

VISION ZERO

LOS ANGELES COUNTY

A Plan for Safer Streets
2019-2024

DRAFT

FEBRUARY 2019

DEDICATION

This Action Plan is dedicated to the many people – mothers, fathers, sons, daughters, friends, partners, husbands, wives, grandparents – who have lost their lives or sustained life-altering injuries on unincorporated County roadways.

Achieving the Vision Zero goals, objectives, and actions outlined in this Action Plan, in the time frames specified, for the Collision Concentration Corridors as defined and mapped in this Plan, is contingent upon multiple factors including, without limitation, available funding and resources. Similarly, implementation of any future engineering projects to achieve the goals and objectives of this Plan are contingent upon multiple factors including, without limitation, obtaining community support of the proposed engineering projects and securing sufficient funding to finance all phases of a project including installation, operation, on-going maintenance, appropriate environmental analysis, and engagement.

CONTENTS

1	THE PURPOSE, THE APPROACH	1
	WHAT IS VISION ZERO?	1
	WHAT IS THE PURPOSE OF THIS ACTION PLAN?	1
	GUIDING PRINCIPLES	2
	WHY DO UNINCORPORATED LOS ANGELES COUNTY COMMUNITIES NEED VISION ZERO?	3
	THE BURDEN OF TRAFFIC DEATHS DOES NOT IMPACT ALL GROUPS EQUALLY	7
	VISION ZERO SUPPORTS MORE SUSTAINABLE AND HEALTHIER COMMUNITIES	10
2	COLLISION ANALYSIS	13
	WHAT CAUSES FATAL AND SEVERE INJURY COLLISIONS?	13
	WHERE ARE COLLISIONS HAPPENING?	18
	WHAT IS A COLLISION CONCENTRATION CORRIDOR?	18
	TOP 20 COLLISION CONCENTRATION CORRIDORS	21
3	COMMUNITY ENGAGEMENT PROCESS	57
	FUTURE COMMUNITY ENGAGEMENT	58

4	ROADWAY SAFETY ENHANCEMENTS	61
5	VISION ZERO ON A REGIONAL SCALE	65
	COLLABORATING ON DATA ANALYSIS	66
	PARTNERING ACROSS JURISDICTIONS	66
	COORDINATED COMMUNICATIONS FOR CULTURE CHANGE	66
6	TIME FOR ACTION	69
	GUIDING PRINCIPLES	69
	OBJECTIVES	71
	ACTIONS	71
7	HOW THIS PLAN WAS DEVELOPED	83
	ENDNOTES	84
	ACKNOWLEDGEMENTS	85



1 THE PURPOSE, THE APPROACH

WHAT IS VISION ZERO?

Vision Zero is a traffic safety initiative to eliminate traffic-related fatalities. It is an international movement that emphasizes a new approach to traffic safety, acknowledging that people make mistakes and focusing on system-wide practices policies, and designs to lessen the severity of collisions.¹ Agencies that adopt a Vision Zero initiative commit to the systematic elimination of traffic deaths and severe injuries for all roadway users. To achieve success, this approach requires data driven decision making, an understanding of health equity, multi-disciplinary collaboration within and outside of government, and regular communication with the public.

WHAT IS THE PURPOSE OF THIS ACTION PLAN?

This Vision Zero Action Plan will focus the County's efforts over the next five years to achieve the goal of eliminating traffic related fatalities on unincorporated County roadways by 2035. Severe injuries sustained in traffic collisions can lead to death. Therefore, efforts will also focus on eliminating severe injury collisions in the long term. This Plan defines a vision for the future and describes objectives and actions to enhance traffic safety in collaboration with government and community partners. By creating and embracing a culture of traffic safety within the County at both the regional and neighborhood level, the goal of eliminating fatal and severe injury collisions can be reached.

GUIDING PRINCIPLES

Three guiding principles will direct decision making as the County implements Vision Zero actions to eliminate deaths and severe injuries among those traveling on unincorporated County roadways.



HEALTH EQUITY

Reduce gaps in health outcomes by addressing the practices that disadvantage some populations over others and lead to health inequities.

2



DATA-DRIVEN PROCESS

Identify where and why traffic collisions are happening and prioritize projects and programs in these areas.



TRANSPARENCY

Maintain regular communication with the public about progress, and how the County is working to enhance street safety.

The County of Los Angeles is not the first jurisdiction to take action to eliminate traffic deaths and severe injuries. Municipalities around the world have seen dramatic improvements in street safety through Vision Zero initiatives. Since Vision Zero launched in New York City in 2014, traffic fatalities declined 29% overall and pedestrian fatalities declined 45%.² Death and severe injury should not be consequences of using County roads in unincorporated communities. With a firm commitment similar results in unincorporated Los Angeles County can be achieved.

WHY DO UNINCORPORATED LOS ANGELES COUNTY COMMUNITIES NEED VISION ZERO?

Traffic fatalities and severe injuries are serious public health threats in Los Angeles County. Countywide, motor vehicle collisions are the leading cause of death for children aged 5 to 14 years, and the third leading cause of premature death overall.³ It is imperative to address this threat to public health.

Traffic collisions impact all unincorporated communities

Unincorporated communities are geographically and culturally diverse places where municipal services are provided by the Los Angeles County Board of Supervisors and County agencies. Outside of the 88 incorporated cities in Los Angeles County there are over 120 unincorporated communities that are home to over 1 million residents. These communities cover 2,600 square miles - about 65% of land in the county.⁴

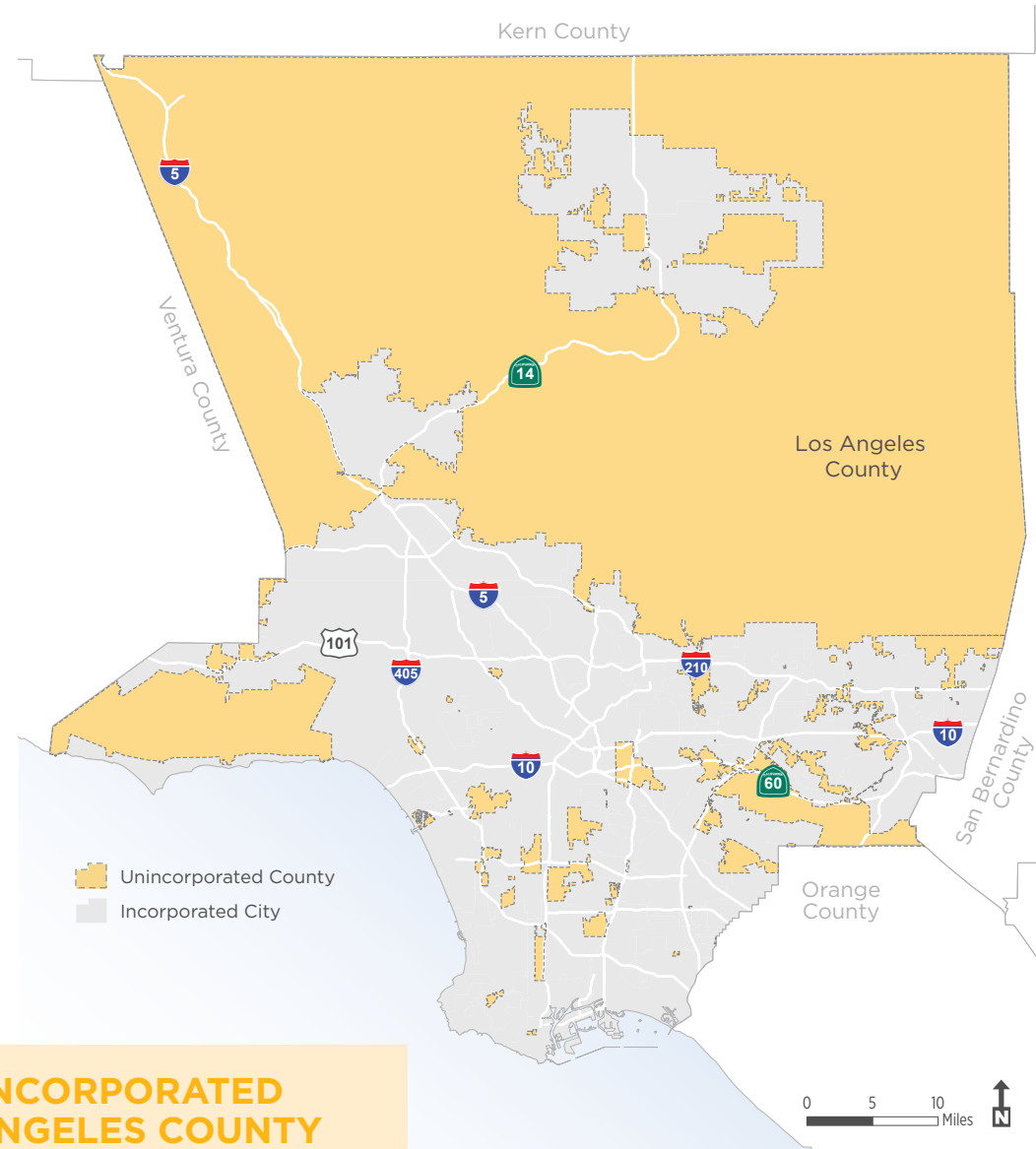
Fatal and severe injury collisions are a major cause of death and severe injuries throughout unincorporated Los Angeles County. From 2013-2017, on average one person is killed every 5 days as a result of a traffic collision on unincorporated County roadways.⁵

