ANGELES VISTA BOULEVARD/OLYMPIAD DRIVE PROPOSED ROAD DIET

L.A. County Department of Public Works

January 30, 2014

WELCOME

- Traffic and Lighting Division
  - Jacques Gilbert, Principal Civil Engineering Asst.
  - Bonitto Housen, Associate Civil Engineer

AGENDA

- Background
- Proposal
- Next Steps
- Q & A

BACKGROUND

- Public Works received several requests for traffic calming and stop sign installations on Angeles Vista Boulevard.

- In response, we completed a comprehensive review of the traffic speed, traffic volume, and collision history on Angeles Vista Boulevard.

PROPOSAL

ROAD DIET

- “Road Diet” (Roadway Reconfiguration)

- Propose to convert Angeles Vista Boulevard / Olympiad Drive from 2-lanes in each direction to 1-lane in each direction with a center two-way turn lane, bike lanes, and parking

- Consistent with the County Bicycle Master Plan: http://dpw.lacounty.gov/pdd/bike/


END PROJECT
BEGIN PROJECT
Unincorporated
Los Angeles
Stocker St
W Slauson Ave
Crenshaw Blvd
W 48th St
W 52nd St
W 54th St
W 57th St
Overhill Dr
Fairway Blvd
Olympiad Dr
Montalth Dr
Mt Vernon Dr
Aurelia Blvd
Knoll Crest Ave
Westmount Ave
Crestwold Ave
Floresta Ave
Springdale Dr
W 58th Pl
Orchid Dr

EB OLYMPIAD DR @ VICTORIA AV

EB ANGELES VISTA BL W/O HARCOURT AV

WB ANGELES VISTA BL W/O HARCROSS DR

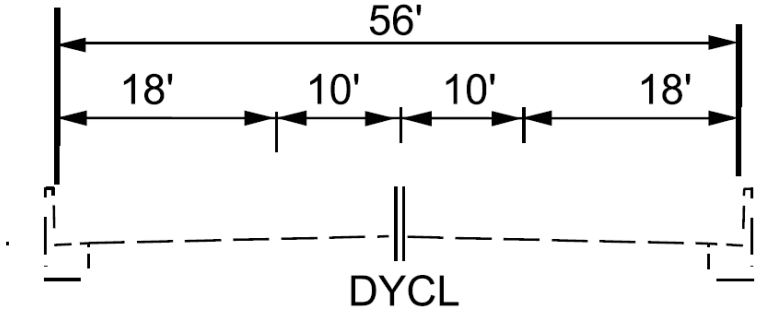
WB ANGELES VISTA BL E/O SLAUSON AV

EXISTING CONDITION

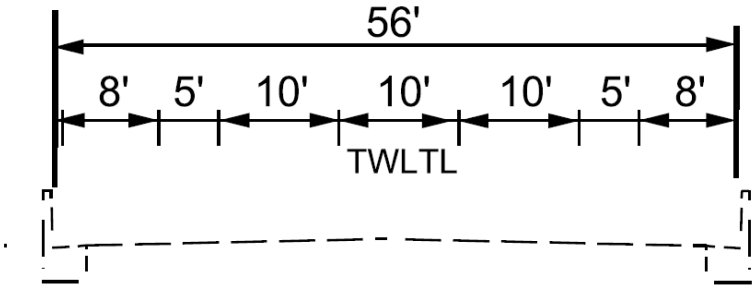
PROPOSED CONCEPT

STRIPING

- Existing



- Proposed



ROAD DIET EXAMPLES

WHY ROAD DIET?

- FHWA proven safety countermeasure

- http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.htm

IDEAL CONDITIONS

- FHWA recommends road diets for roadways with ADT (Average Daily Traffic) of 20,000 or less

- Road diets on roadways with ADT of 15,000 or less have had good results in the areas of safety and operations

