

TRANSPORTATION COMMITTEE REPORT relative to the Vision Zero implementation strategy for 2022.

Recommendation for Council action:

RECEIVE and FILE the March 30, 2022 Los Angeles Department of Transportation (LADOT) report, inasmuch as this report is information only and no Council action is required.

Fiscal Impact Statement: Not applicable.

Community Impact Statement: None submitted.

Summary:

On April 12, 2022, your Committee considered a March 30, 2022 LADOT report relative to the Vision Zero implementation strategy for 2022. According to the LADOT, in 2017, Council directed the LADOT to report annually on the proposed Vision Zero projects for consideration by Council and for inclusion in the Mayor's Proposed Budget. In March 2020, Council further directed the LADOT to provide quarterly status updates on Priority Corridor projects.

The Vision Zero work plan objectives seek to achieve the following:

- Prioritize projects with the highest potential to reduce the greatest number of collisions resulting in severe injuries and fatalities.
- Prioritize projects that address known threats to public safety, addressing severity, vulnerability, social equity, and cost-effectiveness.
- Design improvements according to collision data and crash patterns.
- Update the High Injury Network (HIN) and Priority Corridors regularly as new data becomes available.
- This fourth annual report provides a crash trend analysis, summary of work completed in 2021, and details the Vision Zero work plan on Priority Corridors and Priority Intersections for the 2022 calendar year.

Since developing its Vision Zero Action Plan in 2017, LADOT installed 5,594 safety treatments on the High-Injury Network, including 1,152 in 2021:

- 3,499 High-Visibility Crosswalk Upgrades, including 644 crosswalks in 2021

- 0.5 miles of Safer Lane Configurations, including one mile on Broadway and two miles on Adams Blvd in 2021
- Four Complete Streets Projects, including Main St in 2021
- 253 Speed Feedback Signs
- 801 Intersection Tightening/Curb Extensions, including 189 in 2021
- 123 Crosswalk Paddle Signs
- 48 Pedestrian Refuge Islands, including four in 2021
- 664 Leading Pedestrian Intervals, including 252 in 2021
- 45 Flashing Beacons for Crosswalks, including six in 2021
- Nine Pedestrian Hybrid Beacons, including six in 2021
- Eight Scramble Crosswalks
- 94 Left-Turn Upgrades, including 30 in 2021
- 43 Traffic Signals, including three in 2021
- Seven Sets of Speed Tables, including one on Riverside Drive in 2021

The pandemic worsened our local and national traffic safety crisis. The U.S. Department of Transportation's National Highway Traffic Safety Administration's (NHTSA) released early data showing that 20,160 people died in motor vehicle crashes in the first half of 2021, an 18.4 percent increase over the same period in 2020. They noted that this was the largest number of traffic deaths in that time period since 2006. NHTSA's behavioral research indicates that crashes involving speeding, and driving or riding without a seatbelt, are higher than pre-pandemic levels. These nationwide trends are also reflected in the City of Los Angeles. Fatal injury crashes increased by 22 percent from 241 crashes in 2020, to 294 crashes in 2021. For many years in Los Angeles, unsafe speed has been the top primary collision factor in fatal crashes. However, during the pandemic, the share of fatal crashes attributed to unsafe speed increased from 18 percent (2018-2019) to 24 percent (2020-2021).

Approaches to traffic safety and traffic calming that address a corridor holistically can improve safety for all modes of transportation. A typical lane reconfiguration, as an example, removes a general purpose lane in each direction, repurposing that space for another use, such as a center turn lane, parking, or a bike lane that separates vehicles from people walking and riding. After further consideration and having provided an

opportunity for public comment, the Committee moved to receive and file the LADOT report. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee

A handwritten signature in black ink, appearing to read "Aldo Bonin". The signature is fluid and cursive, with a large initial "A" and a stylized "B".

COUNCILMEMBER VOTE

BONIN: YES

KORETZ: ABSENT

BUSCAINO: YES

ARL

4/12/22

-NOT OFFICIAL UNTIL COUNCIL ACTS-