

TRANSPORTATION COMMITTEE REPORT relative to the status of the Vision Zero Implementation Strategy and projects.

Recommendation for Council action:

RECEIVE and FILE Los Angeles Department of Transportation (LADOT) report dated January 15, 2019 relative to the status of the Vision Zero Implementation Strategy and projects.

Fiscal Impact Statement: Not applicable.

Community Impact Statement: None submitted.

SUMMARY

In a report to Council dated January 15, 2019, LADOT discusses the status of the Vision Zero Implementation Strategy and projects. Vision Zero projects have the following objectives: greatest impact, ensure the validity of High Injury Network (HIN) and Priority Corridor data, use of collision data to determine projects, and prioritize projects according to public safety, severity, vulnerability, social equity, and cost effectiveness. In December 2018, Council approved 20 additional Priority Corridors and 60 new Priority Intersections. LADOT will prioritize its work at these locations by social equity indicators according to the Los Angeles Health and Equity Index.

LADOT used a new methodology to identify additional Priority Corridors for 2019, ranking HIN corridors segments based on the number of people who have been killed or seriously injured per mile across all modes, without any additional weighting for pedestrian or cyclist or fatalities. Using the most recent most recent collision data available, the Department identified the top 20 corridors on the HIN that are a minimum 0.5 length in miles, and a minimum average of 15 people killed or severely injured per mile.

LADOT goes on to report that some of the City's most pressing safety challenges are in singular locations and not along corridors. To address, the Department also analyzed all intersections in the City regardless of whether they are in an HIN, to identify intersections with the highest levels of deaths and serious injuries. The Department is continuing to look at new strategies to improve safety at high crash locations.

LADOT goes on to discuss the plan's three phase project implementation strategy and community engagement. Phase 1 includes low cost treatments such as roadway re-striping, signs, and other low-cost measures. Phase 2 improvements include new or upgraded traffic light improvements. Phase 3 includes the installation of concrete treatments and other permanent street character changes. The Department also discusses coordinating Vision Zero projects with the City's ongoing Street Reconstruction Program to combine sidewalk repair, curb ramp upgrades, green street treatments, and street lighting enhancements. These projects will improve access to these corridors. Finally, the Department discusses its work with Caltrans to improve intersections and priority corridors under State control.

At its meeting held January 23, 2019, the Transportation Committee discussed this matter in greater detail with LADOT staff. The Department clarified the community outreach process

would begin soon on the 2019 corridors and that improvements for each corridor will not be scoped until that begins. Common sense improvements, including crosswalk enhancements and signal timing adjustments will be completed quickly, while more comprehensive improvements will occur after greater community engagement. Committee members urged the Department to continue community engagement regarding new projects until project construction is complete. It was further suggested that the Department consult with Council Offices and that community members be allowed to provide input on safety needs of greatest concern. The Committee recommended that Council receive and file the LADOT report.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
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BONIN:	YES
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MARTINEZ:	YES
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KORETZ:	YES
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-NOT OFFICIAL UNTIL COUNCIL ACTS-