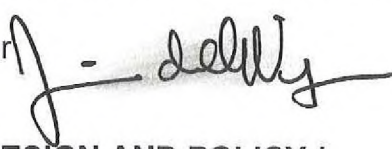


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: December 17, 2012

To: The Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Bill Rosendahl, Chair, Transportation Committee

From: Jaime de la Vega, General Manager
Department of Transportation 

Subject: **HIGH-VISIBILITY CROSSWALK DESIGN AND POLICY /
CONTINENTAL CROSSWALKS**

SUMMARY

This report describes the new high-visibility crosswalk design and policy that the Los Angeles Department of Transportation (LADOT) has adopted and is implementing to improve pedestrian safety and make the City of Los Angeles' built environment more pedestrian friendly.

RECOMMENDATION

That the Transportation Committee RECEIVE AND FILE the report.

DISCUSSION

LADOT is implementing a new crosswalk design for a high visibility marking pattern that serves to advise motorists that pedestrians may be present. The design is based on empirical research about motorist visibility of crosswalks and the advice of LADOT transportation engineers and pedestrian coordinators.

The new "continental crosswalk" design consists of two-foot-wide longitudinal stripes (the two transverse lines are omitted), paired with a limit (stop) line setback from the crosswalk to reduce vehicular encroachment into the crosswalk. (See attachment for diagram.) This design also is referred to as a "piano" or "zebra" crosswalk in some literature.

The continental crosswalk design is part of the city's effort to increase the focus on pedestrian issues. LADOT will be rolling out additional new initiatives aimed at improving pedestrian safety and reducing collisions, injuries and fatalities.

The initial implementation took place on Tuesday, December 11, 2012 at the intersection of 5th Street and Spring Street, but was formally announced today. This intersection is one of the top 50 locations in the city with the highest number of vehicle-

pedestrian collisions. The remaining locations from the top 50, plus the highest incident intersection in each Council District, for a total of 53 locations, will be upgraded by March of 2013.

The top 50 locations represent only 1% of intersections citywide, but 5% of vehicle-pedestrian collisions. Of the top 50 locations, 84% are adjacent to major transit lines (rail & bus rapid transit) or schools.

The new design standard will replace both parallel, transverse lines at signalized intersections as well as the ladder crosswalk at uncontrolled locations. The goal is to upgrade all crosswalks in the city as quickly as possible, subject to the availability of funds.

LADOT is prioritizing crosswalk upgrades based on quantitative data on vehicle-pedestrian collisions. Crossing upgrades will be prioritized at the highest collision locations and near schools, transit stations, and bike path crossings.

The new crosswalk design standard will be applied to the design of all new development, transit, and other public works projects.

BACKGROUND

The hiring of a pedestrian coordinator was initiated on November 1, 2011 by a motion by Councilmember Eric Garcetti (C.F. 11-1872). The City Council (May 2, 2012 approval) and Mayor (May 7, 2012 concurrence) formally expanded LADOT's focus on pedestrian issues through the approval of two new pedestrian coordinator positions. The Managed Hiring Committee subsequently authorized and LADOT hired a full-time pedestrian coordinator and full-time assistant pedestrian coordinator to supplement our transportation engineers and enhance our pedestrian program.

FISCAL IMPACT

There is no fiscal impact and no new funds are required. Implementation will be funded through the use of the city's Measure R Local Return funds set aside for pedestrian improvements by the Mayor and City Council in the adopted fiscal year 2012-2013 budget. Current Mayor and City Council policy sets aside 10% of Measure R Local Return Funds for the pedestrian and bicycle programs.

Attachment: Continental Crosswalk Fact Sheet

Continental Crosswalks Fact Sheet

What's new?

- New crosswalk design standard
- Higher visibility to advise motorists that pedestrians may be present
- White color (standard) or yellow (near schools)
- Set-back limit line to reduce vehicular encroachment into crosswalk

Goals

- Improved pedestrian safety
- Reduced collisions, injuries & fatalities

Why now?

- Part of increasing focus on pedestrian issues by Mayor, City Council & LADOT

How were locations selected?

- 50 intersections with the highest number of vehicle-pedestrian collisions
- Plus highest incident location in each Council District

What's the implementation schedule?

- 53 intersections upgraded by March 2013

What's next?