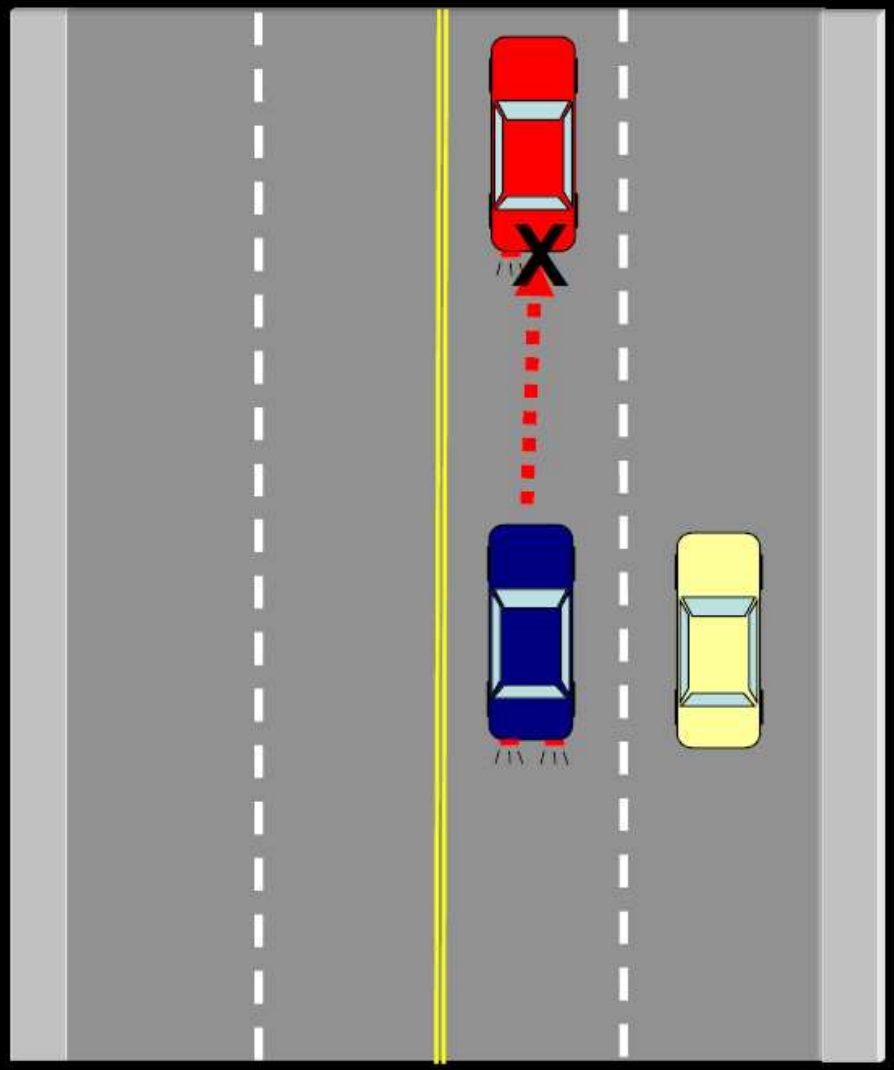
EXISTING FEATURES

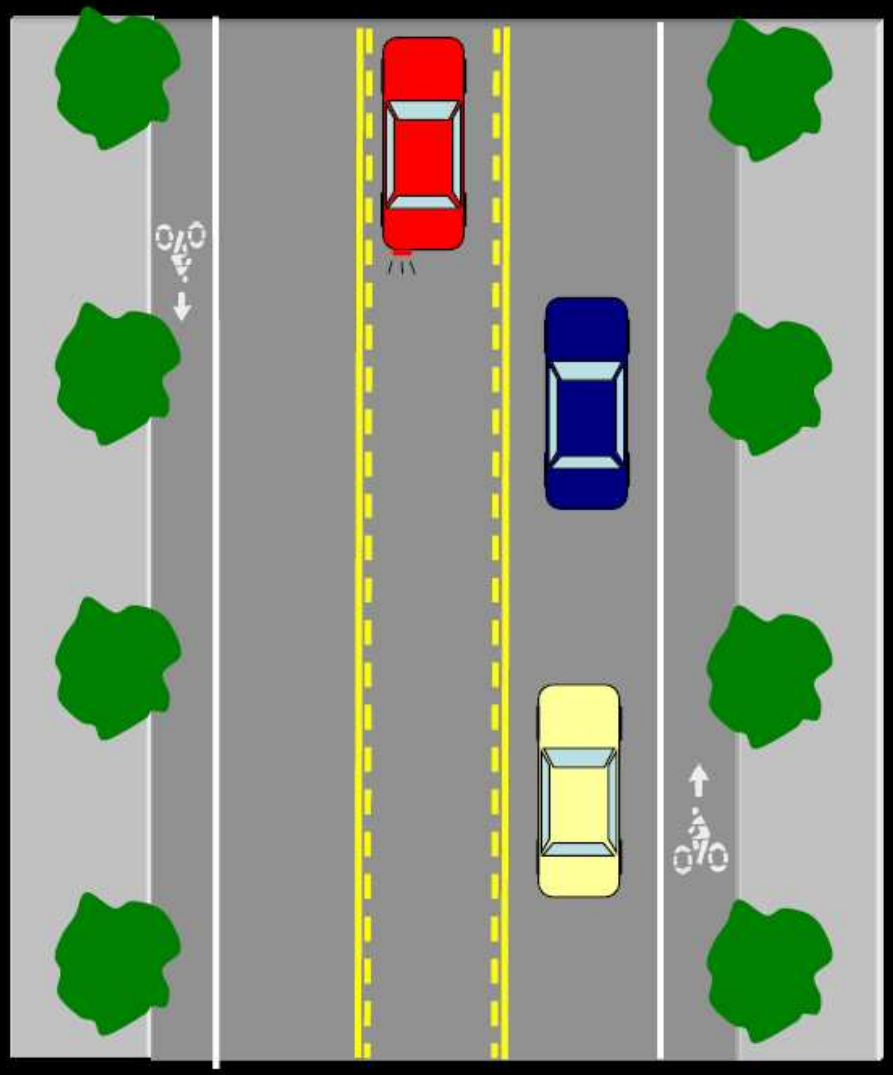
- 56 feet wide minor arterial roadway
- 2 travel lanes and parking in each direction separated by a double yellow centerline
- Posted Speed Limit – **30 MPH & 40 MPH**
- Prevailing Speed - **42.8 MPH**
- Average Daily Traffic – **11,832 Veh/Day**

