VISION ZERO

LOS ANGELES | 2015-2025

ACTION PLAN

JANUARY 2017

DOUBLETREE
Olive St
25
AHEAD

Dear Friends,

Every forty hours, a person is killed in a traffic collision in Los Angeles. Nearly half of the people who die on our streets are people walking and bicycling. Children and older adults account for an alarming number of deaths.

Our streets must be safe. Loss of life because of preventable traffic collisions is unacceptable, which is why I launched the Vision Zero initiative in 2015.

My goal is to eliminate traffic deaths in the City of Los Angeles by 2025 and to reduce deaths by 20 percent by the end of 2017. Over the past year, City leaders have mounted a comprehensive, data-driven effort to better understand the root cause of collisions and to identify and prioritize corridors where deaths and injuries occur with troubling frequency to focus the City's efforts.

The result of these efforts is the City's first Vision Zero Action Plan. This plan lays out concrete actions to help achieve our goals for a safe Los Angeles. From innovative street design to complementary education and enforcement strategies, we can reduce the likelihood of death and severe injury.

This Action Plan spells out ways for every Angeleno to get on the road to Vision Zero. Everyone has a role to play in keeping our streets safe. Working together, we can eliminate traffic deaths and make Los Angeles a safe place for every traveler.

Sincerely,

ERIC GARCETTI
Mayor

VISION ZERO
LOS ANGELES | 2015-2025

Eric Garcetti
#lamayor

WE PLEDGE

to lead and implement the Vision Zero Action Plan to achieve the goal of zero traffic deaths by 2025.

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THE STORY FOR ZERO TRAFFIC DEATHS IN LOS ANGELES

EXECUTIVE SUMMARY

About Vision Zero

Every forty hours, an Angeleno loses his or her life in a traffic collision.[1] This is an alarmingly high number, especially compared with peer cities. There is no acceptable number of traffic deaths—even one is too many.

The City of Los Angeles will not be complacent about the tragic loss of human lives on its streets. The City is committed to reversing this trend to make Los Angeles a great place where people can travel safely and securely, no matter what mode of transportation they choose. The question is: How do we get there?

The answer? Vision Zero.

Fatal traffic collisions are not accidents; they can be prevented through thoughtful intervention. In August 2015, Los Angeles Mayor Eric Garcetti launched the Vision Zero Initiative by issuing Executive Directive Number 10. The directive prioritizes human life in the design of our City streets and identifies strategies for how government and the public can partner to reduce traffic deaths to zero. Together, we will eliminate fatalities by focusing on engineering, enforcement, education, and evaluation—all with a commitment to equity and engagement.

[1] Vision Zero Los Angeles, *Los Angeles Vision Zero Technical Analysis: Final Report 2015* (Los Angeles: Los Angeles Department of Transportation, 2015).

Children, seniors, and people who walk and ride bicycles are at the greatest risk to die or be seriously injured in a traffic collision.

The data-driven approach identifies proven methods and solutions to decrease traffic deaths by designing and operating a road system that accounts for human error.

Vision Zero Los Angeles anchors itself on the following principles:

1. Traffic deaths are preventable and unacceptable.
2. Human error is inevitable and unpredictable.
3. Engineering, education, enforcement, and evaluation are essential to a safe system.
4. Human life is our number-one priority.
5. Speed is a fundamental predictor of crash survival.
6. Government policies at all levels should be coordinated to promote safety as the highest priority.

Analysis of collision data finds that children, seniors, and people who walk and ride bikes are at the greatest risk for collisions that result in deaths and serious injuries.[2] A disproportionate number of collisions in Los Angeles take place on a relatively small number of streets, called the *High-Injury Network*. To meet our goals and to efficiently reduce deaths, we are prioritizing projects in these communities where the highest number of fatal and severe injury collisions are happening.

Our work aims to ensure appropriate focus on equity and engagement. As a starting point, we commit to unbiased policing in all contacts with any person(s) during traffic safety enforcement activities, regardless of race, color, ethnicity, national origin, gender, gender identity, gender expression, sexual orientation, or disability. For more details on our approach for equity and engagement, see pages 27–31.

[2] Vision Zero Los Angeles, *Los Angeles Vision Zero Technical Analysis: Final Report 2015* (Los Angeles: Los Angeles Department of Transportation, 2015).

The City of Los Angeles will have zero traffic deaths by 2025. This bold statement requires equally bold leadership and actions. We will achieve our desired outcomes by executing the actions and strategies (see pages 38–39). Below is a summary of focus areas for 2017.

CREATE SAFE STREETS FOR ALL

- Install life-saving improvements on the priority corridors and intersections along the High-Injury Network, such as optimizing four-hundred traffic signals and redesigning at least twelve miles of City streets every year to accommodate safe transportation for all.
- Update 100 percent of the expired speed surveys on the priority corridors by the end of 2017.
- Update all City street-design standards used by the Bureau of Public Works, the Department of Transportation, and the Department of City Planning to be consistent with the National Association of City Transportation Officials' *Urban Street Design Guide, Transit Street Design Guide,* and *Urban Bikeway Design Guide* and prioritize the safety of people walking and biking.

DEVELOP A CULTURE OF SAFETY

- Invest at least $2 million toward a comprehensive education campaign that addresses top collision factors, such as speeding and insobriety.
- Work with the Los Angeles Police Department's (LAPD's) Community Relations Office and Community Traffic Services units on enforcement efforts on the top traffic violations that contribute to the most deaths and serious injuries for people walking and biking.
- Collaborate on education and traffic-safety awareness efforts with key stakeholders, such as the Los Angeles Vision Zero Alliance, local trauma hospitals, the County of Los Angeles, AARP, and the American Automobile Association.
- Deploy LAPD officers to priority intersections and corridors to provide education and enforcement during high traffic-collision hours.

ADOPT NEW POLICY AND LEGISLATION TO STRENGTHEN SAFETY

- Pursue legislation to enhance speed enforcement.
- Develop a state legislative strategy with the Mayor, the Los Angeles City Council, and the Los Angeles–area state delegation to strengthen laws related to moving violations that contribute to fatal and severe injury collisions.
- Pursue legislation to prevent traffic collisions with people walking in crosswalks and at other controlled intersections.

RESPOND TO RELEVANT DATA

- Include Vision Zero principles in the 2017 LAPD Traffic Plan.
- Update the High-Injury Network with 2014–16 data. Continue to expand data sharing among the Departments of Transportation, Water and Power, City Planning, Los Angeles Police and Fire, and the Bureau of Public Works.
- Work with local trauma hospitals to include Emergency Medical Services data in our database to identify magnitude and locations of underreporting of collisions that result in deaths or serious injury.

We will measure our progress of the success with the following benchmarks:

2017: 20-percent reduction in traffic deaths (compared with 2016).
2020: 50-percent reduction in traffic deaths (compared with 2016).
2025: Elimination of traffic deaths Citywide.

We all pay the price—financially, emotionally, socially—when someone gets hurt on our streets. Rather than live with this consequence, we instead can invest in making our roads safer so that severe injuries do not happen. Redesigning our streets, enforcing traffic laws, and changing behavior is a multimillion dollar endeavor. We will need sufficient funding to meet our ambitious goals. This plan will inform how the City will budget, allocate, and reallocate resources to achieve Vision Zero.

INTRODUCTION

Los Angeles leads its peer cities in traffic deaths per capita.

Los Angeles is facing a public health crisis: traffic deaths. Los Angeles experiences more traffic fatalities per capita than any other peer city in the United States (see table below).[3] In 2016, 260 people lost their lives from traffic violence in Los Angeles.

Data help illuminate who is most affected by traffic deaths. Thirty percent of all people killed or severely injured while walking and biking are youth and older adults. Motor vehicle crashes are the leading cause of death of children between the ages of 5 and 14.[4] We cannot stand by while our loved ones lose their lives. Los Angeles needs Vision Zero.

