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CITY CLERK

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this matter, please refer to the
Council File No.: [18-0096](#)

OFFICIAL ACTION OF THE LOS ANGELES CITY COUNCIL

February 28, 2018

Council File No.: [18-0096](#)

Council Meeting Date: February 27, 2018

Agenda Item No.: 7

Agenda Description: TRANSPORTATION COMMITTEE REPORT relative to replacement pedestrian safety devices for locations where the Los Angeles Department of Transportation (LADOT) has planned to install Rapid Rectangular Flashing Beacons (RRFBs).

Council Action: TRANSPORTATION COMMITTEE REPORT - ADOPTED

Council Vote:

YES	BOB BLUMENFIELD
ABSENT	MIKE BONIN
YES	JOE BUSCAINO
YES	GILBERT A. CEDILLO
YES	MITCHELL ENGLANDER
YES	MARQUEECE HARRIS-DAWSON
YES	JOSE HUIZAR
YES	PAUL KORETZ
YES	PAUL KREKORIAN
YES	NURY MARTINEZ
YES	MITCH O'FARRELL
YES	CURREN D. PRICE
ABSENT	MONICA RODRIGUEZ
ABSENT	DAVID RYU
YES	HERB WESSON

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TRANSPORTATION COMMITTEE REPORT relative to replacement pedestrian safety devices for locations where the Los Angeles Department of Transportation (LADOT) has planned to install Rapid Rectangular Flashing Beacons (RRFBs).

Recommendation for Council action, pursuant to Motion (Bonin - Harris-Dawson):

DIRECT the LADOT to:

- a. Report within 30 days on a recommended replacement pedestrian safety device for locations where the LADOT had planned to install RRFBs.
- b. Report within 90 days on options to continue strategically leveraging state and federal grant funding opportunities without unduly delaying critical safety projects.

Fiscal Impact Statement: Neither the City Administrative nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

Summary:

On February 14, 2018, your Committee considered a Motion (Bonin - Harris-Dawson) relative to replacement pedestrian safety devices for locations where the LADOT has planned to install RRFBs. According to the Motion, in 2015, the Mayor issued an executive order to eliminate traffic fatalities within ten years. Achieving Vision Zero requires a comprehensive and strategic approach to pedestrian safety that accelerates project delivery in our highest priority locations. Currently, the City relies heavily on state and federal funding to leverage limited local resources and maximize the total available funding for safety projects. To maximize grant funding, the City combines the most competitive projects into federal grant applications, which in effect means that our most dangerous locations are addressed with the most difficult funding source, creating a high risk of project delays.

Furthermore, a recent decision by the Federal Highway Administration to prohibit the continued use of one of the most cost-effective pedestrian safety treatments, RRFBs, has created uncertainty for many planned and funded projects across the city and the potential for additional project delays. Resolution of this design issue is needed for safety projects to move forward expeditiously. After further consideration and having provided an opportunity for public comment, the Committee moved to approve the Motion as detailed in the above recommendation. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
MARTINEZ:	YES
KORETZ:	YES

ARL
2/14/18

-NOT OFFICIAL UNTIL COUNCIL ACTS-