BENEFITS

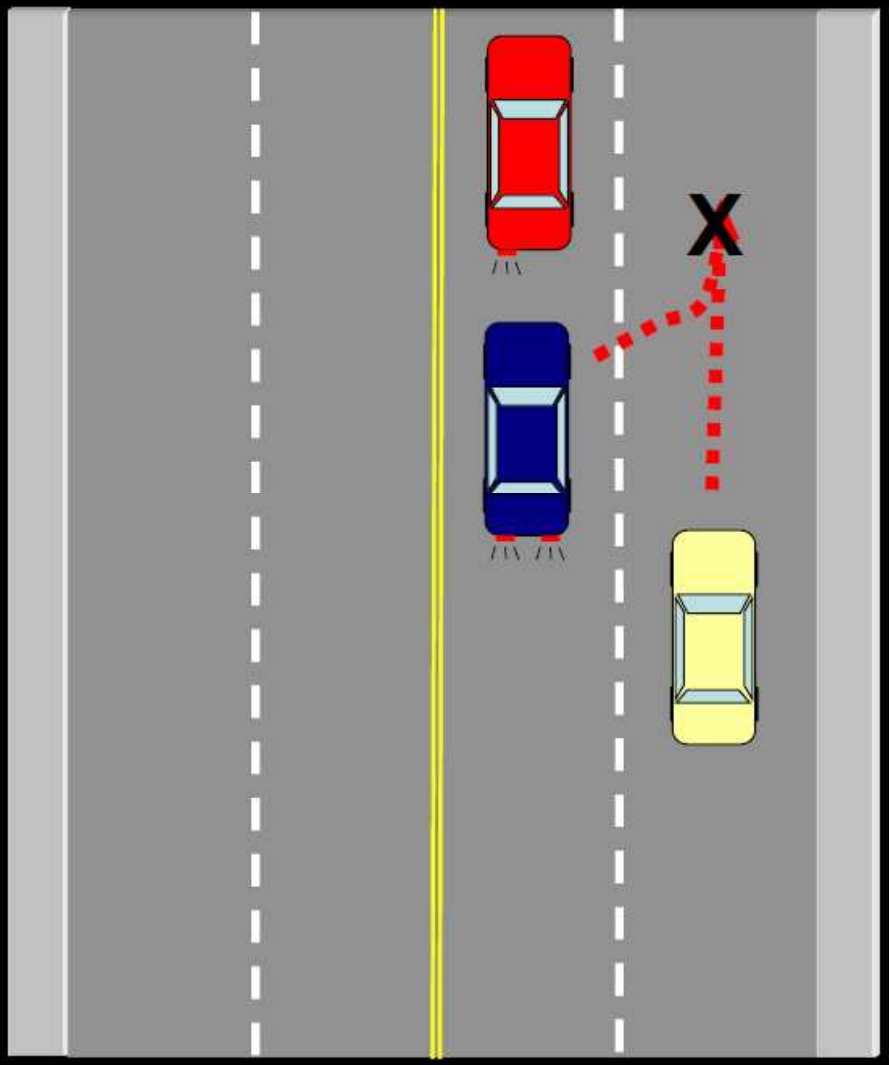
- Enhance pedestrian safety
- 29% reduction in all collisions
  - FHWA Highway Safety Information System 2009 study
- Improve speed limit compliance
- Provide additional on-street parking by removing No Stopping restrictions between Slauson Av and Valley Ridge Av
- Improve safety for bicyclists

