

VEHICLE/BICYCLE TRAFFIC CONTROL

Bicycle accident statistics Los Angeles

In the United States, the number of traffic crashes involving a bicyclist or pedestrian has been increasing since 2009. In 2017, there were 5,977 pedestrians and 783 bicyclists killed in motor vehicle crashes.

California accounts for 14.5% of the nation's **bicyclist** deaths. **Los Angeles** has 28,000 miles of street lanes, only 0.6% are designated for bikes.

Why is Los Angeles so Dangerous for Cyclists?

Three years ago, the city launched an ambitious plan to improve road safety. Since then, the number of pedestrian and cyclist deaths has **increased**.

By Noah Smith Contributor March 21, 2019, at 12:04 p.m.

LOS ANGELES — THIS CITY of dreams is also home to stark realities, one of which is having some of the worst traffic in the world. Los Angeles was recently crowned as the worst U.S. city in which to bike by Bicycling magazine. And there is one good reason why: Cyclists keep getting killed on the roads.

In recent years, the city has tried to address safety concerns on its roads through increased funding of safety projects, including those inspired by Vision Zero, with a focus on "reducing speed to save lives." Announced in 2015 by Mayor Eric Garcetti, the initiative's goal was to have a 20 percent reduction in fatalities by the end of 2017 and zero deaths on city roads by 2025.

PREPARING YOUR WORK ZONE FOR SAFE PASSAGE

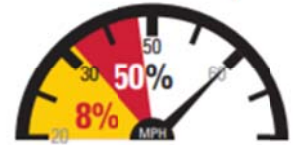
There are three categories of issues that contribute to traffic crashes involving bicyclists and pedestrians: motorist behavior, non-motorist behavior, and infrastructure. Some of the issues overlap between categories.

- **Motorist behaviors** include speeding, distraction, lack of traffic law awareness, non-compliance with traffic laws, and alcohol or drug impairment.
- **Non-motorist** (i.e., pedestrian and bicyclist) behaviors include lack of traffic law awareness, non-compliance with traffic laws, poor conspicuity, and alcohol or other impairment.
- **Infrastructure issues** include inadequate separation between motorists and non-motorists, lighting, and signage or crosswalks.

The Problems

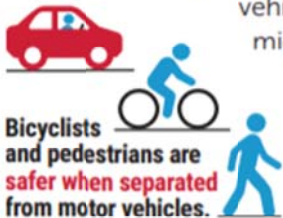
Poor compliance with traffic laws and improper use of facilities: Drivers, pedestrians, and bicyclists are safer when they comply with traffic laws and correctly use roadway facilities. Common noncompliance includes motorists failing to yield; pedestrians and bicyclists failing to follow traffic signs and signals; and walking or riding in improper locations such as the wrong side of the road. These issues are often due to poorly designed facilities or misunderstanding of traffic laws/devices.

Speeding: When speeding, drivers increase the risk for a collision with a bicyclist or pedestrian. The likelihood of a pedestrian dying from a collision with a motor vehicle increases from 8 percent at 31 mph to 50 percent at 47 mph.



A bicyclist or pedestrian is more likely to be killed in a collision with a motor vehicle if the driver is speeding.

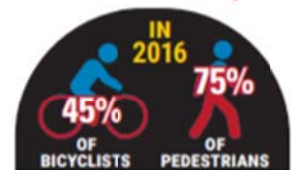
Inadequate separation: Bicyclists and pedestrians are safer when they are separated from motor vehicles. When facilities are inadequate, there is dense traffic, or visibility is limited, pedestrians might walk in the roadway or cyclists may opt to ride on sidewalks or against the direction of traffic. All of these behaviors increase the chances of a crash.



Crossing locations: The likelihood of a crash increases when pedestrians and bicyclists cross at locations not designed for crossing. Almost one-fifth (18%) of pedestrians killed and 30 percent of bicyclists killed were struck in intersections. Figures are greater in urban settings where crossing density is higher.

Inadequate conspicuity: When drivers can't see bicyclists or pedestrians, whether in light or dark conditions, a crash is more likely. Three-fourths (75%) of pedestrians killed and 45 percent of bicyclists killed in 2016 were struck in dark conditions. Many States have laws that require bicyclists to use lights/reflectors when traveling at night.

Impairment and distraction: Drivers, bicyclists, and pedestrians who are impaired—by alcohol or drugs—or distracted all increase the likelihood of a crash.



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The TCP should address all of these problems.

The contractor needs to demonstrate that their TC is effective.

If the LADOT – TCP is not adequate due to unforeseen factors they should be contacted and solutions should be approved prior to putting anyone at risk.

The BCA inspector needs to monitor the construction zone and TC to “test” it.

If vehicles, bicyclists or pedestrians are not obeying the TC the contractor needs to provide staff, additional signs or barriers to prevent anyone from entering a dangerous work zone.

LAPD can also be contacted to request for assistance with enforcing the TC.