

# ADAMS BLVD

## SAFETY PROJECT

### FREQUENTLY ASKED QUESTIONS

FALL 2021

**Project Area: Adams Blvd from Fairfax Ave to Crenshaw Blvd (2 miles)**

The City of Los Angeles is improving Adams Blvd with traffic safety and accessibility elements. The safety project was selected because of the high number of crashes that have killed or severely injured people. Below are responses to frequently asked questions about the project.

#### **Why is the Adams Blvd Safety Project happening?**

The City is improving safety on Adams Blvd because of the high number of crashes that have killed or severely injured people. Between 2009 and 2019, 59 severe and fatal collisions occurred on Adams Blvd between Crenshaw Blvd and Fairfax Ave. These collisions caused 10 deaths (including 6 pedestrians) and 59 severe injuries. This is one of the highest rates of traffic fatalities and severe injuries in the City of Los Angeles.

#### **What are the project limits?**

Adams Blvd from Fairfax Ave to Crenshaw Blvd.

#### **Who was engaged about the project and how?**

The City began outreach on this project in Summer 2017 with the “X-ing on Adams” outreach activation that surveyed residents, visited schools, and raised awareness of traffic crashes by identifying the locations of crashes that impacted people walking and biking. The City resumed outreach in Fall 2020. Between Fall 2020 and Summer 2021, the City:

- Mailed project fact sheets to addresses around the project area in October 2020 and August 2021
- Recorded over 500 survey responses through a phone survey, text survey, and Google survey
- Presented at the West Adams, United Neighborhoods, and Mid-City Neighborhood Councils, as well as the West Adams Avenues neighborhood group
- Hosted two virtual workshops open to community members
- Presented to Cienega Elementary and New LA Elementary parents at Coffees with the Principal
- Connected with 94 businesses, churches, and other organizations on Adams Blvd through door-to-door canvassing
- Co-hosted an on-street event with the West Adams Neighborhood Council called ‘Walk the Blvd’ on June 26, 2021

For a full list of activities, please see [ladotlivablestreets.org/projects/adams](https://ladotlivablestreets.org/projects/adams)

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#### **What kind of feedback did the City receive?**

The top concerns from residents who live in the neighborhoods around Adams included 1) Not enough safe pedestrian crossings (46%); 2) Cars are going too fast (38%); 3) Concern about broken pavement/potholes (26%); 4) I feel uncomfortable biking (26%); 5) Cyclists use the sidewalks rather than the streets (25%); 6) Hard for people in wheelchairs or with strollers to use the sidewalks and crosswalks (24%).

#### **What does the project include? Why did the City include these project features?**

- Lane Reconfiguration with Bike Lane from Fairfax to Crenshaw - New striping will include one lane in each direction, bike lanes, and parallel parking against the curb. The new configuration is designed to reduce the likelihood of speeding and unsafe lane changes, and increase the visibility of pedestrians and cyclists. Pedestrians will have fewer lanes to cross, reducing their exposure and risk. Cyclists will have a dedicated on-street space to bike. A slower street reduces the likelihood of severe and fatal injury crashes for all people (walking, driving, or biking).
- Three New Crosswalks with Pedestrian Refuge Islands and Flashing Beacons at Marvin Ave, Palm Grove Ave, and Wellington Ave - Pedestrian islands give people a place to pause while crossing the street to navigate different directions of traffic and flashing beacons alert drivers to the presence of pedestrians in the crosswalk.
- Pavement Resurfacing from Fairfax to La Brea; Pavement Slurry Seal from La Brea to Crenshaw - A smooth, more predictable surface will improve the travel experience for people walking, biking, and driving.
- Left Turn Signal Upgrades at La Brea, Crenshaw, Hauser, and Redondo - Left turn signals reduce conflicts between drivers turning left and oncoming drivers, as well as people crossing in the crosswalk.
- Street Lighting Upgrades from Fairfax to Crenshaw - A brighter street will help improve visibility at night.
- Street Trees from Fairfax to La Brea - Trees provide shade and improve air quality for the benefit of the whole community.

#### **How will the project impact cut-through traffic on the side streets off of Adams Blvd?**

Some diversion is expected onto parallel routes like the 10 Freeway, Jefferson Blvd, and Washington Blvd. Where similar projects were implemented in Los Angeles, side streets experienced a small increase in traffic but did not experience an increase in traffic crashes. LADOT will monitor the adjacent neighborhood streets and address any traffic safety concerns as needed.

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#### **Are there enough people who bike on Adams Blvd to make a bike lane worthwhile?**

At least forty-five people were hit while biking on Adams between 2010 and 2019, and one person was killed. Bike lanes decrease the likelihood of car-bike crashes and may increase bicycle use. A similar project saw an increase in peak hour bicycle counts from a pre-project high of 14 to an average of 71.

#### **Will the new lane reconfiguration cause more traffic along Adams?**

During the morning peak hour period, transportation modeling shows that this project may result in an increase in vehicle travel time of approximately 5 minutes per mile in the westbound direction and 3 seconds per mile in the eastbound direction. During the evening peak hour period, transportation modeling shows that this project may result in an increase in vehicle travel time of approximately 9 seconds per mile in the westbound direction and 2 min 15 seconds per mile in the eastbound direction. Data analysis also shows that 49% of drivers on Adams do not start or end their trip within 1 mile of the corridor. Some diversion is expected to parallel streets Washington and Jefferson, which currently operate under capacity.

#### **How will the City evaluate success on this project?**

The City will compare multiple years of collision data from prior to project implementation to collision data collected one and two years after the project is implemented. The City will also compare travel times, vehicle speed, multi-modal volumes, and other safety metrics from prior to project implementation to approximately one year post-project implementation. The City will also work with the community to make any necessary minor adjustments to continue to improve safety on Adams.

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