- Conversion of all crosswalks citywide (subject to avail. of funds)
- New standard for all development and transit projects
- Future locations prioritized near schools, transit stations & high incident intersections

Background

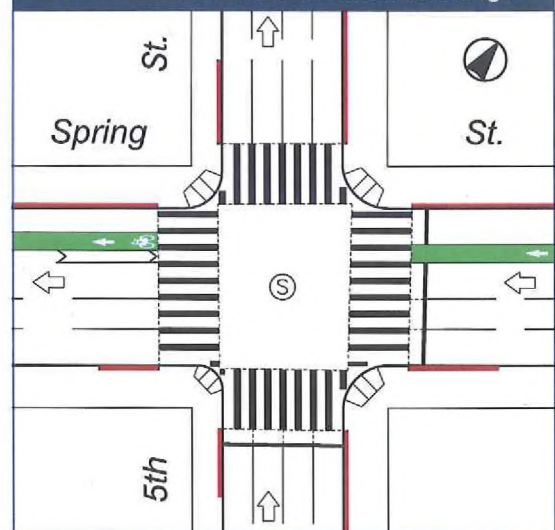
- Top 50 locations are 1% of intersections citywide but 5% of vehicle-pedestrian collisions
- 84% of top 50 locations adjacent to major transit lines (rail & bus rapid transit) or schools
- Average cost is \$2,500 per crosswalk, or \$530,000 for first 53 intersections
- Funded through city's Measure R funds set aside for pedestrian improvements by Mayor and City Council

Crosswalk Marking Designs

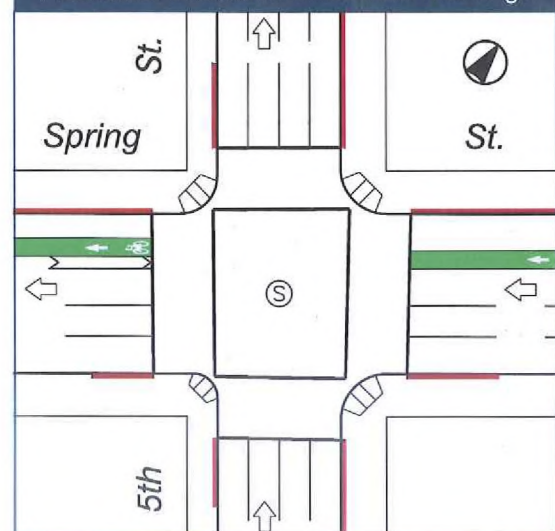
Standard Ladder Continental



New: Continental Crosswalk Markings



Previous: Standard Crosswalk Markings



LADOT

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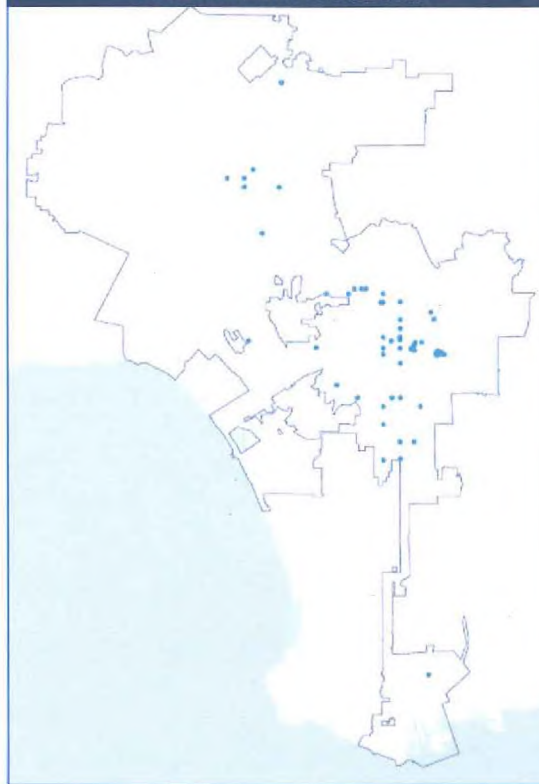
Top 50 High Pedestrian-Related Collision Intersections