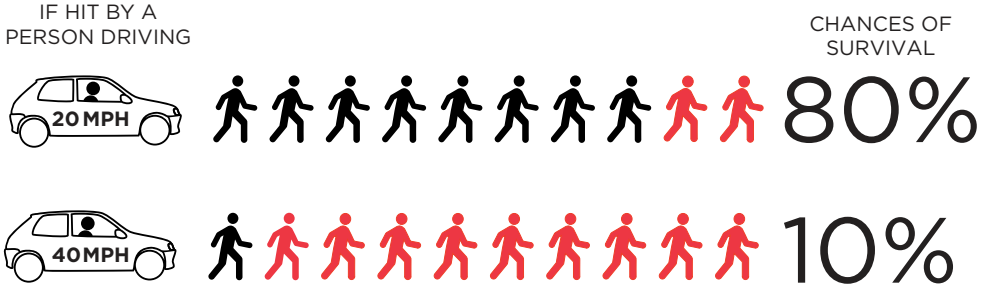
The data show that speed skills. Collisions will happen. Deaths do not have to be the consequence, however. We can stop deaths by focusing on controlling vehicle speeds.

YEAR 2012 DEATHS PER 100,000

City	Number of People
Los Angeles	6.27
Chicago	5.34
Portland	5.31
San Diego	5.23
San Jose	4.27
Seattle	4.26
Boston	3.61
San Francisco	3.51
New York	3.21

SOURCE: U.S. Department of Transportation, *Traffic Safety Facts 2012: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System* (Washington, D.C.: National Highway Traffic Safety Administration, 2012).

VEHICLE SPEED DEATH RISK



[3] U.S. Department of Transportation, *Traffic Safety Facts 2012: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System* (Washington, D.C.: National Highway Traffic Safety Administration, 2012).

[4] Vision Zero Los Angeles, *Los Angeles Vision Zero Technical Analysis: Final Report 2015* (Los Angeles: Los Angeles Department of Transportation, 2015).

Getting to Zero

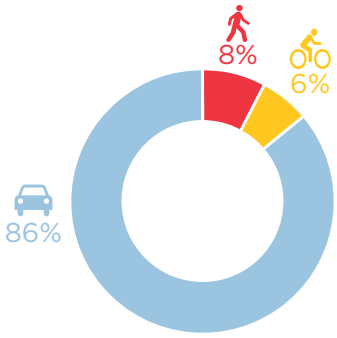
Since Vision Zero launched in 2015, we have learned a lot about traffic collisions on our streets. Bicycle and motorcycle collisions are on the rise, and high-speed arterial streets are hotspots for collisions.[5]

Through analysis of five years of collision data, we identified important trends that informed how we prioritize projects. For example, while people walking and biking are involved in only 14 percent of all traffic collisions, they represent almost 50 percent of traffic fatalities.[6] Simply protecting people from being hit while walking and biking would get us halfway to our goal of zero deaths. To do this, we will focus our early efforts on locations where collisions most often result in deaths and serious injuries for people walking and biking.

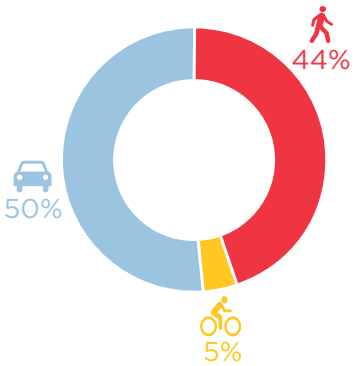
Using this data as a starting point, we conducted an analysis of City of Los Angeles streets to identify locations that account for the majority of traffic deaths for people walking and biking. We found that 65 percent of all severe and fatal collisions involving people walking and biking happen on just 6 percent of City streets.[7] These streets represent the City's initial High-Injury Network. Targeting investments along the High-Injury Network will have the greatest effect toward achieving our first benchmark of reaching a 20-percent reduction in deaths by the end of 2017.

To create projects that reach our Vision Zero goals, we are pursuing ambitious solutions in engineering, education, enforcement, and evaluation—"the 4 Es." Our work is rooted in a commitment to equity and engagement. All Angelenos have a right to safe mobility; Vision Zero ensures this by prioritizing projects that protect our most vulnerable communities.

COLLISIONS BY MODE VERSUS MODE OF PEOPLE KILLED



People Involved in Collisions



People Killed in Collisions

SOURCE: California Highway Patrol, "Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions," years 2009–13 provided by the Statewide Integrated Records Systems (SWITRS), undated, https://www.chp.ca.gov/Programs-Services/Services-Information/SWITRS-Internet-Statewide-Integrated-Traffic-Records-System/SWITRS-2013-Report#2013section1.

[5] Vision Zero Los Angeles, *Los Angeles Vision Zero Technical Analysis: Final Report 2015* (Los Angeles: Los Angeles Department of Transportation, 2015).
[6] Vision Zero Los Angeles, *Los Angeles Vision Zero Technical Analysis: Final Report 2015* (Los Angeles: Los Angeles Department of Transportation, 2015).
[7] Vision Zero Los Angeles, *Los Angeles Vision Zero Technical Analysis: Final Report 2015* (Los Angeles: Los Angeles Department of Transportation, 2015).

There is no one-size-fits all solution to the issue of traffic collisions. However, a study of best practices helped us identify proven solutions to address collision types that often result in death or serious injury. For example, left-turn restrictions may be explored in locations where those turns have caused collisions. A speed-limit reduction may be more appropriate on streets where children walk to school. Warning devices, such as a "Stop Here for Pedestrians" sign and flashing beacons, can be useful to guide drivers at complex intersections. High-visibility bicycle treatments at major intersections on the bicycle network can help clearly delineate street space and provide organization that avoids conflict between people driving and people bicycling.[8] These pairings, called *countermeasures* in the transportation field, inform project development by helping us evaluate what will be most effective at different locations with varying conditions.

COLLISION TRENDS

70 percent of fatal or serious pedestrian and bicycle collisions involved male drivers.

Pedestrian collisions on arterial streets are **seven** times more deadly than collisions on non-arterial streets.

Turning movements at traffic signals account for about **one-fifth** of fatal or severe pedestrian and bicycle collisions.

*Left turns **(12 percent)** account for about twice as many collisions as right turns **(6.2 percent)**.*

SOURCE: Vision Zero Los Angeles, *Los Angeles Vision Zero Technical Analysis: Final Report 2015* (Los Angeles: Los Angeles Department of Transportation, 2015).

[8] Vision Zero Los Angeles, *Collision and Countermeasure Analysis: Literature Review* (Los Angeles: Los Angeles Department of Transportation, March 2016).

Prioritized Intersections and Corridors

Reducing traffic fatalities by 20 percent by 2017 requires implementation of projects that will have the greatest effect toward overall fatality reduction. While the High-Injury Network is only 6 percent of our City streets, that is still more than 450 miles. To determine the locations that warrant immediate attention, we developed a scoring methodology to identify high-priority intersections and corridors along the High-Injury Network. Each intersection was assigned a score, based on the following criteria:

Severity: the total number of fatal or severe collisions at that intersection.

Vulnerability: the presence of a senior or a child walking or biking in a fatal or severe collision at that intersection.

Social Equity: the intersection's location in a community with negative health outcomes, as identified by the *Plan for a Healthy Los Angeles*'s Community Health and Equity Index.[9]

In addition to identifying priority intersections, we identified priority corridors based on clusters of the highest priority intersections. Analysis of these priority corridors found that they account for approximately 20 percent of all severe and fatal injuries for people walking and bicycling. Focusing our initial efforts to eliminate deaths on these corridors will allow us to reach our goal of reducing traffic fatalities by 20 percent by 2017.

The map on page 18 shows these corridors and intersections, which will inform deployment of resources in 2017. But this map is just a starting point. The project development process will include more detailed analysis and outreach before determining a final scope and limits of any engineering project on a priority corridor.

