

TRANSPORTATION COMMITTEE REPORT relative to developing a specific implementation strategy for the Vision Zero policy.

Recommendation for Council action, pursuant to Motion (Krekorian - Ryu - Blumenfield):

INSTRUCT the Los Angeles Department of Transportation (LADOT) to begin reporting no later than December of each year with a set of proposed Vision Zero hazard mitigation projects for consideration by Council and for inclusion in the Mayor's proposed budget that seeks to achieve the following objectives:

- a. The Vision Zero implementation strategy should prioritize projects demonstrably likely to produce the greatest reductions of injuries and fatalities, and the order in which projects are proposed to be implemented should reflect this objective.
- b. When developing projects for inclusion in the Vision Zero program each year, LADOT should incorporate a data validation process to ensure that the high injury network supporting data was appropriate and reliable and endeavor to seek finer data from all sources to the extent that it is available.
- c. Any proposed projects for Vision Zero should recommend roadway improvements that are backed by High Injury Network data, and select the most appropriate mitigation measures for the types of collisions and injuries that data indicates are most prevalent within the proposed project area.
- d. In an effort to align the Vision Zero program with the City's parallel objectives of both reducing harm for the City's residents as well as achieving significant liability cost savings, the Vision Zero strategy should appropriately prioritize projects that address known threats to public safety, with consideration given to severity, vulnerability, social equity and cost-effectiveness.

Fiscal Impact Statement: The LADOT reports that there is no anticipated fiscal impact to the General Fund due to this action.

Community Impact Statement: Yes

Against: Mid City West Neighborhood Council

## SUMMARY

On October 4, 2017, Council considered Motion (Krekorian - Ryu - Blumenfield) relative to developing a specific implementation strategy for the Vision Zero policy. Motion states that as the program continues to develop, Council should consider refinements to the Vision Zero model in order to serve the objective of more effectively increasing the safety of our streets. To date, for example, Vision Zero in Los Angeles has focused largely on the design of streets and their markings, sometimes without adequate consideration to the condition of streets as a matter of safety for their users.

Whether it is the design of the street or the condition of the street or the public's behavior on the

street that causes a person to suffer a serious injury or death is not relevant to the victims or their loved ones - the injury or death has altered those lives irrevocably. Motion movers believe that the City should work to address all of the causes of those dangers. Motion recommends that Council instruct LADOT to recommend Vision Zero projects that produce the greatest reductions of injuries and fatalities, include measurable data outcomes backed by High Injury Network data, and address known threats to public safety. Council referred Motion to the Transportation Committee for consideration.

Accompanying a report to Council dated January 11, 2018, LADOT responds to Motion's recommendations. An attachment to report discusses background on LADOT's data validation process, collision analysis, safety counter-measures, and how LADOT responds to and improves relevant data.

At its meeting held February 28, 2018, the Transportation Committee recommended that Council approve Motion's recommendation as shown above, as amended to modify instruction d to add the phrase: with consideration given to severity, vulnerability, social equity and cost-effectiveness.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



**MEMBER VOTE**

BONIN: YES

MARTINEZ: YES

KORETZ: YES

JAW

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**