RANKING**	INTERSECTION	COLLISIONS (0'-20')	COUNCIL DISTRICT
1	7TH ST & ALVARADO ST	25	1
2	HIGHLAND AVE & HOLLYWOOD BLVD	21	13
3	SLAUSON AVE & WESTERN AVE	19	8
4	6TH ST & UNION AVE	19	1
5	5TH ST & SPRING ST	19	14
6	5TH ST & MAIN ST	18	14
7	HOLLYWOOD BLVD & VINE ST	18	13
8	BROADWAY & FLORENCE AVE	18	9
9	ECHO PARK AVE & SUNSET BLVD	18	13
10	WESTERN AVE & WILSHIRE BLVD	18	10
11	OLYMPIC BLVD & VERMONT AVE	17	10
12	LA BREA AVE & SUNSET BLVD	16	4
13	3RD ST & VERMONT AVE	16	10
14	LA BREA AVE & RODEO RD	16	10
15	VERNON AVE & WESTERN AVE	16	8
16	MANCHESTER AVE & WESTERN AVE	16	8
17	OLYMPIC BLVD & WESTERN AVE	16	10
18	6TH ST & BROADWAY	16	14
19	MLK JR BLVD & VERMONT AVE	16	9
20	PICO BLVD & WESTERN AVE	16	10
21	BONNIE BRAE ST & OLYMPIC BLVD	16	1
22	SANTA MONICA BLVD & WESTERN AVE	16	13
23	LA CIENEGA BLVD & PICO BLVD	16	5
24	CRESCENT HEIGHTS BL & SUNSET BL	16	4
25	SUNSET BLVD & WESTERN AVE	15	13
26	8TH ST & ALVARADO ST	15	1
27	MLK JR BLVD & NORMANDIE AVE	15	8
28	BEVERLY BLVD & VERMONT AVE	15	13
29	5TH ST & GRAND AVE	15	14
30	VERMONT AVE & WASHINGTON BLVD	15	1
31	SANTA MONICA BLVD & ST ANDREWS PL	15	13
32	MANCHESTER AVE & VERMONT AVE	14	8
33	SANTA MONICA BLVD & VERMONT AVE	14	13
34	GLENDALE BLVD & VAN NUYS BLVD	14	7
35	VANOWEN ST & VAN NUYS BLVD	14	3
36	COLDWATER CANYON BL & VICTORY BL	14	2
37	VAN NUYS BLVD & VICTORY BLVD	14	3
38	5TH ST & LOS ANGELES ST	14	14
39	HOLLYWOOD BLVD & WILCOX AVE	14	13
40	CRENSHAW BLVD & MLK JR BLVD	13	8
41	VERMONT AVE & WILSHIRE BLVD	13	10
42	FLORENCE AVE & VERMONT AVE	13	8
43	8TH ST & IROLO ST	13	10
44	VENTURA BLVD & WOODMAN AVE	13	4
45	HAZELTINE AVE & SHERMAN WAY	13	2
46	VERNON AVE & WALL ST	13	9
47	ANAHEIM ST & AVALON BLVD	13	15
48	ALVARADO ST & OLYMPIC BLVD	13	1
49	GAYLEY AVE & WILSHIRE BLVD	13	5
50	ALVARADO ST & SCOTT AVE	13	13
*	RESEDA BLVD & ROSCOE BLVD	11	12
*	RESEDA BLVD & VENTURA BLVD	11	3
*	LINCOLN BLVD & ROSE AVE	9	11

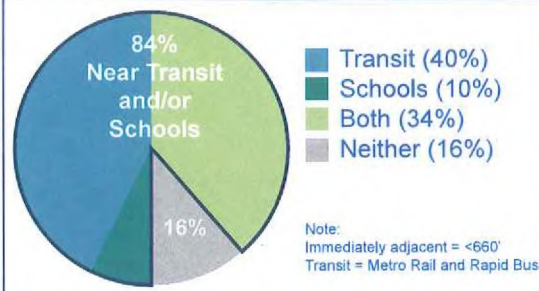
* Highest pedestrian-related collision intersections in Council Districts not in Top 50

** For tied intersections, rank was based on collisions within the 20'-660' area beyond the intersection

Top 50 High Pedestrian-Related Collision Intersections



Top 50: Adjacency to Schools & Transit



The "continental" uses two-foot-wide stripes that are more visible to approaching drivers. Paired with a limit (stop) line set back five feet from the crosswalk, continental markings better delineate pedestrian space and discourage vehicles entering the crosswalk.