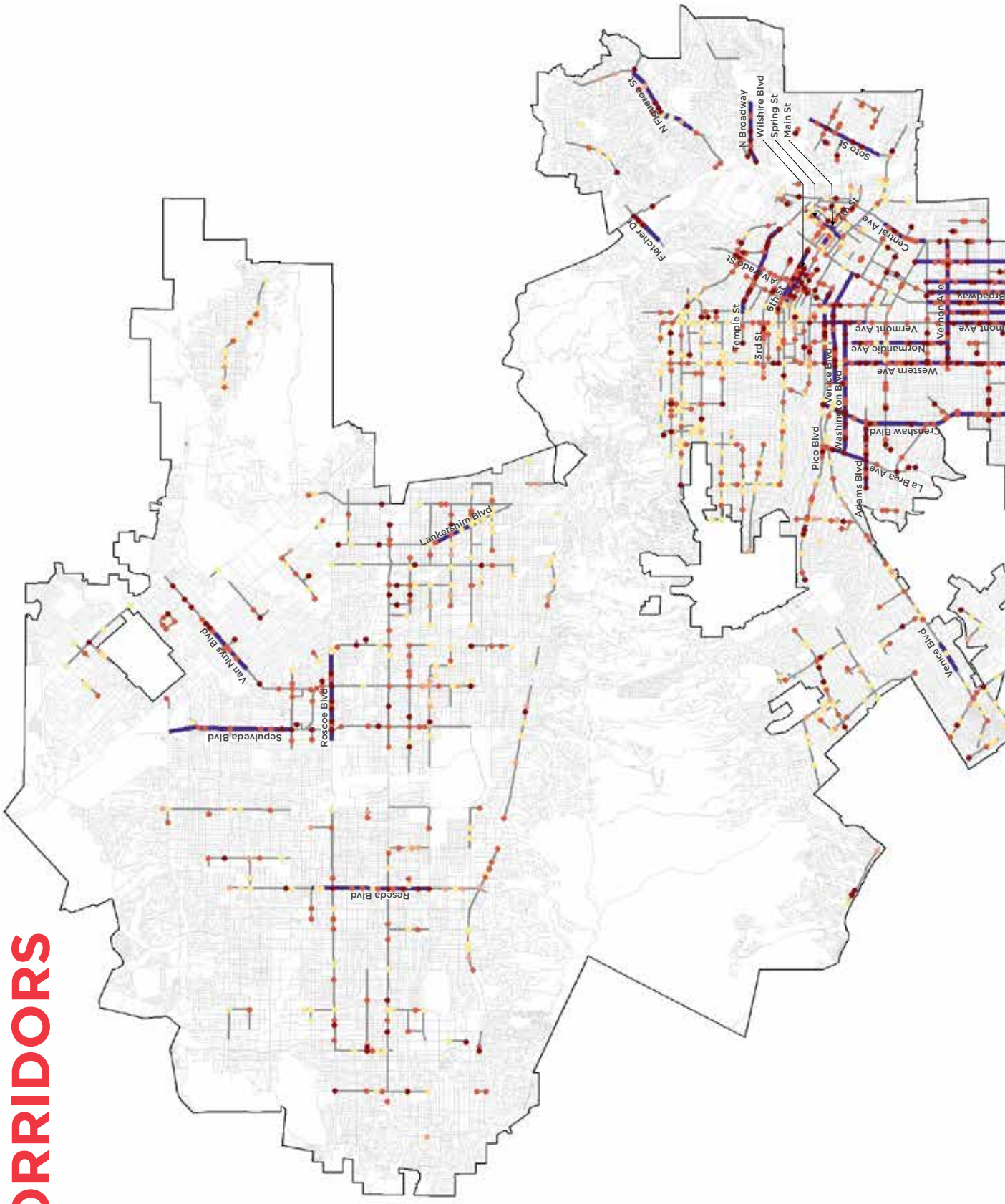
Additional data on the priority intersections and corridors can be found on the City's **GeoHub at visionzero.geohub.lacity.org.**

As the city with the most traffic deaths per capita, funding for solutions must match the severity of the problem. In fiscal year 2017, the City of Los Angeles allocated approximately $3 million to start our Vision Zero work. We have demonstrated an ability to use current resources effectively, but we will need significantly more funding to achieve our goals.

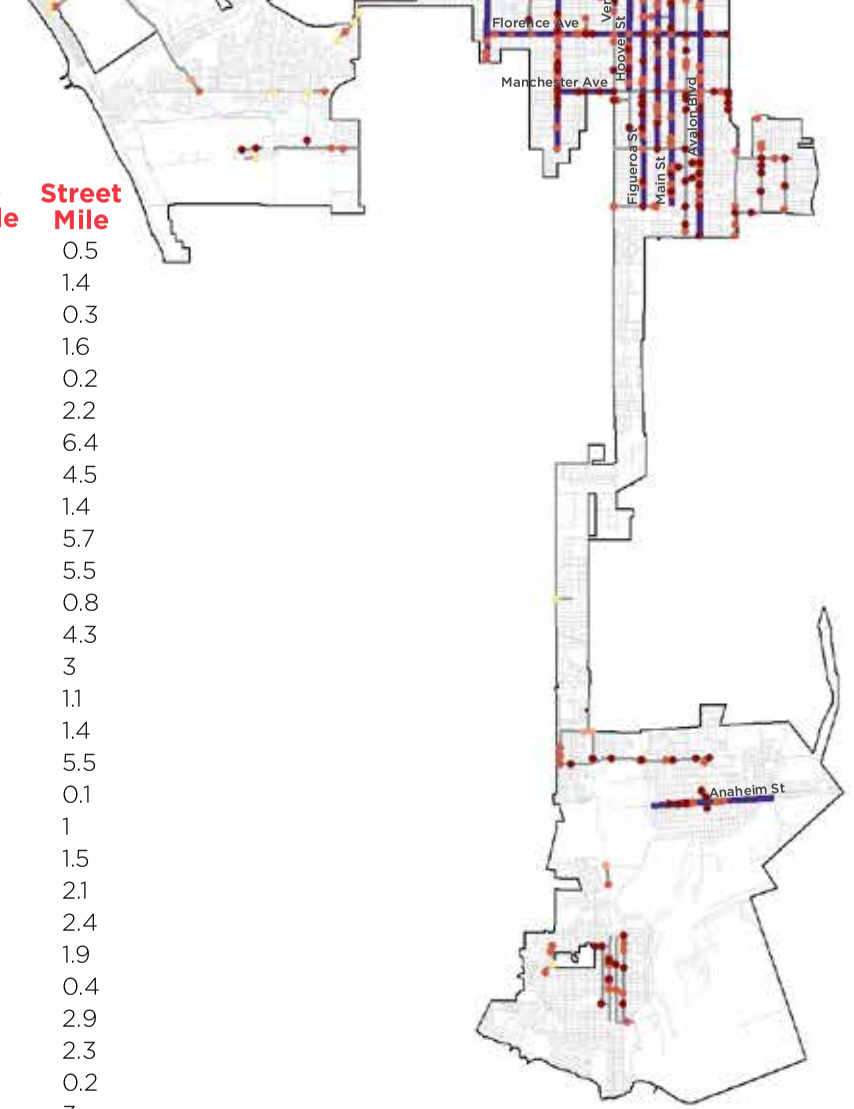
[9] Los Angeles Department of City Planning, *Plan for a Healthy Los Angeles 2015: A Health and Wellness Element of the General Plan* (Los Angeles: Los Angeles Department of City Planning, April 2015).

