THE NACTO MANUALS AND DESIGNING FOR VISION ZERO

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NACTO Design Guides
City of Los Angeles
Vision Zero
Vision Zero
Roscoe Boulevard Corridor

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CORRIDOR CHARACTERISTICS

ROSCOE BOULEVARD
BETWEEN THE 405 FREEWAY & WOODMAN AVENUE

• 2.3 miles
• Boulevard II
• Over 41,000 ADT
• 74-80 feet wide
• Existing: 2 through lanes in each direction + 1 peak hour lane in each direction + LT pockets/2WLTL
CROSSWALKS

- New continental crosswalk with limit line across minor street
- Upgrade all existing crosswalks
- New crosswalks on major street (specials)
ROSCOE BOULEVARD CORRIDOR

CONTINUE LOWER LEFT

SPECIAL 4

Mansion Hills - Panorama City - North Hills

CONTINUE LOWER LEFT

SPECIAL 2 & 3

St. Genevieve PVT School

CONTINUE LOWER LEFT

SPECIAL 1

CONTINUE LOWER RIGHT

CONTINUE LOWER RIGHT

CONTINUE LOWER RIGHT

CONTINUE LOWER RIGHT
TRAFFIC SIGNAL MODIFICATIONS

- Protected-only left turn and protected/permissive left turn phase
  - LT vs TH
- Protected-only right turn and protected/permissive right turn phase
- Leading pedestrian interval (LPI)
- Increase pedestrian clearance time
- Increase yellow/all-red time
  - Broadside
REGULATORY SIGNS

- Vehicle vs Pedestrian Crossing
REGULATORY SIGNS (continued)

- LT vs TH (*only during peak hours*)
Special 1: Crosswalk Consolidation and Traffic Signal Modifications

- Location:
  - Roscoe Blvd and Noble Ave (Vista MS & Noble ES)
Special 1: Crosswalk Consolidation and Traffic Signal Modifications (continued)

Requires:
- N/B & S/B: PRT
- E/B & W/B: PPRT
- E/B & W/B: PLT
Special 2: Scramble Crosswalk

- **Location:**
  - Roscoe Blvd & Van Nuys Blvd

- **DOT exclusive pedestrian phase criteria satisfied**

- **Outcomes:**
  - “No Right Turn on Red” signs in all directions
  - Reduction of right-turn vs pedestrian collisions
  - Increase vehicle delay/queuing and pedestrian waiting time
Special 3: Rumble Strips

- Location:
  - Roscoe Blvd & Van Nuys Blvd

- Determining factor:
  - Collisions involving DUI

- Outcome:
  - Alert drivers
Special 4: Raised Crosswalk, Pedestrian Refuge Island and RRFB

- Locations:
  - Roscoe Blvd at Wakefield Ave
  - Roscoe Blvd at Columbus Ave
Special 4: Raised Crosswalk, Pedestrian Refuge Island and RRFB (continued)

• Determining factors:
  o Collision patterns       o Pedestrian activity       o Critical speed
  o Distance bet. controls  o Available access routes

• Outcome:
  o Left-turn pockets will be removed/prohibit left-turns (preferred at “T” type intersections)
  o Pedestrian refuge area
  o Better pedestrian visibility
  o Reduced speeds
  o Lower traffic volumes
  o Reduction in exposure time
Special 4: Raised Crosswalk, Pedestrian Refuge Island and RRFB (continued)

- Challenges with a raised crosswalk:
  - Ambulance and bus use
    - Design should be less severe than a speed table
  - Drainage issues
Vision Zero
Corridor Countermeasures

ZAKI MUSTAFA
Offset (Danish) Crosswalk

- Jogged intersections
- Better visibility
- Less parking removal
- Pedestrians will be able to look directly at on-coming traffic
OTHER COUNTERMEASURES

Two Stage Bike Box

- Neighborhood Enhanced Network or Tier 2 and 3 Bike Lanes
- “No Right Turn on Red” signs for the minor streets
- Bike box should not block major street curb lane through traffic
Bike – Wrong Way Sign

- Vehicle vs Bike (traveling wrong way)
- Temporary countermeasure
Pedestrian Only Signal Phase

- Pedestrian and vehicular volumes
- Proximity to schools
- Not intended to accommodate diagonal crossings
- Modified to specific times of day
In-Pavement Crosswalk Flashers

- 10 year old installation
In-Pavement Crosswalk Flashers (continued)

- Recent installation
Demand Based Scramble Crosswalk
(Wild Idea)