On average, **one person is killed every 5 days** as a result of a traffic collision on unincorporated County roadways.

WHERE DOES THE COUNTY GET TRAFFIC COLLISION DATA?

The California Highway Patrol (CHP) enforces traffic laws and responds to collisions on unincorporated roadways. They provide the County with traffic collision reports for reported collisions causing damage or injury. Reports include information such as the people involved, the travel mode, collision severity, and the main causes.

3

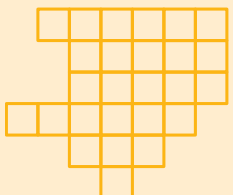


Unincorporated County
Incorporated City

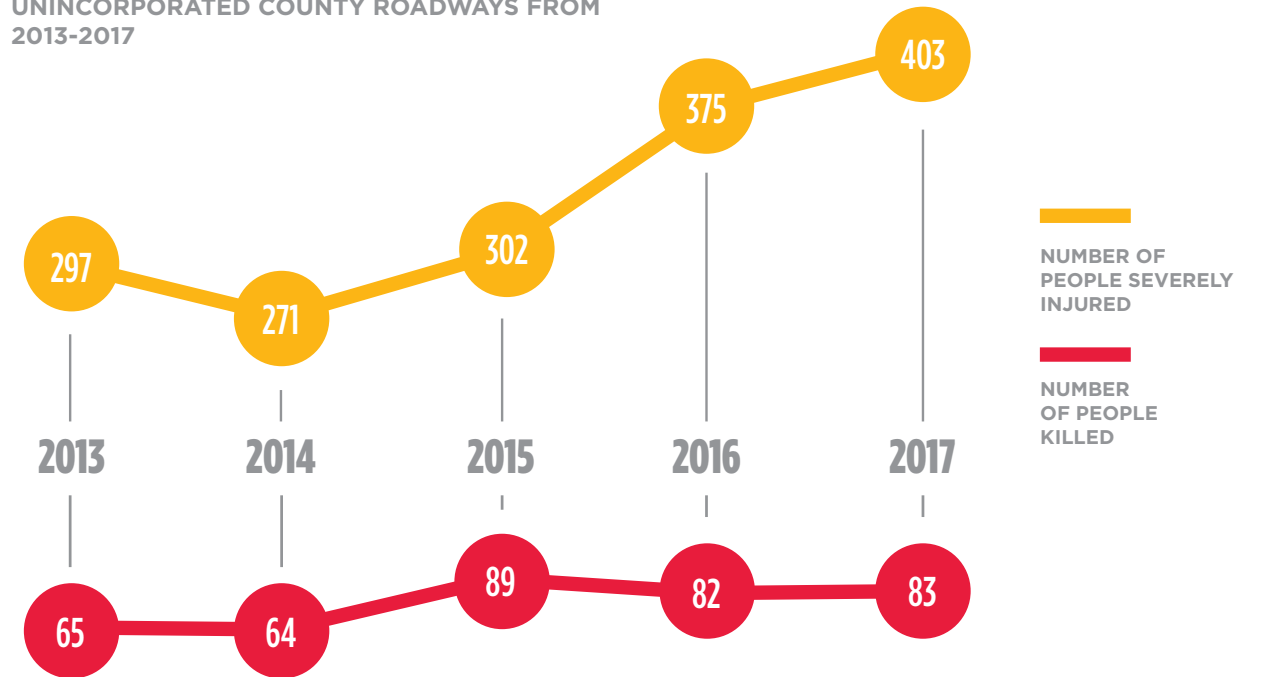
UNINCORPORATED LOS ANGELES COUNTY

 **1,000,000**
RESIDENTS

 **OVER 120**
COMMUNITIES

 **2,600**
SQUARE MILES

ANNUAL NUMBER OF TRAFFIC-RELATED FATALITIES AND SEVERE INJURIES ON UNINCORPORATED COUNTY ROADWAYS FROM 2013-2017



Source: Los Angeles County Public Works' Collision Database, collisions occurring between 2013 and 2017 for unincorporated County roadways

Traffic deaths are on the rise

From 2011 to 2016, the percentage of people killed on US roadways increased by 15%.⁶ In 2016 alone, nearly 37,500 people were killed in traffic-related incidents in the US.⁷ Similar trends exist on unincorporated County roadways, where traffic fatalities increased by nearly 28% between 2013 and 2017. During this time period, 383 people lost their lives and 1,648 were severely injured on unincorporated County roadways.⁸

HIT-AND-RUN

About 10% of all fatal and severe-injury collisions on unincorporated County roadways were hit-and-run collisions, meaning that the driver did not stop or report the collision.⁹ Drivers leaving the scene without stopping or calling for help may delay or prevent treatment to those injured in a collision. Since unreported severe injuries are more likely to turn fatal within 30 minutes, encouraging people to stop to help after being involved in a collision could save lives.¹⁰

Since June 2017, the CHP uses the term “suspected serious injury” to record collisions resulting in severe injury. A suspected serious injury is an injury other than fatal which results in a severe laceration, a broken extremity, crush injury, suspected skull, chest or abdominal injury other than bruises or minor lacerations, significant burns, unconsciousness, paralysis or any combination thereof.

THE BURDEN OF TRAFFIC DEATHS DOES NOT IMPACT ALL GROUPS EQUALLY

The data analysis shows that some unincorporated community residents and visitors are more likely to be killed or injured in traffic collisions than others. County agencies will use this information to focus efforts towards achieving the goal of zero traffic-related fatalities by 2035.

