

Intersection	Note	DOT Action	CD11 Notes
Riviera Ave at Windward Ave	crossing between post office and Ven. Foursquare Church	It is DOT's policy that they do not stripe crosswalks at stop-controlled intersections unless they are near schools. DOT instead stripes a limit line directing where drivers must stop.	
Riviera at Westminster	next to Westminster Elem. School. No one bothers to stop mornings when children are trying to cross		This is an enforcement issue. Chuy Orozco will contact LAPD.
Rose at 4th	Stopsign at intersection makes for heavy use by pedestrians - but crosswalk needs painting		Our office is prioritizing Rose Ave for resurfacing so that the crosswalk paint will last longer. This crosswalk was recently repainted, but the paint hasn't lasted because of the quality of the street. Rose from Dimmick to Lincoln is being repaved this fiscal year and we've asked that Rose west of Dimmick be included for the following fiscal year.
Rose at 7th	There is significant pedestrian traffic, but the green light for east-west crossing requires pressing the pedestrian button and typically involves a long wait, even if there is no car in sight. Even if the button is pressed, the "walk" light only stays on for seconds, while the green light for cars remains for a very long period of time. Pressing the button during that later interval does nothing and we need to wait for another cycle. In that scenario, 99% of pedestrians jaywalk instead. Solution: the buttons should be eliminated. The walk light needs to be green automatically and for the longest possible duration.		We are looking into this further.
Rose at Lincoln	Again, pedestrians need to press the button to even be allowed to cross east-west. The buttons should be eliminated and the green "walk" light switched automatically with the car signals. Currently bus passengers exiting the #3 often need to run to press the button before the light changes, else they need to wait for another phase.		We are looking into this further.
Pacific Ave at Mildred	traffic calming (slowing of vehicles) may be needed along Pacific Ave	The ladder-type crosswalk on Pacific was repainted, all crosswalk warning signs were upgraded, and yield signs and pavement markings were installed (September 16, 2015) for north and southbound Pacific at Mildred. DOT applied for Highway Safety Improvement Program (HSIP) Cycle 7 grant funding for Rectangular Rapid LED Beacons (RRFB).	
Pacific Ave at Sunset	vehicles are speeding to make it through yellow light	RRFB installation has been approved at this location as part of HSIP Cycle 6 grant funding. Construction is scheduled to start mid 2016.	
Pacific Ave at 25th Ave	Crosswalk painted 18months ago - already scheduled for flashing lts	DOT has a planned new traffic signal at the crosswalk. This will be installed by the end of 2015.	

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Pacific Ave at 27th Ave	Path from Canals area	DOT will revisit the need for this crosswalk after completion of Pacific/25th (see above). This would be a multi-year long-term project as there are no street lights on the west side of Pacific, no access ramps on either side of Pacific at 27th, and it needs to be signalized since this is a mid-block crosswalk (same as 25th). A funding source would need to be identified. As for the design of the traffic signal, there could be major work that needs to be involved on the west side at 27th (walk street) that may require the removal of a power pole and a tree at this location.	
Pacific Ave at 28th Ave	vehicles are speeding; pedestrians coming from canals - intersection is not marked (no lines, signals, etc.)	DOT will not approve a marked crosswalk if a marked crosswalk is approved on Pacific at 27th (see above) because they are located too close together per DOT policy	
Abbot Kinney Blvd at Palms Blvd	existing flashing warning lights are too high, cannot be seen by pedestrians themselves (When is it safe to cross?)	The crosswalk, signs and pavement markings were upgraded when the street was resurfaced recently. There is a request for a new traffic signal at this location on MYLADOT, still pending investigation by DOT. The existing beacons are not visible to people crossing to encourage pedestrians to make decisions about when it is safe to cross rather than relying on the lights to tell them (though flashing lights increase yielding by drivers, they don't tell pedestrians it is automatically safe to cross once they are on). Since flashing beacons are not full signals, this encourages pedestrians to be aware before they begin to cross.	
Abbot Kinney Blvd at Marr	Newly painted crosswalk in area with high speeds and wide street to cross. Note: DOT engineering completed - flashing lights scheduled	DOT has planned flashing beacons at the existing crosswalk. This will be installed by the end of 2015.	
Abbot Kinney Blvd at Coeur d'Alene	near two schools (NOTE: DOT engineering completed and intersection scheduled for stoplight)	DOT has a planned signal at the existing crosswalk. Installation is in process and will be completed by the end of 2015.	