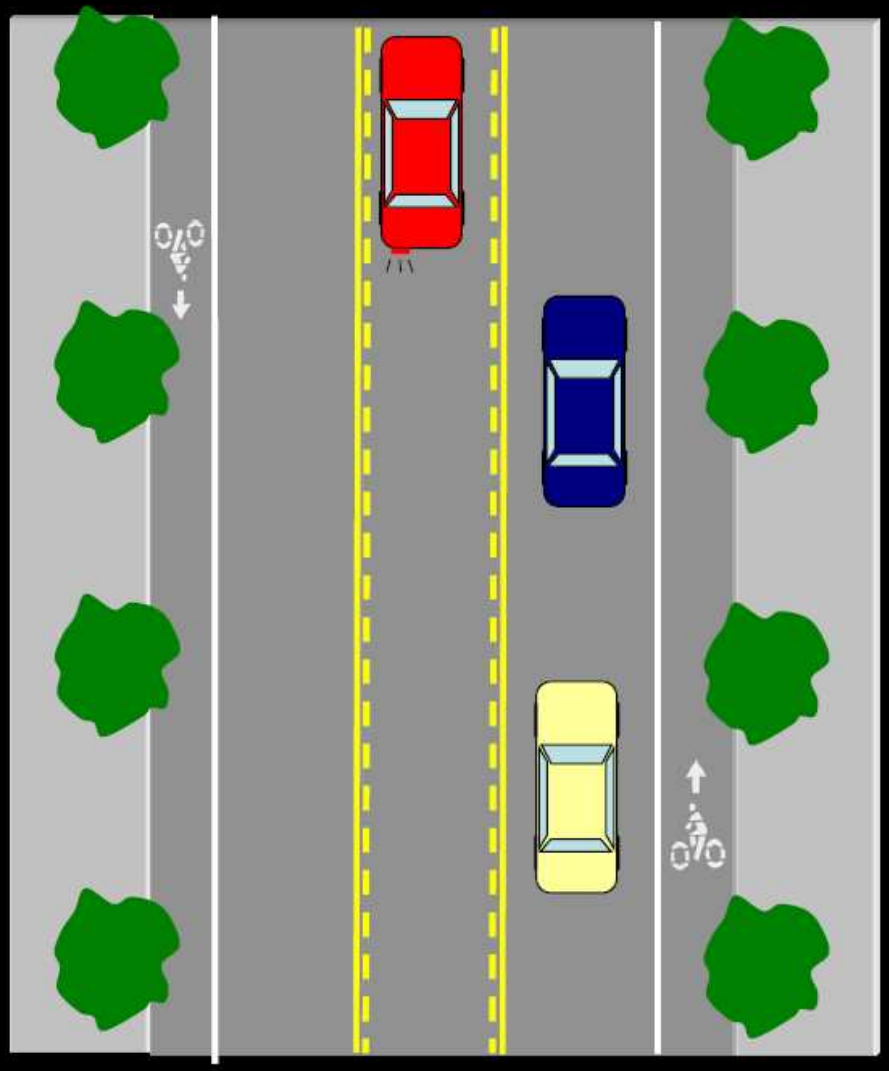
3 crash types can be reduced by going from 4 to 3 lanes: 1 – rear enders



