

TRANSPORTATION COMMITTEE REPORT relative to Vision Zero new priority corridor locations, street intersections, and prioritization methodology to reduce traffic injuries and fatalities in the City of Los Angeles.

Recommendations for Council action:

1. APPROVE the Vision Zero prioritization methodology outlined in the Los Angeles Department of Transportation (LADOT) amended report dated November 19, 2018.
2. APPROVE the list of new Priority Corridor locations, as listed in Attachment No. 1 of the LADOT amended report.
3. APPROVE the list of new Priority Intersections, as listed in Attachment No. 2 of the LADOT amended report.
4. DIRECT the LADOT to prioritize equity and vulnerability within the Department's 2019 Vision Zero work plan.
5. AUTHORIZE the LADOT to make minor adjustments to priority corridor limits during project development.
6. DIRECT the LADOT to report in 90 days regarding engagement with the California Department of Transportation (Caltrans) on corridors and intersections under the jurisdiction of Caltrans.
7. NOTE and FILE the update on Priority Corridors from 2017 as contained Attachment No. 3 of the LADOT amended report.
8. RECEIVE and FILE the LADOT report dated November 19, 2018, rendered moot by the amended LADOT report of the same date.

Fiscal Impact Statement: The LADOT report does not request additional funds for implementation of these projects. The LADOT will submit budget requests to address work on the new Priority Corridors and Intersections in the City's upcoming budget process.

Community Impact Statement: None submitted.

### SUMMARY

In an amended report to Council dated November 19, 2018, LADOT discusses Vision Zero new priority corridor locations, street intersections, and prioritization methodology to reduce traffic injuries and fatalities in the City of Los Angeles. The report covers Vision Zero prioritization methodology, proposes 20 new Priority Corridors and 60 Priority Intersections, and provides a status update on implementation of improvements on existing Priority Corridors. Per Council instruction, LADOT also proposes a list of Priority Intersections where a high number of people have been killed or seriously injured due to vehicle, motorcycle, bicycle, and pedestrian collisions.

As indicated above, the report includes a list of 20 priority corridors based on the new methodology which ranks corridors on the High Injury Network based on the number of people who have been killed or seriously injured across all modes of travel, without additional weighting using collision data for the period 2013-2017. Using the new methodology, LADOT selects street segments with the highest number of severe or fatal injury collisions. The Department believes that prioritizing projects using this new approach will achieve the greatest reduction of injuries and fatalities. Prioritizing intersection safety improvements is similarly data driven. Where resources allow, LADOT will upgrade existing signal infrastructure to enhance safety.

LADOT goes on to report that Phase 1 safety improvements on 16 of the first 40 Priority Corridors are complete. Work continues on the remaining corridors. LADOT recommends that Council approve the new methodology for prioritizing Vision Zero projects, and to approve the lists of corridors and intersections listed in the attachments accompanying the Department's report.

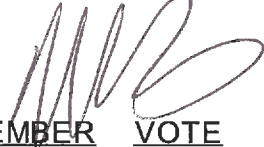
At its special meeting held November 28, 2018, the Transportation Committee discussed this matter with LADOT staff. The Department representatives reviewed the data and criteria used for prioritizing Vision Zero projects. It was noted that three corridors are on property owned by Caltrans. The Department is conferring with Caltrans to proceed with safety improvements at these sites.

Councilmember Martinez stated the new methodology deemphasizes intersections and corridors located in underserved communities of the City. Staff believes that collision and injury data will still prioritize those locations. Councilmember Koretz asked about adjustments that can be made systematically to improve safety at signalized intersections, such as increasing time for yellow and all red phases. Staff mentioned that signalization infrastructure and signal light timing improvements are ongoing throughout the City as the need is identified.

The Transportation Committee recommended that Council approve the recommendations of the LADOT's amended report. Committee further recommended that Council direct LADOT to prioritize equity and vulnerability within the Department's 2019 Vision Zero work plan and to report regarding the corridors and intersections under the jurisdiction of Caltrans, and authorize LADOT to make minor adjustments to priority corridor limits during project development.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



MEMBER    VOTE

BONIN:       YES

MARTINEZ: YES

KORETZ:    YES

jaw

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**