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Lincoln Blvd at Garfield	traffic calming (slowing of vehicles) may be needed along Lincoln Blvd	This location has smart pedestrian warning devices with flashing yellow beacons (on mast arms) facing approaching traffic only (intentionally not facing peds so would not give pedestrians a false sense of security). Lincoln is owned by Caltrans, not the City. Caltrans does not recommend RRFBs on wide streets such as Lincoln Blvd and smart ped warning devices are the most appropriate. Contact Moe Bhuyian at Caltrans at moe.bhuyian@dot.ca.gov for questions.	
Lincoln Blvd at Vernon	many (most?) cars do not slow down when pedestrian is crossing; existing flashing warning lights are too high, cannot be seen by pedestrians themselves (When is it safe to cross?)	This location has smart pedestrian warning devices with flashing yellow beacons (on mast arms) facing approaching traffic only (intentionally not facing peds so would not give pedestrians a false sense of security). Lincoln is owned by Caltrans, not the City. Caltrans does not recommend RRFBs on wide streets such as Lincoln Blvd and smart ped warning devices are the most appropriate. Contact Moe Bhuyian at Caltrans at moe.bhuyian@dot.ca.gov for questions.	
Lincoln Blvd at Victoria	pedestrians cannot see when crossing light ate flashing and don't know when to cross	This location has smart pedestrian warning devices with flashing yellow beacons (on mast arms) facing approaching traffic only (intentionally not facing peds so would not give pedestrians a false sense of security). Lincoln is owned by Caltrans, not the City. Caltrans does not recommend RRFBs on wide streets such as Lincoln Blvd and smart ped warning devices are the most appropriate. Contact Moe Bhuyian at Caltrans at moe.bhuyian@dot.ca.gov for questions.	
Lincoln Blvd at Amaroso	Preschool and new restaurants in the area make this intersection increasingly "pedestrian-heavy"	Lincoln is owned by Caltrans, not the City. Caltrans is currently investigating to upgrade this uncontrolled marked crosswalk and possible installation of a smart ped warning device. Contact Moe Bhuyian at Caltrans at moe.bhuyian@dot.ca.gov for questions.	
Lincoln Blvd at California	The segment of California east of Lincoln does not line up with the segment of California west of Lincoln, leading to confused traffic and pedestrians at the stoplight. - not really a crosswalk issue - it's a lane painting / signage issue	Lincoln is owned by Caltrans, not the City. LADOT requested Caltrans investigate repainting the yellow cat-track markings through the intersection on Lincoln Blvd for the side streets. Contact Moe Bhuyian at Caltrans at moe.bhuyian@dot.ca.gov for questions.	

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Lincoln Blvd at Brooks/Lake	The segment of Lake east of Lincoln does not line up with the segment of Brooks west of Lincoln leading to confused traffic and pedestrians at the stoplight. - not really a crosswalk issue - it's a lane painting / signage issue	Lincoln is owned by Caltrans, not the City. LADOT requested Caltrans investigate repainting the yellow cat-track markings through the intersection on Lincoln Blvd for the side streets. Contact Moe Bhuyian at Caltrans at moe.bhuyian@dot.ca.gov for questions.	
Lincoln Blvd at Harding	vehicles are not yielding to pedestrians; speeding as well		This is an enforcement issue. Chuy Orozco will contact LAPD.
South Venice Blvd. at Ocean Ave	maybe North Venice as well; cars turning to go East on Venice Blvd often do NOT stop when pedestrians have the right-of-way	DOT removed the second northbound lane on Ocean when they installed left turn lanes between N Venice and S Venice. Now right-turning drivers from Ocean onto S Venice waiting for pedestrians to cross may be experiencing pressure to turn more quickly from drivers behind them waiting to go straight. DOT Geometric Design Section has been requested to modify the striping for northbound approach on Ocean Av to allow for right-turns without blocking thru traffic. Note: The street will not be wide enough to install an exclusive right-turn-only lane for northbound traffic, but DOT may be able to modify the striping so the northbound lane would be wide enough to allow for thru and right-turn movements.	
North Venice Blvd. at Grandview	near a school	The yellow ladder-type crosswalk on Venice Blvd was repainted, all crosswalk warning signs were upgraded and yield signs and pavement markings were installed (September 17, 2015) for east and westbound Venice Blvd at Grandview Av/Meade Pl. DOT applied for Highway Safety Improvement Program (HSIP) Cycle 7 grant funding for Rectangular Rapid LED Beacons (RRFB).	
Washington at Pacific	Crosswalk on east side of Pacific crossing Washington - ideally, a "scramble" crosswalk like the one at Westminster and Pacific Note - engineering study already started by DOT	DOT approved a scramble crosswalk (with a new east leg crosswalk). This is an unfunded project, so there is no timeline available right now.	
Washington between Thatcher & Yale	people park on the south side of Washington and cross to restaurants on North side of Washington	DOT put in a request to study flashing beacons at/near Yale. This location is still pending DOT investigation.	