HERE WAIT
HERE WAIT
HERE WAIT

HIGH INJURY NETWORK
PRIORITY INTERSECTIONS AND CORRIDORS



	Priority Corridor (alphabetical order)	Average Ped/Bike KSI per Mile	Street Mile
1	**3rd Street** | Normandie Avenue to Vermont Avenue	16	0.5
2	**6th Street** | Rampart Blvd to Beaudry Ave	6	1.4
3	**7th Street** | Figueroa Street to Olive Street	2	0.3
4	**Adams Boulevard** | Hauser Boulevard to Crenshaw Boulevard	11	1.6
5	**Alvarado Street** | 6th Street to 7th Street	10	0.2
6	**Anaheim Street** | Figueroa Street to Henry Ford Avenue	5	2.2
7	**Avalon Boulevard** | San Pedro Street to 120th Street	4	6.4
8	**Broadway** | Martin Luther King Jr Boulevard to Century Boulevard	5	4.5
9	**Central Avenue** | Jefferson Boulevard to I-10	2	1.4
10	**Crenshaw Boulevard** | 79th Street to Pico Boulevard	5	5.7
11	**Figueroa Street** | Martin Luther King Jr Boulevard to Imperial Hwy	5	5.5
12	**Fletcher Drive** | I-5 to San Fernando Road	8	0.8
13	**Florence Avenue** | Crenshaw Boulevard to Central Avenue	5	4.3
14	**Hoover Street** | Vernon Avenue to Manchester Avenue	3	3
15	**La Brea Avenue** | Adams Boulevard to Pico Boulevard	9	1.1
16	**Lankershim Blvd** | Chandler Boulevard to Victory Boulevard	5	1.4
17	**Main Street** | Martin Luther King Jr Boulevard to Imperial Hwy	4	5.5
18	**Main Street** | 6th Street to 7th Street	0	0.1
19	**Manchester Avenue** | Western Avenue to Vermont Avenue	10	1
20	**N Broadway** | Mission Road to N Spring Road	5	1.5
21	**N Figueroa Street** | Avenue 43 to York Boulevard	6	2.1
22	**Normandie Avenue** | Vernon Avenue to I-10	5	2.4
23	**Pico Boulevard** | Western Avenue to Union Avenue	8	1.9
24	**Pico Boulevard** | Robertson Boulevard to La Cienega Boulevard	25	0.4
25	**Reseda Boulevard** | Parthenia Street to Victory Boulevard	7	2.9
26	**Roscoe Boulevard** | I-405 to Woodman Ave	6	2.3
27	**Saticoy Street** | Topanga Canyon Boulevard to Jordan Street	25	0.2
28	**Sepulveda Boulevard** | Nordhoff Street to Rinaldi Street	3	3
29	**Soto Street** | Wabash Avenue to 8th Street	4	1.9
30	**Spring Street** | Temple Street to 9th Street	5	1.2
31	**Temple Street** | Beverly Boulevard to Beaudry Avenue	8	2.3
32	**Van Nuys Boulevard** | Beachy Avenue to San Fernando Road	5	1.5
33	**Venice Boulevard** | Beethoven Street to Inglewood Boulevard	1	0.8
34	**Venice Boulevard** | Arlington Avenue to Figueroa Street	4	2.8
35	**Vermont Avenue** | Pico Boulevard to Adams Boulevard	7	1
36	**Vermont Avenue** | Gage Avenue to Vernon Avenue	6	1.6
37	**Vernon Avenue** | Western Avenue to Central Avenue	6	3
38	**Washington Boulevard** | La Brea Avenue to Vermont Avenue	6	3.2
39	**Western Avenue** | Century Boulevard to Washington Boulevard	8	6.5
40	**Wilshire Boulevard** | Rampart Boulevard to Valencia Street	8	0.9



Intersection Score

- 1.0
- 1.1 - 1.5
- 1.6 - 2.5
- > 2.5

Priority Corridor

High Injury Network

Intersection score = (# of fatalities * 1.5) + (# of severe injuries) + (child or senior either killed or severely injured walking and biking) + (in a community affected by negative health outcomes)

Projects That Work

We know what kind of projects will reduce traffic deaths. Our Vision Zero literature review has a detailed analysis of countermeasures that have been proven to save lives. For example, leading pedestrian intervals, which give a person walking a head start when crossing the street before vehicles enter the intersection, can reduce pedestrian collisions by up to 60 percent.[10] Cycle tracks, which separate people riding bikes from vehicles using a physical barrier like landscaping, are associated with a 95-percent reduction in risk of injury for people riding bikes compared with streets without biking infrastructure. Vision Zero will implement such proven countermeasures on our priority corridors to meet our benchmarks for 2017. We are committing to installing 180 high-visibility crosswalks near fifty schools on the High-Injury Network, building twenty-five concrete pedestrian islands, and completing twelve miles of street-design plans on the priority corridors by the end of 2017.

[10] Vision Zero Los Angeles, *Collision and Countermeasure Analysis: Literature Review* (Los Angeles: Los Angeles Department of Transportation, March 2016), 33.

Vision Zero in Action

This plan also complements the City's ongoing traffic-safety efforts. All City departments are constantly coordinating to deliver projects that improve traffic safety. For example, between 2013 and 2016, six of the High-Injury Network priority intersections underwent safety improvements and have demonstrated early successes in eliminating traffic deaths and serious injuries. Additionally, the City has secured funding for projects at an additional nine intersections on the High-Injury Network. The table below presents some examples of a larger body of projects that have been completed to improve traffic safety. Check the website as the City continues to provide project updates.

HIGH-INJURY NETWORK INTERSECTIONS: PROJECT EXAMPLES

STREET 1	STREET 2	PROJECT	CRASH-REDUCTION FACTOR
PROJECTS COMPLETED			
46th St.	Vermont Ave.	Full signal installed in 2013	25% reduction in pedestrian collisions
Beaudry Ave.	Temple St.	No left-turn sign installed in 2015	34% reduction in pedestrian collisions
Bonnie Brae St.	Olympic Blvd.	Full signal installed in 2013	25% reduction in pedestrian collisions
Century Blvd.	San Pedro St.	Lane reconfiguration completed in 2013	29% reduction in all collisions
Hollywood Blvd.	Highland Ave.	Pedestrian scramble	35% reduction in pedestrian collisions
Monroe St.	Virgil Ave.	Lane reconfiguration completed in 2014	29% reduction in all collisions
PROJECTS IN PROGRESS			
89th St.	Avalon Blvd.	Project planning in progress	
Alvarado St.	6th St.	Pedestrian scramble	35% reduction in pedestrian collisions
Alvarado St.	7th St.	Pedestrian scramble	35% reduction in pedestrian collisions
Avenue 41	Eagle Rock Blvd.	Rectangular rapid flashing beacon	50–80% increase in yield to pedestrians
Avenue 51	Figueroa St.	Full signal	25% reduction in pedestrian collisions
Bedford St.	Pico Blvd.	Full signal	25% reduction in pedestrian collisions
Manchester Ave.	Vermont Ave.	Protected-only left turn signal	99% reduction in left turn collisions
Patton St.	Temple St.	Rectangular rapid flashing beacon	50–80% increase in yield to pedestrians
Pico Blvd.	Wooster St.	Full signal	25% reduction in pedestrian collisions

Several early street-improvement projects have shown promising results for future Vision Zero interventions throughout Los Angeles. These successes will be the norm.

Since the installation of the scramble in November 2015, there have been zero deaths and serious injuries because of a collision.

HOLLYWOOD AND HIGHLAND SCRAMBLE

The recent safety improvement at Hollywood Boulevard and Highland Avenue is one example of an early win for Vision Zero. Prior to the intervention, Hollywood and Highland was averaging ten injury collisions per year. In November 2015, a scramble crosswalk was installed at the intersection. The scramble allows people to walk through the intersection in all directions while vehicles idle. When the signal changes, vehicles can make their movements without waiting for people to cross the street. Six months after installation, there were zero deaths or serious injury collisions. **In a broader study, scramble crosswalks have been shown to lead to a 35-percent reduction in vehicular collisions with people walking.**[11]

[11] Vision Zero Los Angeles, *Collision and Countermeasure Analysis: Literature Review* (Los Angeles: Los Angeles Department of Transportation, March 2016).

These treatments have resulted in up to a 60-percent reduction in vehicle collisions with people walking.

LEADING PEDESTRIAN INTERVALS

Leading Pedestrian Intervals give people walking a head start to cross the street before the light turns green for vehicles. This makes people more visible to drivers and reduces the chance of pedestrian-vehicle conflicts. As of 2016, twenty-two intersections throughout Los Angeles have been outfitted with Leading Pedestrian Interval signals. These treatments have resulted in up to a 60-percent reduction in vehicle collisions with people walking.[12]

[12] Vision Zero Los Angeles, *Collision and Countermeasure Analysis: Literature Review* (Los Angeles: Los Angeles Department of Transportation, March 2016).

PEDESTRIAN SAFETY PROJECT ON YALE STREET

Today, Yale Street provides safer access for people walking to nearby schools and the Gold Line Light Rail Station.

Yale Street in Chinatown received a makeover from the Bureau of Street Services as a part of the Safe Routes to School Strategic Plan. Street improvements included a raised landscape median, curb extensions, yellow continental crosswalks, Americans with Disabilities Act–compliant access ramps, roadway striping, and new signs. **Raised medians have been credited with up to a 46-percent reduction in vehicle collisions with pedestrians.** Curb extensions are proven to increase perceptions of safety and comfort for people crossing the street.[13] Today, Yale Street provides safer access for people walking to nearby schools and the Gold Line Light Rail Station.

[13] Vision Zero Los Angeles, *Collision and Countermeasure Analysis: Literature Review* (Los Angeles: Los Angeles Department of Transportation, March 2016).