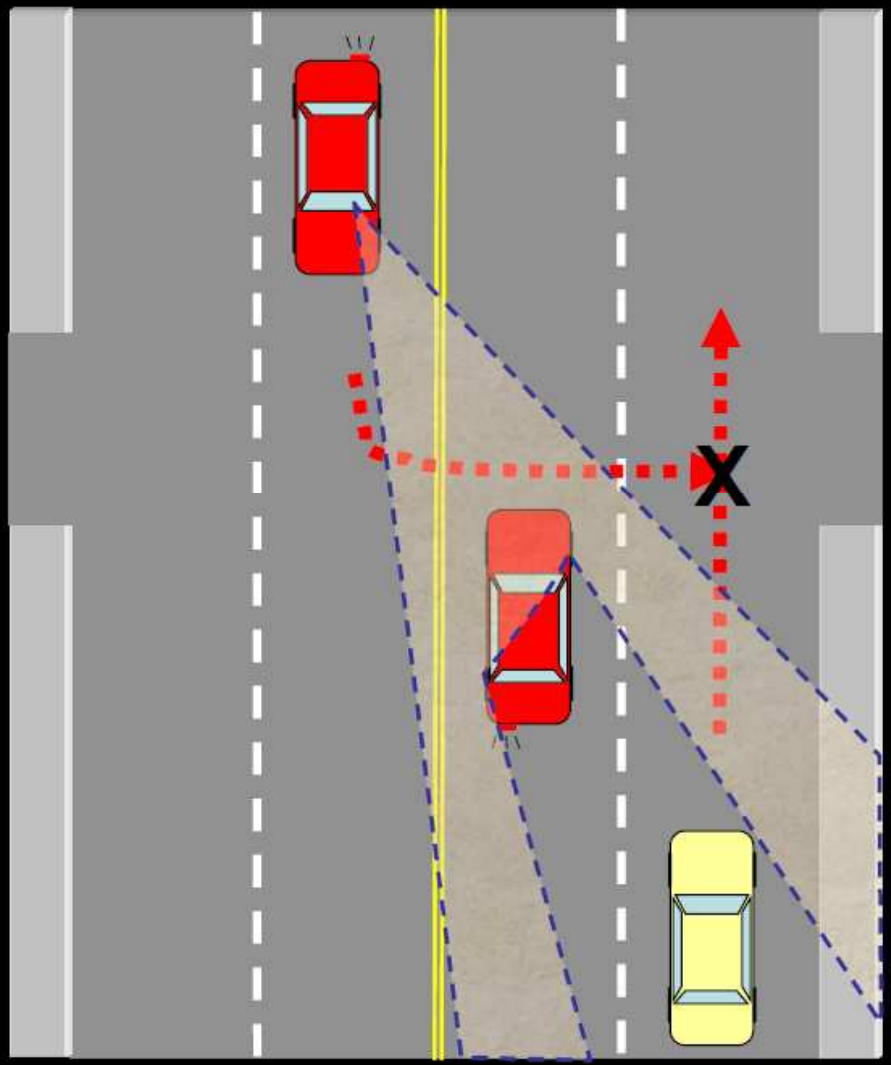


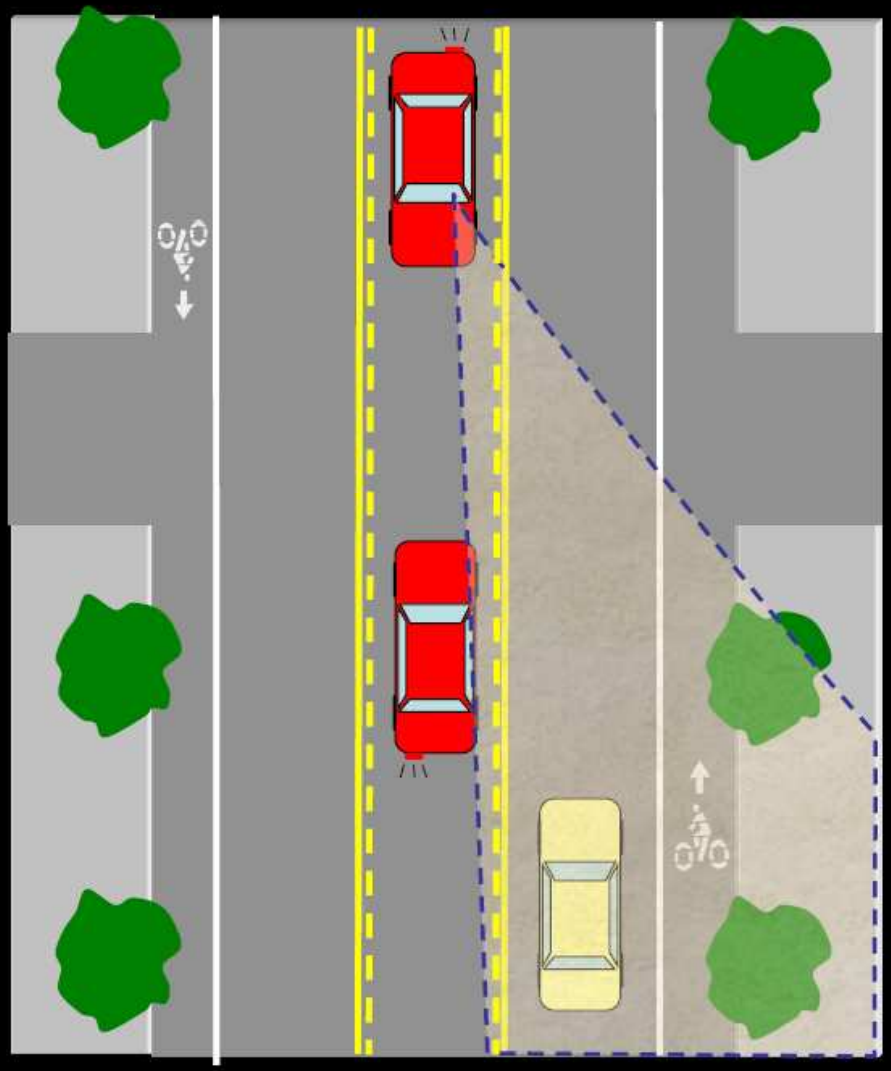
3 crash types can be reduced by going from 4 to 3 lanes: 2 – side swipes





3 crash types can be reduced by going from 4 to 3 lanes: 3 – left turn/broadside





COLLISION HISTORY

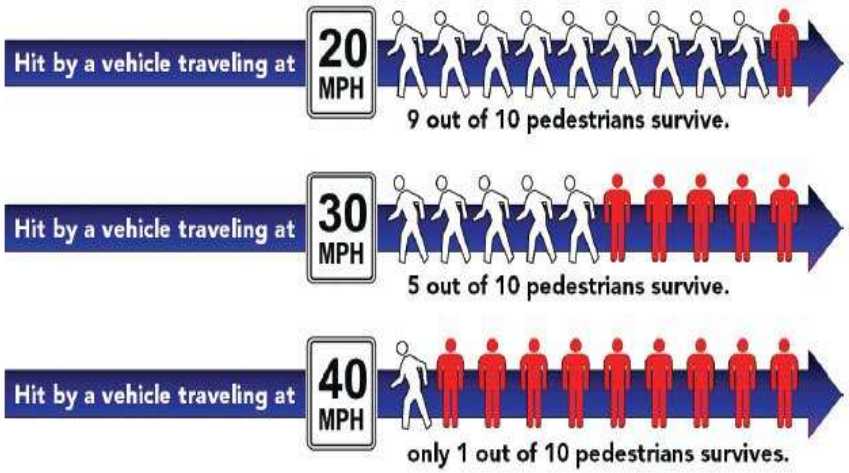
- 62 collisions for 5-year period ending 6/30/13 between Slauson Ave & Crenshaw Bl

- 56% of the 62 collisions would be considered “correctable” with proposed road diet.

PEDESTRIAN SAFETY

- A modest decrease in vehicle speed can dramatically increase survival in pedestrian collisions

- Speed reduction from 40 to 30 increases survival rate times 5



LEVEL OF SERVICE

- Level of Service “LOS”
  - Measure of traffic flow categorized in letters A to F

- Roadway forecasted to operate in non-congested condition (LOS A to D) today and in year 2035.

- A = free flow / D = approaching unstable flow

COMMON CONCERNS

- <u>There will be gridlock!</u>
  - Gain efficiency by removing left turns from travel lanes
  - Maintain capacity at signalized intersections

- <u>I will be trapped in my driveway by all the traffic!</u>
  - Traffic volumes are moderate and sufficient gaps expected; however, peak periods may have less gaps in traffic
  - Sight distance is improved for left turns
  - Access from side streets and driveways improved by crossing only one travel lane to the two-way left turn lane

NEXT STEPS

NEXT STEPS

- Assess community feedback
- Seek funding
  - Candidate project for grant funds; Next cycle anticipated in July 2014
- Public Works will keep community apprised of status

QUESTIONS