Method of Travel

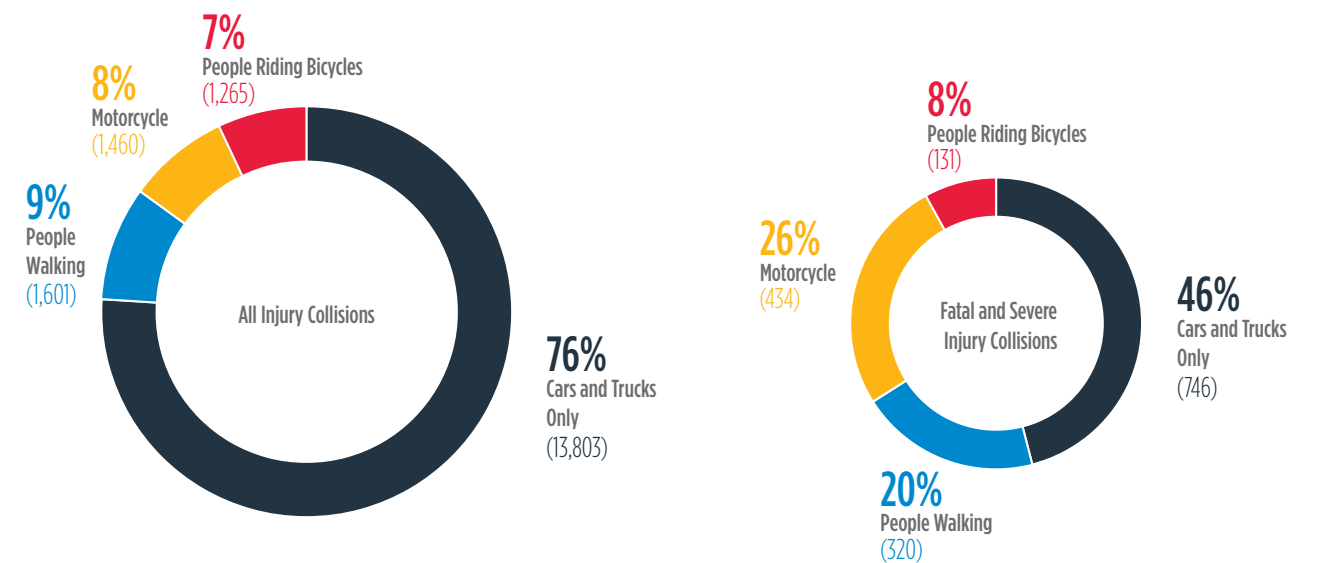
When in a collision, people walking, bicycling, and riding motorcycles are more likely to be killed or severely injured compared to people inside a vehicle who have the extra protection of the vehicle frame. Although people walking were involved in 9% of all injury collisions on unincorporated County roadways (including those resulting in complaint of pain, visible injuries, severe injuries, and fatal injuries) from 2013 to 2017, they were involved in

“PEOPLE WALKING WERE INVOLVED IN 20% OF FATAL AND SEVERE INJURY COLLISIONS.”

20% of fatal and severe injury collisions.¹¹ Similarly, people riding motorcycles were involved in 8% of all injury collisions, compared to 26% of fatal and severe injury collisions. People riding bicycles were involved in 7% of all injury collisions, and 8% of fatal and severe injury collisions.¹²

Alternatively, collisions that only involved cars and trucks accounted for 76% of all injury collisions compared to 46% of fatal and severe injury collisions.¹³

COLLISIONS ON UNINCORPORATED COUNTY ROADWAYS INVOLVING PEOPLE WALKING, PEOPLE RIDING BICYCLES, AND PEOPLE DRIVING MOTORCYCLES, CARS, OR TRUCKS FROM 2013 TO 2017



*Note: A collision can involve more than one type of victim by mode (e.g., a person driving a motorcycle and a person walking). Therefore totals will not add up to total number of injury collisions.

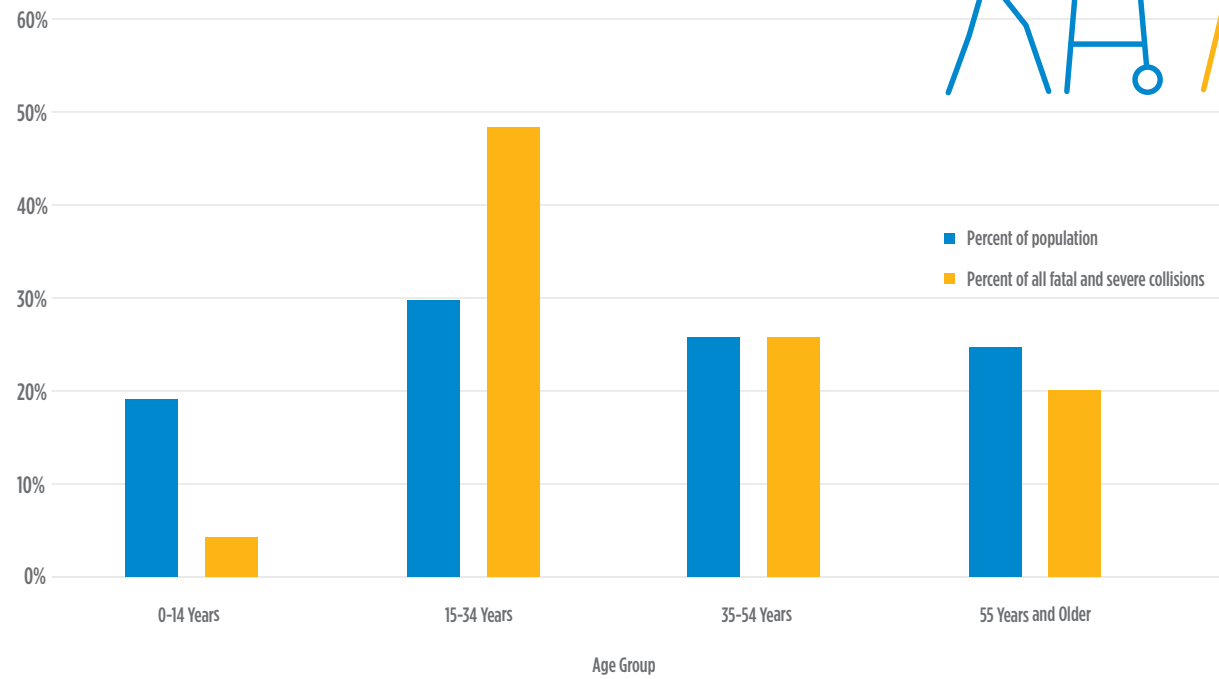
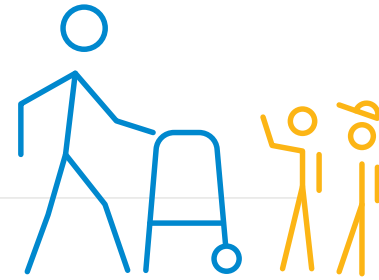
Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2018. Data query from 1/1/13 through 12/31/17 for Unincorporated Los Angeles County, excluding State Highways includes all collisions, regardless of mode. (<https://tims.berkeley.edu/>). 2016 and 2017 data are provisional.

Age

Between 2013 and 2017, nearly half (48%) of those killed or severely injured in collisions on unincorporated County roadways were 15 to 34 years old. This age group represents 30% of the unincorporated area’s population, which means that people in this age range are overrepresented in fatal or severe injury collisions.¹⁴ Children (aged 14 or under) are also significantly impacted; on average, a child is killed or severely injured on unincorporated County roadways nearly every 3 weeks.^{15, 16}

“**ON AVERAGE, A CHILD IS KILLED OR SEVERELY INJURED ON UNINCORPORATED ROADWAYS NEARLY EVERY 3 WEEKS.**”

AGE DISTRIBUTION OF ALL PEOPLE KILLED OR SEVERELY INJURED ON UNINCORPORATED COUNTY ROADWAYS BETWEEN 2013 AND 2017 COMPARED TO UNINCORPORATED COUNTY POPULATION



Sources: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2018. Data query from 1/1/13 through 12/31/17 for Unincorporated Los Angeles County, excluding State Highways.
 Population estimates for Unincorporated Areas of Los Angeles County: Population and Poverty Estimates of Los Angeles County Tract-City Splits by Age, Race-Ethnicity and Sex, for July 1, 2017. Prepared by Hedderson Demographic Services for the Los Angeles County Internal Services Department.



Vision Zero can help create broad culture change

With this Plan, the County joins forces with other jurisdictions and community partners to foster a culture of traffic safety. This Plan includes actions that are aimed at enhancing the County’s processes, trainings, and practices. It outlines how County agencies will work together and with partners regionally to increase broad awareness for traffic safety throughout the County’s unincorporated communities.