VIRGIL AVENUE SAFETY PROJECT

In the two years since the project was installed, there have been zero fatal or serious injuries involving a person walking or biking.

The intersection of Virgil Avenue at Monroe Avenue was identified as a priority intersection because of a high number of collisions resulting in deaths and serious injuries. In 2014, the traffic lanes along the Virgil Avenue corridor, including the intersection at Monroe Avenue, were reconfigured to create a safe space for all modes of travel. In the two years since the project was installed, there have been zero fatal or serious injuries involving a person walking or biking. **Corridor-level safety projects, which typically involve a lane reconfigurations that better organize vehicular movements, can produce up to a 41-percent reduction in pedestrian collisions on problem corridors.**[14]

[14] Vision Zero Los Angeles, *Collision and Countermeasure Analysis: Literature Review* (Los Angeles: Los Angeles Department of Transportation, March 2016).

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EQUITY AND ENGAGEMENT TOWARD VISION ZERO

All Angelenos deserve safe streets. Traffic deaths affect our communities more than traditional measures of crime, such as gang-related activity. In 2013, there were 201 traffic deaths in Los Angeles, compared with 149 gang-related homicides.[15] Nearly half of the streets on the High-Injury Network are neighborhoods with a greater percentage of children, seniors, people of color, immigrants, people with disabilities, or low-income households. A disproportionate percentage of serious and fatal collisions take place in Central and South Los Angeles, where people are more likely to walk, bike, or take transit as their primary mode of transportation.[16] The City's commitment to equity and engagement prioritizes communities that depend on a variety of travel modes.

[15] California Highway Patrol, "Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions," years 2009–13 provided by the Statewide Integrated Records Systems (SWITRS), undated, https://www.chp.ca.gov/Programs-Services/Services-Information/SWITRS-Internet-Statewide-Integrated-Traffic-Records-System/SWITRS-2013-Report#2013section1.

[16] Los Angeles Department of City Planning, *Plan for a Healthy Los Angeles 2015: A Health and Wellness Element of the General Plan* (Los Angeles: Los Angeles Department of City Planning, April 2015).

The first step to addressing equity and engagement through Vision Zero is to build a deeper understanding of how social inequalities affect the health and safety of Angelenos. For example, race may affect the safety of people of color as they walk from place to place. In one study, blacks trying to cross the street had to wait 32-percent longer than whites because cars did not stop to allow them to cross safely.[17] Although health equity and social equity are directly related, they have different implications for safety on our streets. We must continue to better define and understand issues of social and health equity to support traffic safety in all our communities.

We can grow our understanding of these complex issues by building relationships with communities where health disparities are concentrated alongside social inequities such as poverty, unemployment, and crime. We will engage community members from the beginning of the project planning process and work to build trust. City staff will work side by side with community members to develop plans and identify grant opportunities that accomplish Vision Zero priorities. The City has already secured $500,000 from the State of California's Office of Traffic Safety for Community-Based Outreach and Education to implement the Vision Zero education campaign. The majority of these dollars will directly fund community-based organizations to help engage and educate on the topic of traffic safety along the priority corridors.

[17] Tara Goddard, Kimberly Barsamian Kahn, and Arlie Adkins, "Racial Bias in Driver Yielding Behavior at Crosswalks" (Portland, Oregon: Transportation Research and Education Center, 2014).

EQUITY

As part of our commitment to achieve equity in Vision Zero implementation, the City of Los Angeles commissioned the Prevention Institute to conduct an initial health-equity analysis that informed the development of this plan. The Prevention Institute is a national leader on the topic of health equity, which they define as "the commitment to ensuring that every person has an equal opportunity to be healthy and safe."

Their analysis evaluated our research methodology and planning efforts, and their findings led to recommendations to strengthen our work. The complete health equity analysis can be accessed at **visionzero.lacity.org/healthequity.zip**.

Recommendations from the analysis informed our approach to equity through Vision Zero. While these recommendations focused on health equity, we must also invest in strategies that promote social equity to avoid outcomes that negatively affect people of color. We have much more to learn and study on this topic. As a starting point, we commit to pursuing the following through the implementation of this Action Plan:

- Review best practices for data collection on information such as race, ethnicity, and income.
- Continue to connect additional data sources to link key environmental variables to traffic collisions.
- Include community partners in the evaluation of safety countermeasures and consider the context of individual communities throughout the City. Look at potential unintended consequences that could exacerbate inequities in communities of color and low-income communities during project evaluations.
- Continue to grow Vision Zero as a multicity department initiative that extends beyond a transportation-engineering effort.
- Adhere to the LAPD's commitment to unbiased policing in the implementation of Vision Zero–enforcement efforts.

ENGAGEMENT

Traffic safety affects all Angelenos, and everyone must be a part of the solution. Our mission is to serve the public and work side by side to solve problems by identifying issues, opportunities, and meaningful solutions. A fundamental value of Vision Zero is to maintain two-way communication at all stages: planning, design, implementation, and evaluation.

The City's engagement efforts will be tailored to suit the context of the neighborhood of each project area. However, all City-led Vision Zero street-design projects will adhere to a set of guidelines for community engagement that are currently in development. The City commits to working closely with the community to identify and ensure that community concerns are addressed in the research and planning process of a new Vision Zero project.

The City's evolving community-based outreach and education was informed by the development of the City's first Vision Zero Education and Outreach Strategy in April 2016.[18] Deploying this strategy will provide significant opportunities to tailor education activities in a culturally and context-sensitive manner. In 2017, the City will contract with local community organizations to conduct the first phase of outreach and education along ten miles of the Vision Zero priority corridors. This work will involve coordinating a street team for two-hundred hours of door-to-door engagement with at least five thousand people, developing a weeklong creative intervention along the street to bring awareness of the problems and reaching at least one million people through social and traditional media. This project will include a pre- and post-evaluation process to help measure success and impact.

While the start of this campaign will be funded by the State of California's Office of Traffic Safety, the City will need to identify a sustainable mechanism to support Vision Zero outreach and engagement efforts. Current and future strategies may include the following:

- Conduct robust, culturally competent, and linguistically appropriate outreach, engaging with community-based organizations to gain insight, learn strategies, and increase access to residents.
- Incorporate community engagement into future prioritization of specific Vision Zero project corridors.

[18] Julia Gould and Rachel Keyser, *Vision Zero: Education and Outreach Strategy* (Los Angeles: Los Angeles Department of Transportation, April 2016).

All Angelenos are invited to join in the dialogue on traffic safety as part of our Citywide education campaign and are encouraged to take action by making safe behavior a part of their everyday routine.

- Develop and scope Vision Zero projects through community-based participatory planning and design.
- Ensure funding is dedicated for community-based organizations participating in, supporting, or facilitating community engagement.
- Develop agreed-on individual project goals, potential benefits, safety improvements, mobility issues, and other considerations.
- Establish a project-notification list and centralized project clearinghouse to inform the public of project updates.
- Conduct open houses about the project, including breakout sessions where appropriate.
- Distribute a project information fact sheet to properties along any affected block face.

As we continue to refine our engagement strategy, we will draw on the City's recent successes in engaging with community members on project development. Below are three case studies that exemplify these efforts.

CASE STUDY 1: ACTIVE STREETS L.A.

Active Streets LA is a partnership between the City of Los Angeles, the Los Angeles County Bicycle Coalition, and T.R.U.S.T. South L.A. The program is developing a process that uses robust community input and engagement to shape the technical side of conceptual design for low-stress, neighborhood network street improvements for people walking and bicycling. This partnership-based model leverages the legitimacy, relationships, and community ties that localized community-based organizations bring to the table, in turn enhancing the conceptual design process and improving our responsiveness to complex community needs and experiences.

CASE STUDY 2: GREAT STREETS

In 2015, the Mayor's Great Streets Challenge Grant provided $200,000 to community groups for innovative, creative, and authentic community engagement around ideas for street improvements. Grant resources were used for demonstrating potential improvements to street corridors during community street festivals. Artists, small businesses, and local residents hosted engaging activities to draw their neighbors to the street, and then used the audience to educate attendees on the benefits of street transformations and collect surveys on preferences for improvements.

