

14-0813-S1

TRANSPORTATION

## MOTION

On February 19, 2013 Mayor Antonio Villaraigosa flipped the switch on the final traffic intersection in the city-wide signal synchronization program. All of Los Angeles' 4,398 traffic signals all became part of the Automated Traffic Surveillance and Control System.

The Department of Transportation oversees the City's Automated Traffic Surveillance and Control (ATSAC) System, which provides real-time monitoring and adjustment of signal timing for nearly 4,400 signalized intersections citywide.

The signal synchronization program originated in advance of the 1984 Olympics, but was left in a limbo until 2005. The main goals of the signal synchronization system are to safely manage the movement of different modes of transportation, improve the efficiency of the traffic signal system by optimally allocating "green time" to different modes and in different directions, provide the capability to remotely monitor and adjust signal timing in real-time to respond to specific conditions or occurrences, provide the ability to analyze traffic data and implement revised traffic signal timing as required. This network can be utilized by law enforcement and emergency response vehicles, or for special events downtown.

Since implementation there has been improvements made for ATSAC such as the replacement of ATSAC traffic cameras and creating new traffic signal loop detectors. There is a need to see how ATSAC and the improvements to ATSAC since its implementation has made an impact to the streets of Los Angeles. The system has been shown to reduce travel time by 12% and increase speeds by 16%, however, there has also been discussion about how street resurfacing or reconstruction hinders synchronization.

I THEREFORE MOVE that the Department of Transportation be instructed to prepare a report outlining the efficiency of ATSAC since its implementation in February 2013, current and future improvements that will better the flow of traffic for the City of Los Angeles, and recommendations on how to educate and involve the public to make this signal synchronization program more effective.

PRESENTED BY



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NOV - 4 2014

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