What is the acceptable number of people to be killed on unincorporated County roads?

How many of our own family members, friends, and neighbors should lose their lives to traffic collisions?

ZERO.

VISION ZERO SUPPORTS MORE SUSTAINABLE AND HEALTHIER COMMUNITIES

The transportation sector accounts for 42% of greenhouse gas (GHG) emissions sources in unincorporated Los Angeles County.¹⁷ One way to reduce GHG emissions is to increase the number of people walking and bicycling on unincorporated County roadways.

Countywide, only 10.2% of people currently walk, bicycle, or take transit to get to work,¹⁸ though this share varies across unincorporated communities. For example it is higher in Florence-Firestone (17.4%) and lower in Hacienda Heights (2.7%). Many people do not walk because of neighborhood conditions that make walking difficult. For example, results from the Department of Public Health's 2015 Los Angeles Health Survey indicate that among adults (aged 18 and over) who are able to walk and want to walk, 20% do not walk because there are no sidewalks in their neighborhoods and 23% do not walk because there is too much traffic.¹⁹

In addition to reducing GHG emissions, traffic safety treatments can incorporate other sustainability features such as permeable pavement and landscaped buffers that can reduce the heat island effect and capture stormwater.

Safe, appealing, and reliable alternatives to driving can lead to healthier, more active, and sustainable unincorporated communities.



Vision Zero complements and helps achieve multiple County policies, plans, and actions to create healthier, sustainable, and more vibrant communities.

- [Los Angeles County Strategic Plan 2016 - 2021](#)
- [General Plan 2035 Mobility Element Policies](#)
- [Community Health Improvement Plan \(CHIP\) 2015-2020](#)
- 2015 Equitable Development Motion to ensure the General Plan is implemented in a manner that promotes sustainable, healthy, and well-designed environments that enhance the quality of life and public well-being for residents of all unincorporated communities
- 2013 Healthy Design Ordinance aimed at increasing levels of physical activity and access to healthy foods in unincorporated communities
- [2012 Los Angeles County Bicycle Master Plan](#)
- [Step by Step Los Angeles County; Pedestrian Plans for Unincorporated Communities \(forthcoming\)](#)
- Los Angeles Countywide Sustainability Plan (forthcoming)



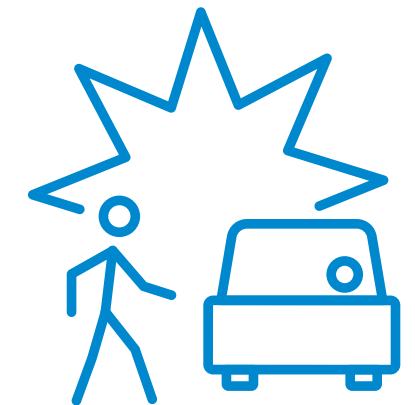


2

COLLISION ANALYSIS

WHAT CAUSES FATAL AND SEVERE INJURY COLLISIONS?

Based on collision data for 2013-2017, 85% of fatal and severe injury collisions on unincorporated County roadways were caused by six primary factors: unsafe speeds, improper turning, driving or bicycling while under the influence of drugs or alcohol, driver failing to yield to another driver, pedestrian violation, and failure to yield to traffic controls, as defined by the California Highway Patrol. These causes are further explained below. Actions in this plan can help eliminate the associated fatal and severe injury collisions.



EIGHTY-FIVE PERCENT (85%) OF FATAL AND SEVERE INJURY COLLISIONS BETWEEN 2013 AND 2017 WERE CAUSED BY SIX PRIMARY FACTORS

Primary Collision Factors	Percent of Fatal and Severe Injury Collisions
Unsafe speed	19%
Improper turning	18%
Driving or bicycling under the influence of alcohol or drugs	17%
Driver failing to yield to another driver	14%
Pedestrian violation	10%
Failure to yield to traffic controls	7%
Total	85%

Source: TIMS, Safe Transportation Research and Education Center, University of California, Berkeley. 2018. Data query from 1/1/13 through 12/31/17 for Unincorporated Los Angeles County, excluding State Highways.

WHY SPEED MATTERS: A DRIVER'S FIELD OF VISION NARROWS AT HIGHER SPEEDS

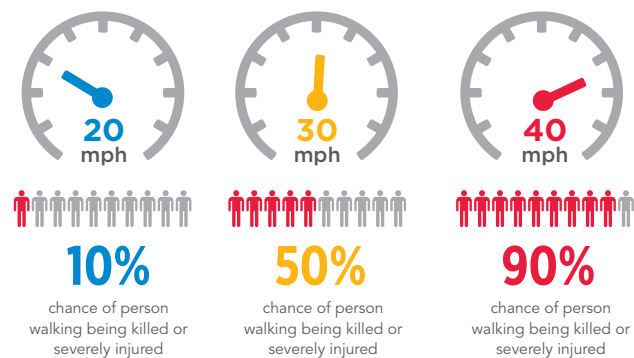


Unsafe speeds

Higher vehicle speeds make avoiding a collision more difficult and can increase the severity of the collision. Collision avoidance at higher speeds is particularly challenging because a driver's field of vision is narrowed and the driver has less time to react. In addition, the faster a vehicle is traveling, the greater the stopping distance and the greater the force of the impact will be.

The relationship between speed and injury severity is especially critical when a collision involves a person walking or riding a bicycle. If a person walking or bicycling is struck by a vehicle traveling 40 miles per hour they have a 90% chance of being killed, whereas they have a 10% chance of being killed if struck by a vehicle traveling 20 miles per hour. Slowing down is essential to eliminating traffic deaths.

WHY SPEED MATTERS: WHEN HIT AT HIGHER SPEEDS, PEOPLE WALKING ARE MUCH LESS LIKELY TO SURVIVE A COLLISION



Source: AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death, 2011

Improper turning

When drivers make unpredictable moves, there is little opportunity for others on the road to respond safely. Improper turning, or moving left or right without reasonable warning, increases the risk of collisions and can create unsafe conditions for everyone else on the road.

Driving under the influence of alcohol or drugs

Driving a vehicle under the influence of alcohol or drugs—also called “impaired driving”—is a serious concern in Los Angeles County. Countywide, 1 in 3 fatal collisions involves alcohol.²⁰ With the 2016 statewide legalization of recreational marijuana use, there is concern that even more traffic collisions will result from an increase in rates of impaired driving.



While there are no established criteria for presuming a motorist is under the influence of marijuana other than a field sobriety test conducted by a law enforcement drug recognition expert, data shows that marijuana-involved traffic fatalities increased by 620% from 2003 to 2014 across Los Angeles County.²¹ Marijuana was becoming much more readily available during this period, with the

establishment of the Medical Marijuana Program in 2004 and the decriminalization of marijuana in the State of California in 2010. Impaired driving can also involve the use of prescription drugs, such as opioids. It is unknown how many traffic collisions are associated with opioid use, but data also shows that emergency department visits related to opioid diagnoses increased 171% from 2006 - 2013.²²

Driver failing to yield to another driver

As with improper turning, failure to yield creates unpredictable conditions for others on the road. Drivers making a left or U-turn or entering or crossing an intersection without a clearly designated right of way are required to yield to all approaching vehicles.

DISTRACTED DRIVING IS A GROWING NATIONAL CONCERN

The AAA Foundation for Traffic Safety conducts an annual survey to identify drivers' attitudes and behaviors related to traffic safety. The 2018 survey found that during a 30 day period before the survey, **44.9% of drivers read a text message or email while driving and 34.6% of drivers typed or sent a text message or email while driving.** This is despite the fact that **96.8% of drivers view texting or emailing while driving as a serious threat.**

Source: Traffic Safety Culture Index, AAA Foundation. 2018. (<https://newsroom.aaa.com/2018/03/distraction-tops-drivers-list-growing-dangers-road/>)



“**SLOWING DOWN IS ESSENTIAL TO ELIMINATING TRAFFIC DEATHS.**”

Pedestrian violation

When pedestrians suddenly leave a sidewalk or other place of safety and walk or run into the roadway, they increase the likelihood of conflict with a vehicle because drivers may not have time to stop. While the driver of a vehicle shall yield the right of way to a person crossing a roadway within any marked or unmarked crosswalk at an intersection, a person walking is required to yield the right of way to all vehicles upon a roadway at other locations.