CASE STUDY 3: SAFE ROUTES TO SCHOOL GRANT APPLICATIONS

The City of Los Angeles Department of Transportation (LADOT) submitted four successful applications to the State of California's first cycle of Active Transportation Program (ATP) grants in 2014. These proposals were awarded $18.5 million in funds for Safe Routes to School infrastructure improvements around nine schools. The project development process was an unprecedented, interdisciplinary collaboration between LADOT staff; Department of Public Works, City Planning; school administrators, teachers, and parents; community members; City Council offices; Los Angeles Unified School District; and Los Angeles School Police Department.

We will also build on the recent planning efforts for the City's Mobility Plan 2035, the Plan for a Healthy Los Angeles, and Metro's plans such as its Connect US and First/Last Mile Strategic Plans. These efforts formed valuable relationships and gathered a wealth of community knowledge that will point us in the right direction. In addition, the City will continue to strengthen and form community partnerships to develop and deliver meaningful and accessible opportunities for community engagement.

BERNARDIN
Moore
Paints
PARK IN REAR
COFFEE SHOP
OIL CHANG

IMPLEMENTATION

The City of Los Angeles commits to working with our growing list of community organizations. Leadership and staff from Los Angeles County, our trauma hospitals, and key stakeholder groups, such as the growing Vision Zero Alliance, will be critical in achieving our Vision Zero goals.

Engineering

Streets should be designed to prevent fatal collisions to the greatest extent possible. Engineering improvements such as marked crosswalks, protected bike lanes, or enhanced signalization will improve safety for all road users.

Education

A key component to keeping our streets safe is to learn how to practice safe roadway behavior. New, widespread education efforts involving community partners will help to ensure everyone becomes a part of the culture of safety.

Enforcement

Achieving zero traffic deaths in Los Angeles would be impossible without holding everyone accountable to the laws that keep us safe. However, concern about equitable enforcement of the law is an ongoing national discussion. The City recognizes that an enforcement effort grounded in data will encourage equitable outcomes. Enforcement of Vision Zero will focus on the top driving behaviors shown to cause deaths and serious injury collisions.

Evaluation

Clear data about traffic safety problems and the efficacy of solutions are necessary to track, measure, and achieve our goals. Improving and expanding methods for data collection, analysis, and sharing will help the City to target improvements where they are needed most and deliver cost-effective results.

GOALS

Focusing our efforts on priority intersections and corridors will help us get to zero. The action items set forth in this plan are organized around four desired outcomes outlined below.

Create Safe Streets for All

People will make mistakes on our streets and sidewalks, but those mistakes should not be fatal. Smarter roadway designs reduce the likelihood of severe traffic collisions by improving visibility, separating traffic flows, and managing safe speeds. Evidence-based engineering projects will improve safety infrastructure to create secure, livable streets for all road users, especially the City's most vulnerable. Project planning will be a partnership among the City, its community partners, and, most importantly, the people living and working in each affected community.

Develop a Culture of Safety

Engineering and enforcement are crucial strategies must be employed to uphold the rules of the road that keep us safe. Detailed collision data will focus law enforcement and engineering strategies that change the behaviors that cause the deadliest collisions.

Whether walking, bicycling, or driving a vehicle, safety is everyone's responsibility. Educating about safe transportation behavior will help keep everyone safe on our streets. Partnerships with stakeholders such as community-based organizations, community leaders, and youth will help us spread the word that everyone needs to do their part to achieve Vision Zero.

Adopt New Policy and Legislation to Strengthen Safety

An updated legal framework will strengthen the foundation for reducing traffic fatalities. Vision Zero for Los Angeles will pursue local, state, and federal legislation that strengthens traffic safety policy and gives Los Angeles greater control of street safety.

Respond to Relevant Data

Understanding where and why fatal and severe collisions happen is crucial to Vision Zero. Determining priority streets and corridors allows the City to focus its efforts on reducing injuries and fatalities. Collecting and analyzing all relevant information, beyond the collision data, will improve the City's responsiveness in making changes in communities where they are needed most. Data transparency is also a great way to hold Vision Zero accountable to its commitment to equity and engagement. As the LAPD migrates its traffic-collision reporting to a digital system, the City will explore how to best make this information available to interested parties. The City remains committed to maintaining clear communication about its progress as it works toward zero fatalities.

ACTIONS AND STRATEGIES

BENCHMARKS	2017	2020	2025	Partners
Create Safe Streets for All				
Pavement preservation	• Digitize annual Street Services work plans to allow for better coordination with the Department of Transportation.	• Inspect and repair 100 crosswalks on the High-Injury Network.	• Inspect and repair 200 crosswalks on the High-Injury Network.	BSS, *LADOT*
Speed surveys	• Complete 100% of the expired surveys along the priority corridors, 75% of the High-Injury Network and 50% Citywide.	• Complete 100% of the expired surveys Citywide.	• Continue to keep all surveys active; evaluate need for new surveys.	LADOT, *LAPD*
Temporary street closures	• Provide annual Department of Water and Power work plan to allow for better coordination with other City departments; evaluate temporary sidewalk closure procedures.	• Update the Work Area Traffic Control Handbook (WATCH) to strengthen requirements for pedestrian and bicycle detours; update training modules to incorporate changes.	• Work to update state traffic control device standards to include more innovative safety treatments.	LADWP, LADOT
Bicycle network	• Identify bike network gaps during initial project development.	• Develop a system for pavement inspection/repair of bikeway facilities.	• Repair all bikeway facilities on the High-Injury Network.	LADOT, *BSS*
Traffic signs	• Maintain and upgrade speed limit signage.	• Upgrade the existing sign maintenance program.	• Create geocoded database of all department assests.	LADOT
Safe Routes to School (SRTS)	• Install 180 high-visibility crosswalks near 50 schools on the High-Injury Network.	• Complete 50 Safe Routes to School safety plans.	• Implement 50 Safe Routes to School safety plans.	LADOT
Speed mitigation around schools	• Install 11 school safety zones (15 miles per hour zone within 500 feet of school).	• Install 50 school safety zones.	• Install 100 school safety zones.	LADOT, *LAPD*
Capital safety improvements	• Build 25 concrete pedestrian islands.	• Prioritize 50 location candidates for capital projects.	• Prioritize 100 location candidates for capital projects.	BOE, *LADOT*
Street lighting	• Identify areas for lighting improvements (i.e., bus stops, mid-block crossings, and underpasses).	• Make lighting improvements on 50 percent of the High-Injury Network.	• Complete all lighting improvements on the High-Injury Network.	BSL, *LADOT*
Street design	• Complete 12 miles of street design plans.	• Complete 48 miles of street design plans.	• Complete 120 miles of street design plans.	LADOT
City design standards	• Update City design standards using Vision Zero principles.	• Update curb ramp standards.	• Identify and complete updates to additional design standards.	LADOT, BOE
Signal timing	• Optimize 400 traffic signals for all road users; pilot signal timing strategy.	• Optimize 1,600 traffic signals for all road users.	• Optimize all traffic signals for all road users.	LADOT

NOTE: Support agency in italics

ACTIONS AND STRATEGIES

BENCHMARKS	2017	2020	2025	Partners
Adopt New Policy and Legislation to Strengthen Safety				
Legislation to discourage speeding	• Consider legislation on automated speed enforcement.	• Develop speed-specific report to help legislative strategy and public buy-in.	• Explore red-light running mitigation strategies.	Mayor, *LADOT, LAPD*
Collision reporting	• Work with the State of California to improve the collision reports for more data on crashes (Form 555).	• Provide training for police officers on updated Form 555.	• Assess additional collision data needs and make appropriate changes to form.	Mayor, *LADOT, LAPD*
Traffic law compliance	• Develop a state legislative strategy that addresses violations that contribute to fatal and severe injury collisions.	• Incorporate Vision Zero education into DMV new driver material.	• Ensure that an environment that includes autonomous vehicles will prioritize safety for people walking and biking.	Mayor, *LADOT, LAPD*
Sustainable funding strategy	• Pursue Vision Zero mitigation fund for new developments along the High-Injury Network.	• Continue to incorporate Vision Zero principles in annual transportation budget.	• Identify and establish additional funding streams.	LADOT
Respond to Relevant Data				
Collision database	• Work with LAPD on a more streamlined hand-off of collision data; incorporate 2014–16 collision data to update the High-Injury Network.	• Continue to update the High-Injury Network annually.	• Expand collision data reporting to include weekly collision updates.	LADOT, LAPD, *LACDPH*
Using data	• Publish the top five traffic violations on the GeoHub. • Identify areas for education by LAPD's Community Relations Office and Community Traffic Services unit.	• Continue to add additional data overlays (e.g., race, ethnicity, income, alcohol outlet density, adjacent land use, crime hotspots)	• Expand use of GeoHub in Vision Zero project planning.	LADOT, *Mayor*
Consideration for data-driven enforcement strategy	• Emphasize traffic enforcement on major moving violations, especially those affecting youth and older adult victims; deploy enforcement and education units to high-risk intersections.	• Prioritize enforcement along High-Injury Network on the top collision factors that result in deaths and serious injury collisions.	• Reassess and prioritize enforcement along High-Injury Network on the top collision factors that result in deaths and serious injury collisions.	LAPD, LADOT *NOTE: Support agency in italics*

