

TRANSPORTATION COMMITTEE REPORT relative to the Vision Zero implementation strategy for 2023.

Recommendation for Council action:

NOTE and FILE the August 21, 2023 Los Angeles Department of Transportation (LADOT) report relative to the Vision Zero implementation strategy for 2023 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 September 6, 2023, your Committee considered an August 21, 2023 LADOT report relative to the Vision Zero implementation strategy for 2023. 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.

In 2015, former Mayor Garcetti's Executive Directive No. 101 established the Vision Zero initiative, "declaring safety to be the number one goal in designing and building our streets and sidewalks." The goal of the initiative was to eliminate traffic deaths in the City of Los Angeles by 2025. Several City Departments including the LADOT, Bureau of Engineering (BOE), Bureau of Street Services (BSS), Bureau of Street Lighting (BSL), and Los Angeles Police Department (LAPD) were tasked with the implementation of Vision Zero. Each Department was assigned to use its resources, expertise, and access to data to reduce the likelihood of severe and fatal crashes on City streets. Following this directive, LADOT developed the City's High Injury Network (HIN), to identify the streets with the highest rates of traffic deaths and serious injuries (KSI). With over 7,500 miles of roadway within the City, LADOT needed a data-driven approach to focus City resources to make the biggest impact. Using publicly available crash data in 2015, LADOT analyzed severe and fatal crashes to identify 490 miles of HIN streets. LADOT updated the HIN with new crash data in 2018 which expanded the HIN to 509 miles.

LADOT's goal is to improve safety on our roadways for the most vulnerable, using street design and other investments in the public right-of-way to reduce injury and loss of life when crashes occur. The LADOT prioritizes safety improvements on the HIN, applying best practices that are proven to reduce the likelihood of severe and fatal crashes, with an emphasis on protecting the most vulnerable road users from harm, who face the highest likelihood of severe harm or death during a crash. Vision Zero is both a funded

and staffed program, as well as a philosophy incorporated across all areas of project and program delivery at LADOT.

The LADOT Vision Zero work plan objectives are to:

- 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 HIN and Priority Corridors regularly as new data becomes available.

This work plan focuses on the streets on the HIN, 60 percent of which fall within disadvantaged areas. By making pedestrian and bicycle safety improvements on corridors and intersections on the HIN, the LADOT is able to serve a significant proportion of people who walk and bike in these high-needs communities. Of all the safety improvements LADOT installed on the HIN to date, 72 percent are located in census tracts with a CalEnviroScreen score in the top 25 percent. This includes new and upgraded traffic signals and pedestrian beacons; high-visibility crosswalks; painted intersection tightening; and pedestrian refuge islands - all of which aim to reduce severe and fatal conflicts between drivers and pedestrians. In particular, 80 percent of all pedestrian flashing beacons and 85% of all intersection tightening treatments installed on the HIN are located in these high-needs communities. After further consideration and having provided an opportunity for public comment, the Committee moved to note and file the LADOT report. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee

COUNCILMEMBER VOTE

HUTT:	YES
PARK:	YES
HERNANDEZ:	YES
RAMAN:	ABSENT
YAROSLAVSKY:	ABSENT

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9/6/23

-NOT OFFICIAL UNTIL COUNCIL ACTS-