Failure to yield to traffic controls

Roadway users are required to obey all signs and signals on a public street, including stopping at stop signs and not entering intersections when a traffic signal is red. Failure to obey these traffic controls is another example of unpredictable behavior.

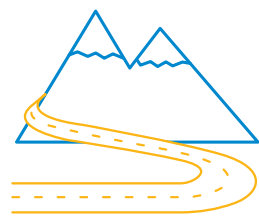
WHERE ARE COLLISIONS HAPPENING?

The County of Los Angeles maintains nearly 3,400 miles²³ of roads that traverse urban, suburban, rural-mountain, and desert areas. This creates a level of complexity in achieving the Vision Zero goal because unincorporated County roadways vary dramatically based on the terrain and surrounding land uses.

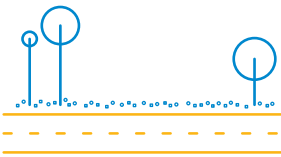
Unincorporated County roadways may be:



- Fully developed with concrete curbs, with or without sidewalks, in densely populated communities;



- Narrow, winding, with two lanes in the mountains; or



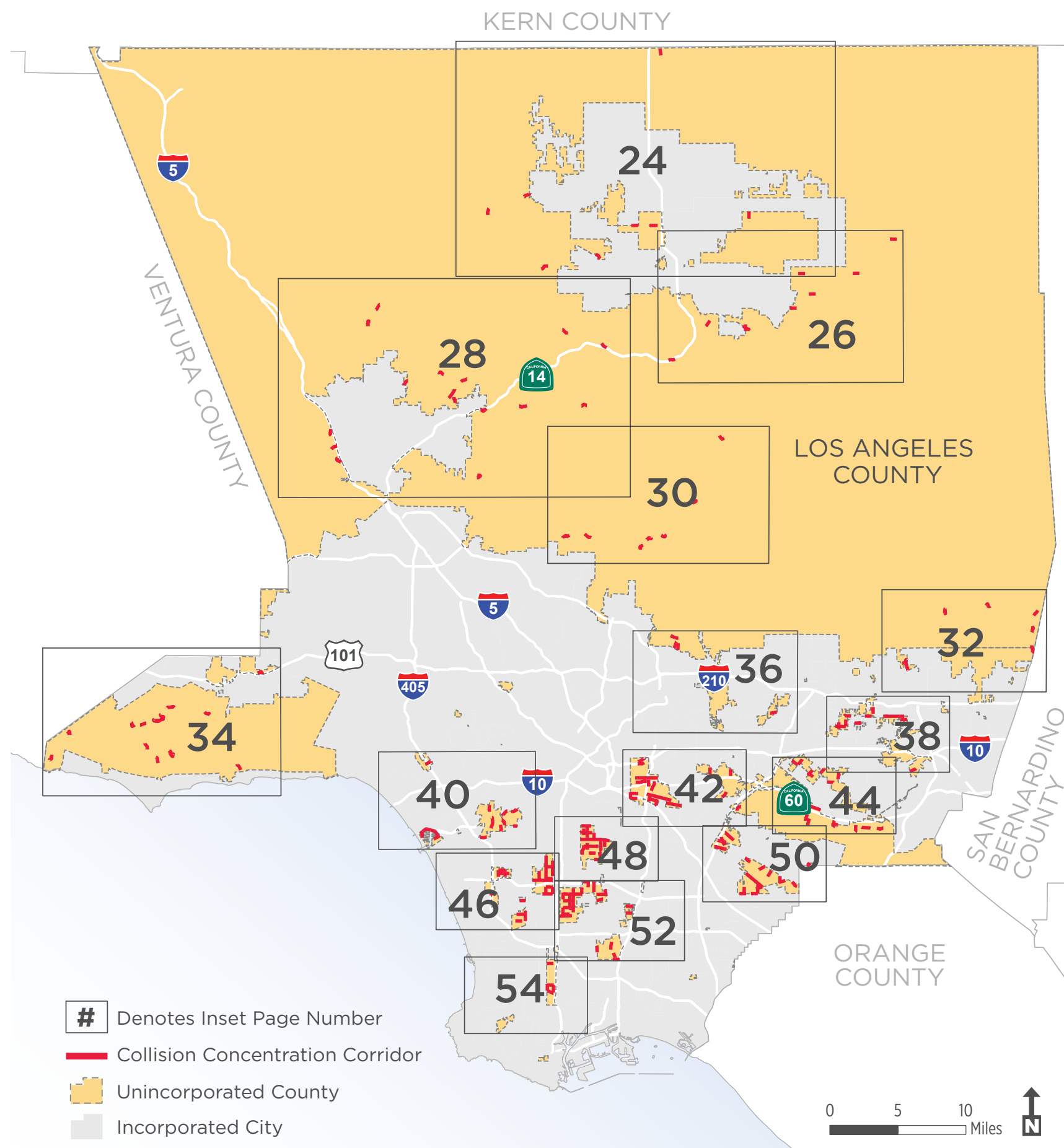
- Generally flat, straight, with gravel or sand shoulders in the desert areas.

Collision data for the five year period between 2013-2017 showed that fatal and severe injury collisions occurred in every unincorporated community with the majority having occurred in urbanized areas.

WHAT IS A COLLISION CONCENTRATION CORRIDOR?

Further analysis of collision data identified where there are concentrations of fatal and severe injury collisions. A Collision Concentration Corridor is any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. The corridors that met these criteria are mapped on pages 24-55.

50% of fatal and severe injury collisions occurred on approximately 3.7% (125 miles) of the roadways²⁴ maintained by the county.



“50% OF FATAL AND SEVERE INJURY COLLISIONS OCCURRED ON APPROXIMATELY 3.7% (125 MILES) OF THE ROADWAYS²⁴ MAINTAINED BY THE COUNTY.”



TOP 20 COLLISION CONCENTRATION CORRIDORS

To further focus resources on the greatest needs, the 125 miles of Collision Concentration Corridors were further prioritized. A priority score was developed for each corridor by first totaling the number of fatal and severe injury collisions that occurred on that corridor, and then accounting for locations with a history of fatal collisions, walking or bicycle involved collisions, and collisions occurring in disadvantaged communities.

The 20 highest scoring Collision Concentration Corridors are listed on page 23. Over the next five years, these Top 20 Collision Concentration Corridors, in no particular order, will be the focus of specific Vision Zero driven infrastructure enhancements and programs. Vision Zero treatments will also be included as part of ongoing roadway projects as opportunities become available.

The prioritization score formula is shown below and its components are further described on the next page.

Prioritization Score Formula

$$\begin{aligned}
 &\text{COLLISION CONCENTRATION CORRIDOR PRIORITY SCORE} = \frac{\text{Number of Fatal and Severe Injury Collisions} + (0.5 \times \text{Number of Fatal Collisions that involved any type of travel mode}) + (0.25 \times \text{Number of Fatal and Severe Injury Collisions that Involved Vulnerable Users}) + (0.25 \times \text{Number of Fatal and Severe Injury Collisions that occurred in the most disadvantaged communities per the Healthy Places Index})}{\text{Segment Length}}
 \end{aligned}$$

Note: The minimum segment length for any location experiencing three or more fatal and/or severe injury collisions was assumed to be 0.5 miles. Also any overlapping segments were combined for clarity.



Fatal Collisions

Additional weight was given to locations that have a history of fatal collisions since addressing these locations should have the greatest impact towards the County’s goal of zero traffic deaths by 2035.