ACRONYMS

BOE: Bureau of Engineering
BSL: Bureau of Street Lighting
BSS: Bureau of STreet Services
DMV: California Department of Motor Vehicles
LACDPH: Los Angeles County Department of Public Health
LADOT: Los Angeles Department of Transportation
LADWP: Los Angeles Department of Water and Power
LAPD: Los Angeles Police Department

BENCHMARKS	2017	2020	2025	Partners
Develop a Culture of Safety				
Vision Zero Los Angeles education campaign	• Build a $2 million education campaign to bring awareness and create behavior change around collision factors such as speeding and impaired driving.	• Evaluate and continue education campaign.	• Create a national platform for Vision Zero.	LADOT, *Alliance, LACDPH*
Community partnerships	• Complete a $500,000 outreach campaign along Vision Zero priority corridors; continue to conduct meetings with the bicycle community and assist in the City's bicycle plan efforts.	• Develop policies, processes, and funding opportunities to support the participation of community leaders and community-based organizations in the development and implementation of Vision Zero.	• Incorporate Vision Zero messaging into outreach efforts for both City- and neighborhood-led projects.	LADOT, *Alliance, LACDPH*
Maximum media saturation for Vision Zero	• Leverage existing resources and community leaders (e.g., government leaders, City-owned assets, school-based materials, events).	• Secure public-private partnerships (e.g., public spokespersons, gas stations, repair shops, auto sales).	• Partner with a top business for a Vision Zero commercial for a major national TV event.	LADOT, *LACDPH*
Partnering with government organizations	• Continue school bicycle and pedestrian safety education programs that reinforce the rules of the road and teaches participants how to be more visible when walking, and bicycling.	• Work with driver's education providers to expand learning to "mobility education."	• Work with state legislators to incorporate mobility education, and specifically clarification about "jaywalking," into DMV license exams.	LADOT, *Mayor*
Partnering with insurance organizations	• Produce and distribute a "Road Map for Safety" that educates road users about safe ways to behave around key road features; promote use of existing driving behavior data technology.	• Partner on school-based parent/youth safety education.	• Incentivize parents to complete the safer driving training.	LADOT, *LACDPH*
Education on impaired driving	• Develop school curriculum about the dangers of distracted driving, driving under the influence, and how to stay safe walking/biking on campus.	• Deter impaired driving by targeting education and outreach at alcohol-serving establishments.	• Secure partnerships to incentivize people from driving impaired.	LADOT, *LACDPH*
Community building	• Identify and use cultural competency training for City staff with the support of community leaders; use cadets to disseminate traffic safety flyers on the High-Injury Network and COMPSTAT-identified areas.	• Develop and implement trust-building opportunities among law enforcement and low-income communities and communities of color, especially prior to deploying any additional traffic enforcement in the areas.	• Develop a "safe intersections" campaign.	LADOT, LAPD, *Alliance*
Partnering with technology	• Continue to build relationships with companies such as Waze and Google.	• Establish a Vision Zero technology fellowship.	• Work to prepare a safe road system for autonomous vehicles.	Mayor, *LADOT*
Partnering with trauma centers	• Work to identify survivors willing to share their stories.	• Create localized safety campaigns that share the personal stories of collision victims in each neighborhood.	• Collaborate on a way to help capture data on unreported collisions.	LACDPH, *LADOT*

NOTE: Support agency in italics

Prairie
Cal State Univ
Northridge
25 MISSIONS
ONE FINAL
LANDING
NO STOPPING
ANY TIME
ELECTRIC
VEHICLE
CHARGING
STATION
INFORMATION
KIOSK
M
749

RELATED PLANS AND STUDIES

Vision Zero is first and foremost a data-driven effort. To begin developing this plan, we conducted extensive data collection and analysis to better understand issues of traffic safety in Los Angeles. Vision Zero is also one of several complementary efforts focused on improving road safety, mobility, health, and livability in Los Angeles. Related plans and efforts that provided background to the Vision Zero Action Plan are highlighted below. A full text version of each document is available on our website **visionzero.lacity.org**

VISION ZERO LAUNCH DOCUMENT

The Vision Zero launch document is an introductory document to the Vision Zero Initiative for Los Angeles. It provides a snapshot of important information on data, the planning process, and organizational structure.

Behaviors most associated with severe and fatal collisions in Los Angeles are speeding, insobriety, and failure to yield.

VISION ZERO SAFETY STUDY AND TECHNICAL ANALYSIS

We conducted a Safety Study in March 2016 to summarize what we learned from the analysis of our collision landscape. The study analyzed the most recent and available data of reported collisions (2009–13; as validated by the State of California) to identify trends in terms of where, how, why, when, and to whom collisions are happening.

Who: Pedestrians, Bicyclists, and Motorcyclists

Fatal and severe collisions in Los Angeles disproportionately affect people who walk and ride bikes, as they are physically more exposed than people in vehicles. While people walking and bicycling are involved in 14 percent of all collisions in the City, they account for almost 50 percent of traffic deaths. Motorcycle riders are also at greater risk; they are present in only 3 percent of collisions but account for 15 percent of all traffic deaths.

Who: Drivers

The majority of drivers in severe and fatal collisions involving vulnerable road users are men. However, hit-and-runs account for more than one out of five severe and fatal collisions involving pedestrians or bicyclists. Hit-and-runs make it difficult to accurately track data about drivers involved in collisions.

Where

Many fatal and serious collisions take place along major arteries and at the intersections of large two-way streets where drivers, pedestrians, and cyclists compete for space.

How

Behaviors most associated with severe and fatal collisions in Los Angeles are speeding, insobriety, and failure to yield.

