

MOTION

TRANSPORTATION

Downtown is one of the most heavily used pedestrian areas in the city – and unfortunately, one of the most dangerous for the tens of millions of pedestrians who walk in Downtown each year.

Los Angeles Walks issued a map and information on March 16, 2015, detailing that currently, 20-25% of all trips taken in Los Angeles are on foot or bicycle, but those types of trips account for 39% of fatalities. Pedestrian and bike facilities and programs receive only a very small portion of City funding.

In a planning charrette recently hosted by Council District 14 and the Department of Transportation, City departments came together to discuss policy solutions that address the following key attributes that are needed to continue to progress Downtown’s revitalization forward and link together ongoing projects:

- Access and linkages that improve Downtown streets
- Access and linkages that improve the pedestrian experience
- Uses and activities that enliven public space
- Alignment of Downtown’s image and brand
- Activation of commerce that promotes sociability

This city workshop and planning process resulted in the development of a number of policy solutions that are part of Councilmember Huizar’s new initiative called DTLA Forward. The goal of DTLA Forward is to create a more thoughtful strategic planning process for Downtown development moving forward, linking together key private development, public infrastructure projects and transportation initiatives.

In 2014, as part of the Bringing Back Broadway Streetscape Master Plan Dress Rehearsal (Phase 1), two of Broadway’s intersections were programmed with Leading Pedestrian Interval (LPI) signal timing (aka Pedestrian Head Start) which provides the pedestrians walk signal a few seconds before vehicles get a green light. This allows pedestrians a chance to get well into the crosswalk before vehicles begin to move. This simple signal adjustment greatly increases pedestrian visibility and reduces accidents that occur when drivers don’t see a pedestrian about to step off the curb.

It is imperative that this practical, low-cost and life-saving signal timing method being piloted on Broadway be broadened in its use as one of numerous measures that should be implemented to make all of Downtown L.A. safer and more walkable.

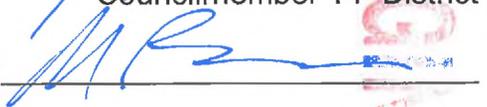
I THEREFORE MOVE that the Los Angeles Department of Transportation take immediate steps to implement Leading Pedestrian Interval signal timing at intersections in Downtown Los Angeles, and report back to the Transportation Committee and Planning & Land Use Management Committee about that action, and how to integrate this programming into the Mobility Plan for the City of Los Angeles.

I FURTHER MOVE that Los Angeles Department of Transportation examine and report back to the Transportation Committee and Planning & Land Use Management Committee on additional low-cost measures, programs, projects and systems that can be implemented in the short term to make Downtown safer, more inviting and more walkable for pedestrians, along with funding proposals to bring those ideas to fruition.

PRESENTED BY: _____


 JOSE HUIZAR
 Councilmember 14th District

SECONDED BY: _____



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