Vulnerable Users

People walking and bicycling are at greater risk of death or severe injury in traffic collisions. Additionally, designing streets to enhance safety for people walking and bicycling is a way to further the County’s commitment to reduce GHG emissions from the transportation sector.²⁶ Therefore, locations with fatal or severe injury collisions involving a person walking or bicycling were given additional weight.

Health Equity

Transportation has a large impact on community health outcomes. Access to pedestrian and bicycle facilities increases opportunities for physical activity, which helps reduce obesity and chronic diseases. Some unincorporated Los Angeles County communities have worse health outcomes and lower life expectancy than others. Vision Zero projects provide an opportunity to address health equity by focusing resources in these areas. Fatal and severe injury collisions that occur in the most disadvantaged communities (the lowest scoring 25% as identified by the California Healthy Places Index (HPI) tool), were given additional weight to identify these locations as higher priority.

WHAT IS THE CALIFORNIA HEALTHY PLACES INDEX (HPI)?

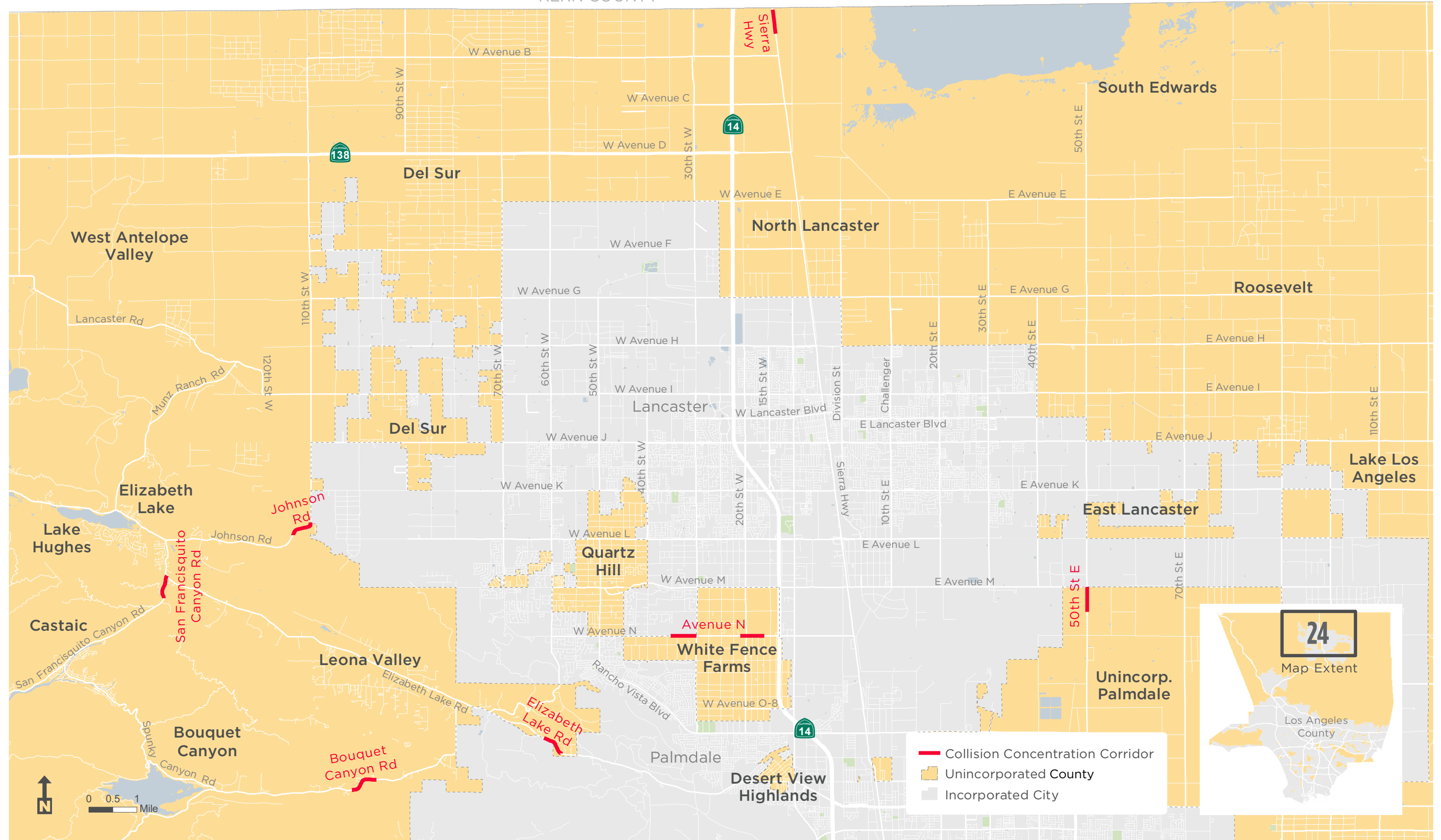
The HPI is an online, health data-mapping tool developed by the Public Health Alliance of Southern California that provides overall scores based on a variety of data areas that shape health outcomes, including housing, transportation, income, and education. Learn more about the HPI at <https://healthyplacesindex.org/>