Why

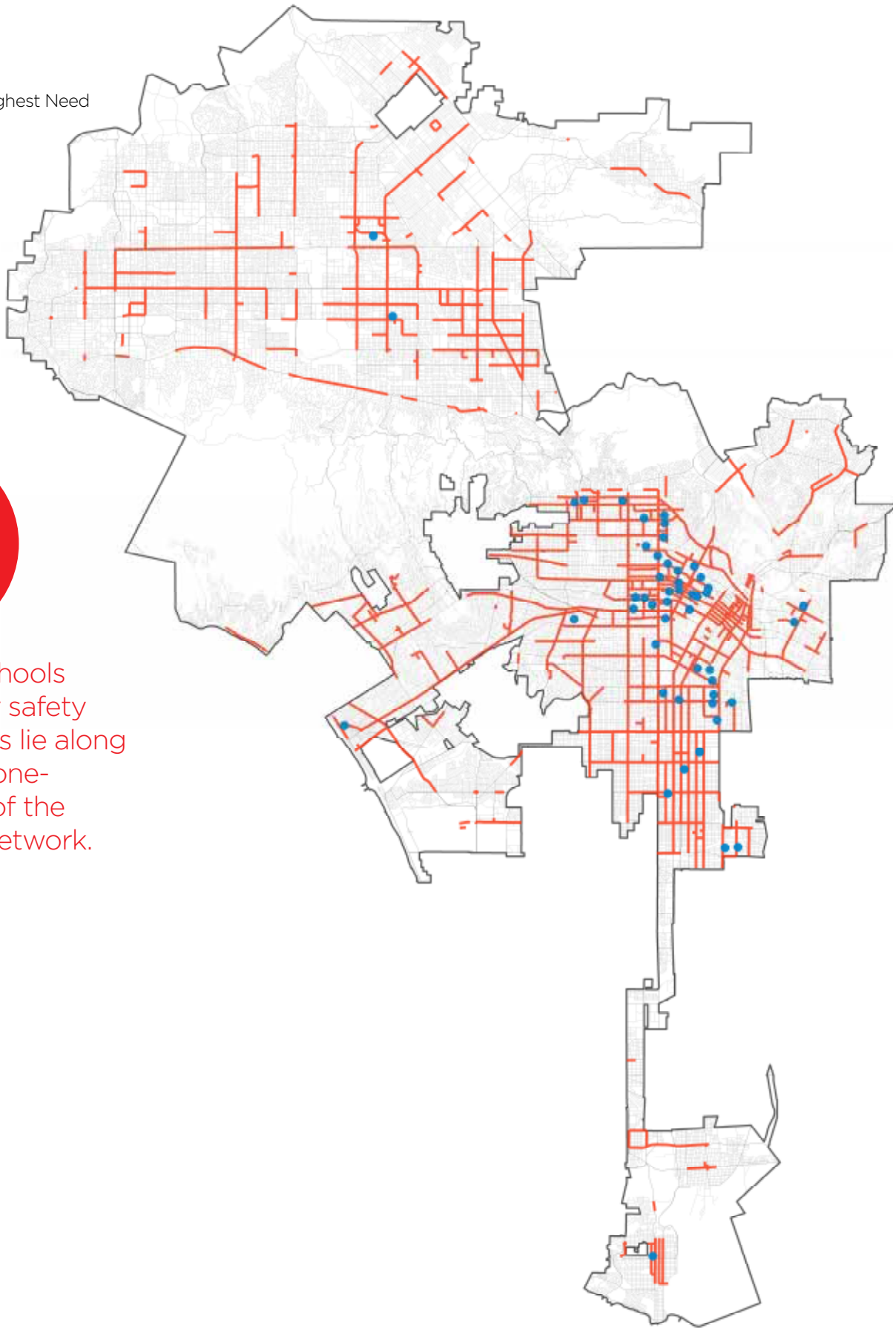
Collisions occur on our streets for many reasons. Our collision analysis informed us where and why collisions occur. Through this analysis, we developed "collision profiles," a group of collisions with similar contributing factors, that helped us identify physical design interventions (countermeasures) that would be most effective at addressing the collisions. For example, a solution for frequent left-turn conflicts at crossing signals might be a Leading Pedestrian Interval.

When

In Los Angeles, the highest number of all collisions take place between 3:00 p.m. and 6:00 p.m. However, serious and fatal collisions are highest between 6:00 p.m. and 9:00 p.m.

COLLISION AND COUNTERMEASURE ANALYSIS: LITERATURE REVIEW

This literature review was conducted to identify best practices in the analysis and implementation of Vision Zero–related efforts. The report investigates the collision-reduction efforts of four peer cities to uncover techniques and strategies proven to be effective for Vision Zero projects.



100%

of the fifty schools prioritized for safety improvements lie along or fall within one-quarter mile of the High-Injury Network.

The Safe Routes to School Action Plan details key actions that will be taken at each of the Top 50 school locations where there is the greatest need.

SAFE ROUTES TO SCHOOL ACTION PLAN

Safe Routes to School is a key initiative in implementing Vision Zero. The plan applies a data-driven prioritization methodology to identify the Top 50 Schools with the greatest need for traffic safety improvements in Los Angeles. All of the Top 50 schools are within one-quarter mile of the High-Injury Network.

The Safe Routes to School Action Plan details key actions that will be taken at each of the Top 50 school locations, while also looking to scale City- and district-wide by 2025. Below is a summary of key strategies and actions from the Safe Routes to School Action Plan.

Key Strategies and Actions

CREATE SAFE STREETS FOR ALL

- Conduct safety assessments and prepare Safe Routes to School Plans for each of the Top 50 schools and ultimately for every Los Angeles Unified School District school.
- Install near-term safety improvements, such as crosswalk upgrades, wherever feasible.

DEVELOP A CULTURE OF SAFETY

- Develop two targeted campaigns specific to school populations to build awareness.
- Support the Walk to School Day Program and promote "Keep Walking!" activity guides.

ADOPT NEW POLICY AND LEGISLATION TO ADDRESS SAFETY

- Formalize data-exchange agreement between the City of Los Angeles and Los Angeles Unified School District.
- Install Safety Zones at all elementary and middle schools.

RESPOND TO RELEVANT DATA

- Complete a youth data analysis memorandum.
- Scope an approach to Citywide Travel Tally data collection.

HOSTEL

Vision Zero and You

Everyone has a role to play in traffic safety. From the choices you make while moving through Los Angeles to the conversations you have with a neighbor, we must all do our part to save lives. Organizations and individuals have actively worked toward creating safe streets and healthy communities in Los Angeles. Many more groups and residents are getting involved in this work every day to make Los Angeles a safer place to walk, bike, take transit, and drive.

But the City cannot accomplish this alone. To support a collective effort, the City of Los Angeles has engaged with a diverse group of organizations and individuals to partner on the road to Vision Zero. The American Automobile Association has been a key member of our Vision Zero Task Force and Education Subcommittee. We hear from parents, teachers, and principals about safety near schools through our Safe Routes to School program. Several community-based organizations have united to form the Los Angeles Vision Zero Alliance, a coalition of diverse organizations and individuals working in partnership with the City of Los Angeles to realize Vision Zero. The group is helping to bring together community members with a wide range of strengths, interests, and skills to develop a united constituency for safe and equitable streets.

Be part of the solution: Join the Vision Zero Alliance, spread the word, or attend an event.

HOW CAN YOU GET INVOLVED?

Join the Los Angeles Vision Zero Alliance.
visionzeroalliance.org

Say "crash," not "accident," and sign the pledge.
crashnotaccident.com

Visit our website for updates.
visionzero.lacity.org

ACKNOWLEDGMENTS

Los Angeles Elected Officials

Mayor Eric Garcetti
Honorable Councilmember Gil Cedillo, Council District 1
Honorable Councilmember Paul Krekorian, Council District 2
Honorable Councilmember Bob Blumenfield, Council District 3
Honorable Councilmember David Ryu, Council District 4
Honorable Councilmember Paul Koretz, Council District 5
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Healthy Active Streets
Investing in Place
Los Angeles County Bicycle Coalition
Los Angeles Bicycle Advisory Committee
Los Angeles Walks
Multicultural Communities for Mobility
PALS for Health
Proyecto Pastoral
Streets Are for Everyone (SAFE)
Safe Routes to School National Partnership
T.R.U.S.T. South L.A
Youth Policy Institute
. . . and a growing number of individual Angelenos dedicated to safe, healthy streets!

Enforcement Subcommittee

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Education Subcommittee

Chair: Jean Armbruster

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Data/Evaluation Subcommittee

Chair: Nat Gale

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FOCUS GROUPS

While developing this plan, we shared collision data and collected initial input from key stakeholders to better understand the ground-level experiences of those affected by traffic-safety issues.

From July through August 2016, we conducted focus groups of community stakeholders throughout Los Angeles to learn about Vision Zero, exchange information about traffic safety issues, and identify potential solutions and partners. Ten geographically based meetings with residents and neighborhood-level leaders occurred throughout the City. At each meeting, participants responded to the High-Injury Network data, shared traffic safety issues affecting their communities, and identified potential strategies for improvement through engineering, education, evaluation, and enforcement.

Additionally, we conducted four topic-based meetings with the Vision Zero Alliance, medical/public health organizations, City legislation/policy staff from partner departments, and community leaders representing vulnerable communities. These participants also responded to the High-Injury Network data and shared their experiences and ideas for how to connect their related efforts to the Vision Zero initiative.

The following is a summary of meeting locations and groups. A full, narrative summary of each meeting can be found on the Vision Zero website at visionzero.lacity.org/focusgroups2016.

Ten Geographically Focused Meetings

Central (two meetings)
East Valley
Hollywood
Pico/Union
South Central (two meetings)
Southern Los Angeles/Harbor
West Los Angeles
West Valley

Four Topic-Based Meetings

Legal Legislative
Medical
Vision Zero Alliance
Vulnerable Populations

For information on Vision Zero
visit **visionzero.lacity.org**
email **visionzero@lacity.org**

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visit **visionzero.lacity.org**
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