation Program, and the school and residential speed hump programs. LADOT is also leading the implementation of the City's speed safety camera pilot program, authorized by Assembly Bill 645 which allows LADOT to install 125 speed safety systems that can automatically send citations to drivers exceeding the posted speed limit by at least 11 miles per hour. LADOT will report back on this effort as progress is made, but anticipates identifying locations to implement this pilot program during Fiscal Year (FY) 24-25. LADOT anticipates installation of speed safety systems on roadways during FY 25-26. Collectively, these programs advance the City's efforts to create a safer network of streets for all roadway users.

<u>Vision Zero Program</u>

In 2015, former Mayor Garcetti's Executive Directive No. 10 established the Vision Zero initiative, "declaring safety to be the number one goal in designing and building our streets and sidewalks." Following this directive, LADOT developed the City's High Injury Network (HIN) to identify the streets with the highest rates of KSI in order to prioritize investments in safety treatments across the City's over 7,500 miles of roadway. Using publicly available crash data in 2015, LADOT analyzed severe and fatal crashes to identify 490 miles of HIN streets. LADOT updated the HIN with new crash data in 2018 which expanded the HIN to 509 miles.

Within the HIN, LADOT identifies Priority Corridors to guide its work plan based on KSIs. Council adopted Priority Corridor lists in 2017, 2019, and 2021. Recognizing that some of the locations with the highest KSIs are singular intersections and not entire corridors, Council also adopted Priority Intersections in 2019 and 2021. At this time, there are a total of 71 Priority Corridors and 90 Priority Intersections.

LADOT prioritizes safety improvements on the High Injury Network (HIN), and more specifically, focuses City resources on the adopted Priority Corridors applying best practices that are proven to reduce the likelihood of severe and fatal crashes. Vision Zero is both a funded and staffed program, as well as a philosophy incorporated across all areas of project and program delivery. LADOT utilizes the following safety tools that have a focus on reducing driver speeding:

- Lane Reconfiguration (typically reducing the number of general purpose lanes, making it harder for drivers to speed, especially during times with higher traffic volumes)
- Intersection tightening (to reduce the speed of turning drivers traveling around corners)
- Signal modifications such as rest-in-red operation (to slow down drivers passing through signalized intersections)
- Speed Tables (to reduce speeding through vertical deflection)

Active Transportation Program

LADOT advances lane reconfigurations as part of the implementation of bicycle facilities under the City's Mobility Plan 2035, as designated in the Bicycle Enhanced and Bicycle Lane Networks. The Active Transportation Program also implements treatments on local and connector streets designated in the Neighborhood Enhanced Network, which often include traffic calming features and diverters/modal filters (which allow through bicycle traffic but force vehicle traffic to turn onto other streets, discouraging them from using the street altogether).

Residential / School Speed Hump Program

LADOT manages a request-based residential speed hump program that delivers speed humps on approximately 100 residential street segments (about six street segments per council office) with an annual budget of $1,900,000 and four funded staff positions. Demand for residential speed humps consistently exceeds both available funding and staff capacity. The fiscal year budget for 2024-25 decreased the budget for this program from $1,900,000 to $715,247, a 62% reduction. The proposed funding level for the next cycle reduces the number of street segments that will receive speed humps from 100 to 38, equating to two to three street segments per council office. LADOT is assessing the possible revamp of this program to move from a request-based program to a data-driven approach and will present recommendations in a future report.

LADOT received an additional $2,000,000 and three funded positions in FY 2023-2024 to expand the residential speed hump program to install speed humps and speed tables adjacent to schools. This funding level allowed for new speed humps and speed tables to be installed at the top 50 schools in most need. The fiscal year budget for 2024-25 decreased the budget for program expansion to $1,245,366, a reduction of 37%, and was funded by the Local Transportation Fund in an account titled "Arterial Speed Management - Schools." The funding reduction in FY 2024-25 will result in speed humps and speed tables at an additional 30 schools only. As instructed in CF 23-0306, LADOT submitted a report with a revised prioritization methodology to rank schools based on their need for street safety improvements, and the Department will report back the results and provide recommendations for the next set of schools for speed humps and speed tables for this fiscal year.

Program Criteria and Opportunities for Additional Speed Reduction Strategies

Lane reconfiguration projects, signal modifications, and speed humps / tables require a significant expenditure of resources and capital cost, especially if they require roadway resurfacing, which in turn requires accessibility upgrades. Expanding such projects beyond the currently funded programs would require scaling or duplicating the teams currently managing those efforts under Vision Zero, Active Transportation, and the Speed Humps programs. LADOT's current resources are advancing safety and

active transportation projects based on (a) corridors with a high safety ranking and (b) corridors that advance our active transportation policies. There may be opportunities to integrate some new signal upgrades and speed tables into our planned lane reconfiguration projects if additional funding is identified. Integrating treatments such as lane reconfigurations with low impacts/trade-offs and resultant outreach are expected to be nominal. Projects with higher impacts and trade-offs cannot easily be absorbed into existing work streams without additional staff and funding. As part of CF 23-0306, LADOT will provide a report identifying the feasibility and cost of installing speed humps and tables at all uncontrolled school crosswalks in the City, which will further expand on the resources needed for speed tables.

FINANCIAL IMPACT

There is no impact to the General Fund associated with the recommendations of this report. The FY 2024-25 budget programmed approximately $30 million in capital funding for the Vision Zero Program (similar to previous years), and eliminated about $7.8 million from the Active Transportation Program through the elimination of the annual Measure R 5% set aside for the bicycle program and 5% set aside for the pedestrian program. The FY 2024-25 budget also included a 62% reduction (to $715,247) from the FY 2023-24 budget for the residential speed hump program, a reduction to $1,245,366 for speed humps/tables around school sites (74% lower than in 2023-24), and a reduction in funding for striping and signs by 22% which has directly impacted district-led improvements.

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