TOP 20 COLLISION CONCENTRATION CORRIDORS

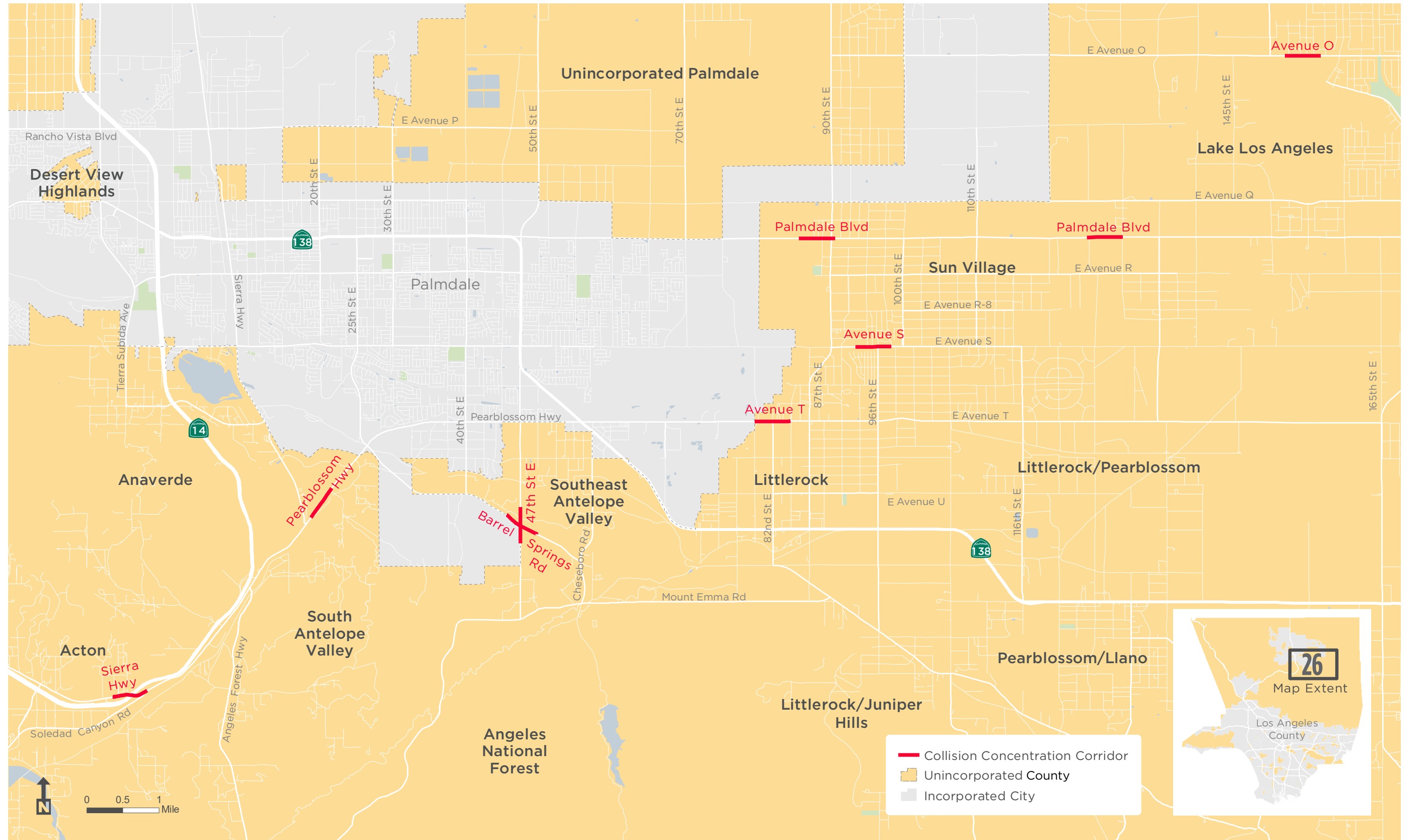
Community Name	Street	Approximate Limits	Reported Fatal and Severe Injury Collisions (2013-2017)	Length (miles)	Priority Score (per mile)
Angeles National Forest	Angeles Forest Hwy	0.5 mile north of Upper Big Tujunga Canyon Rd to 1 mile north of Upper Big Tujunga Canyon Rd	13	0.5	28
East Los Angeles	Whittier Blvd	Indiana St to Record Ave	6	0.55	16.7
East Rancho Dominguez	Compton Blvd	Butler Ave to Williams Ave	7	0.5	21.5
El Camino Village	Crenshaw Blvd	147th St to Manhattan Beach Blvd	10	0.75	21
Florence-Firestone	Firestone Blvd	Miramonte Blvd to Grape St	10	0.5	33.5
Florence-Firestone	Alameda St	83rd Street to 94th St	10	0.64	22.2
Florence-Firestone	92nd St	Elm St to Alameda St	6	0.5	17
Lennox	Hawthorne Blvd	104th St to 111th St	6	0.5	16.9
Rancho Dominguez	Del Amo Blvd	Santa Fe Ave to Long Beach Fwy	6	0.5	18.5
Walnut Park	Pacific Blvd	Florence Ave to Broadway	6	0.5	17.5
Westmont / West Athens	El Segundo Blvd	Denker Ave to Vermont Ave	12	0.74	20.8
Westmont / West Athens	Vermont Ave	93rd St to 110th St	15	1.15	19.7
Westmont / West Athens	Western Ave	105th St to Imperial Hwy	9	0.69	19.5
Westmont / West Athens	Normandie Ave	88th Pl to Imperial Hwy	24	1.83	19
Westmont / West Athens	120th St	Normandie Ave to Vermont Ave	6	0.5	18
Westmont / West Athens	Century Blvd	Normandie Ave to Vermont Ave	6	0.52	16.4
Whittier Narrows	Rosemead Blvd	South El Monte City Boundary to Pomona Fwy	5	0.5	19
Willowbrook	Central Ave	120th St to El Segundo Blvd	6	0.5	21
Willowbrook	El Segundo Blvd	Broadway to Avalon Blvd	8	0.66	18.2
Willowbrook	Wilmington Ave	Imperial Hwy to 126th St	8	0.77	16.5

COLLISION CONCENTRATION CORRIDORS - INSET 24

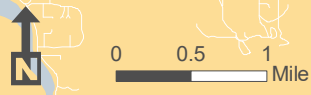
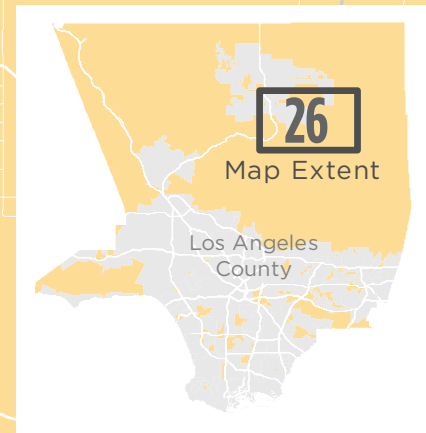
KERN COUNTY



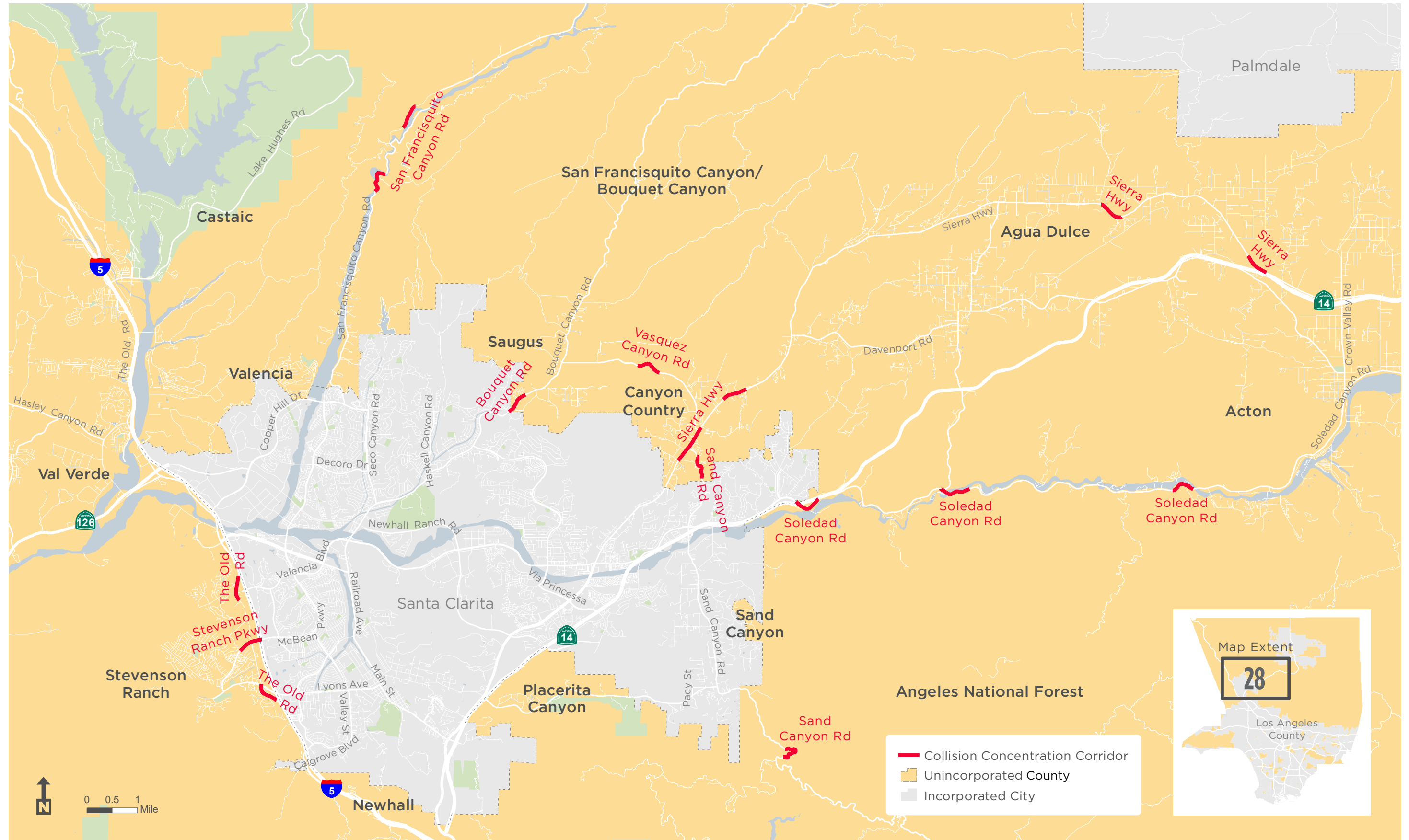
COLLISION CONCENTRATION CORRIDORS - INSET 26



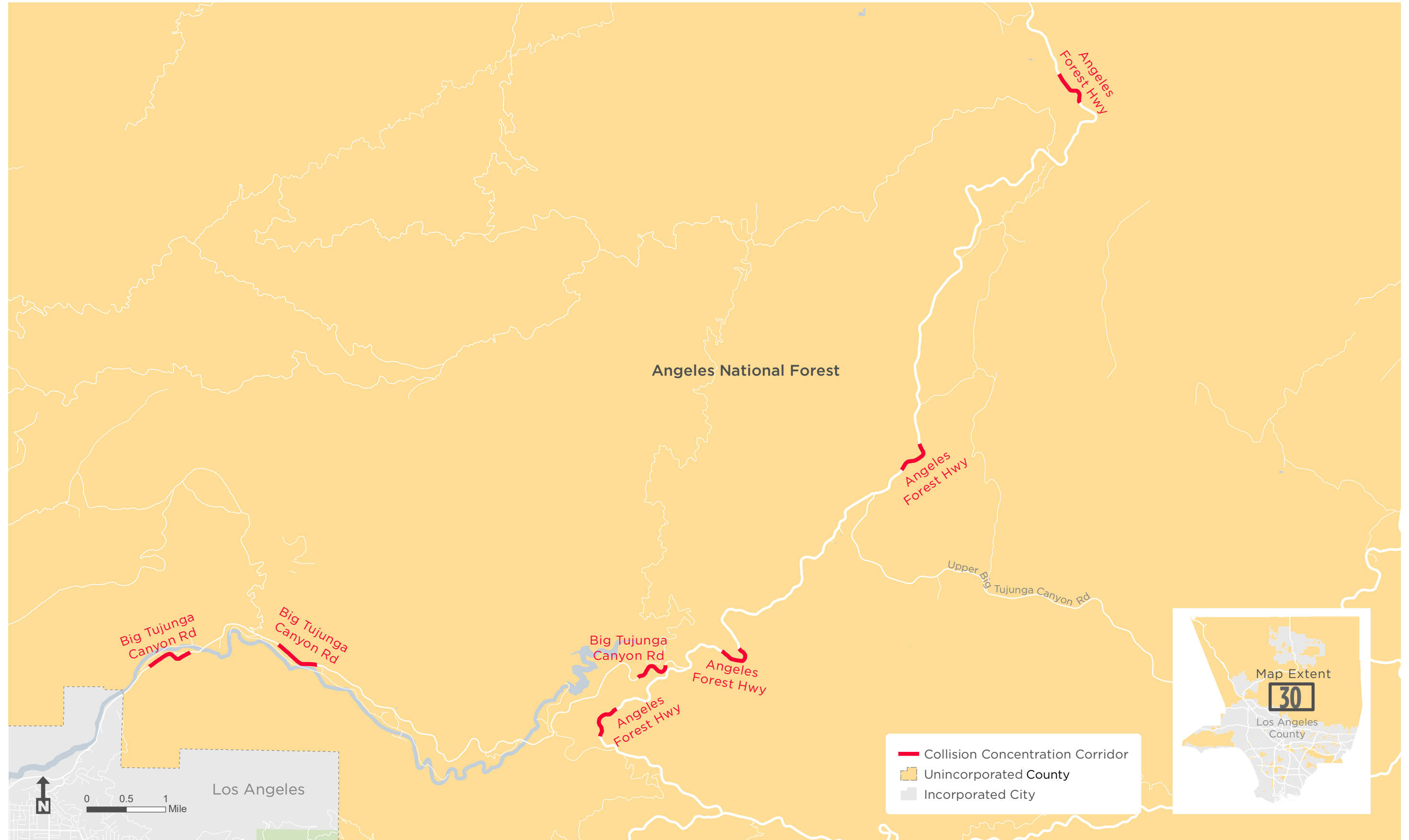
- Collision Concentration Corridor
- Unincorporated County
- Incorporated City



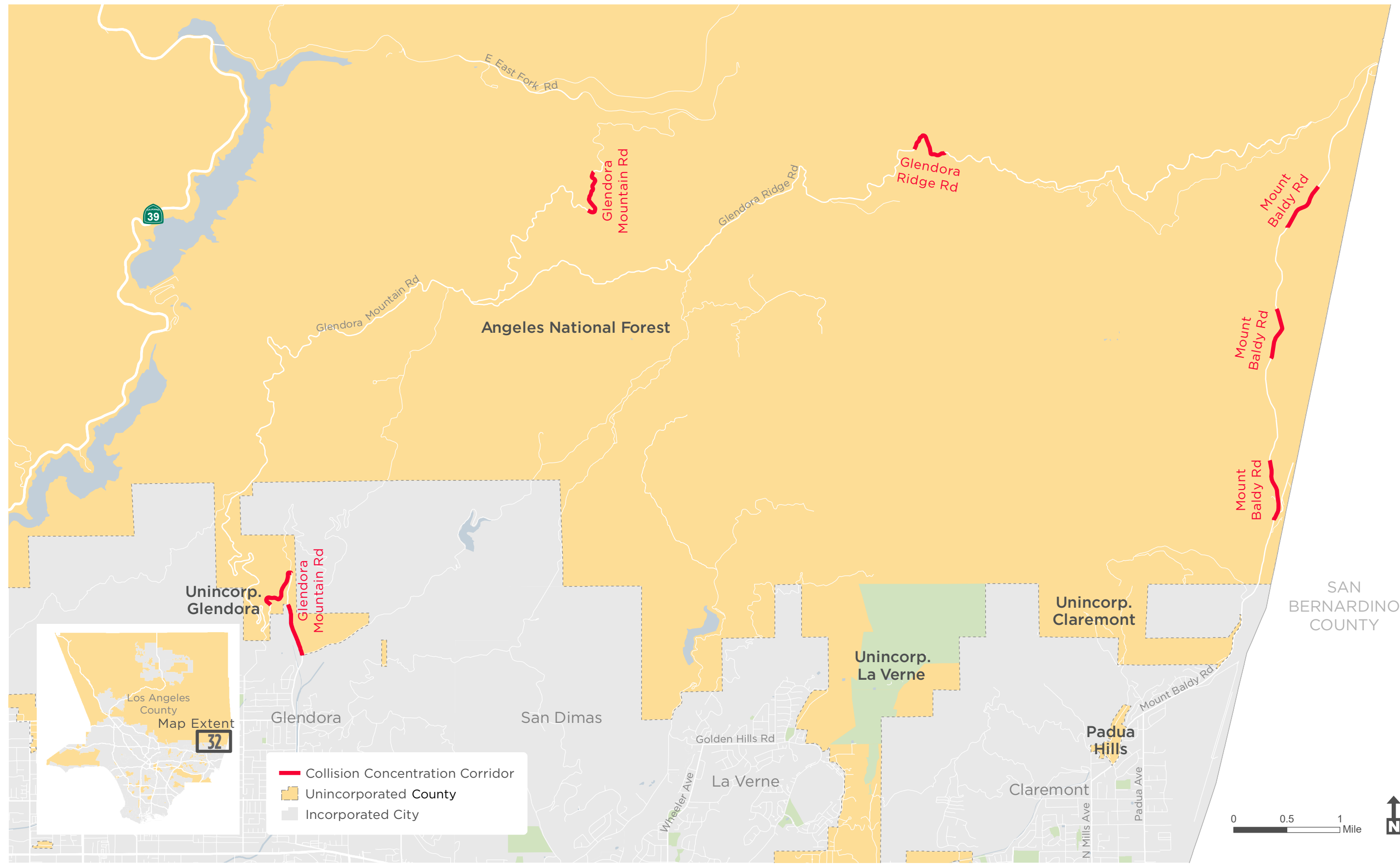
COLLISION CONCENTRATION CORRIDORS - INSET 28



COLLISION CONCENTRATION CORRIDORS - INSET 30



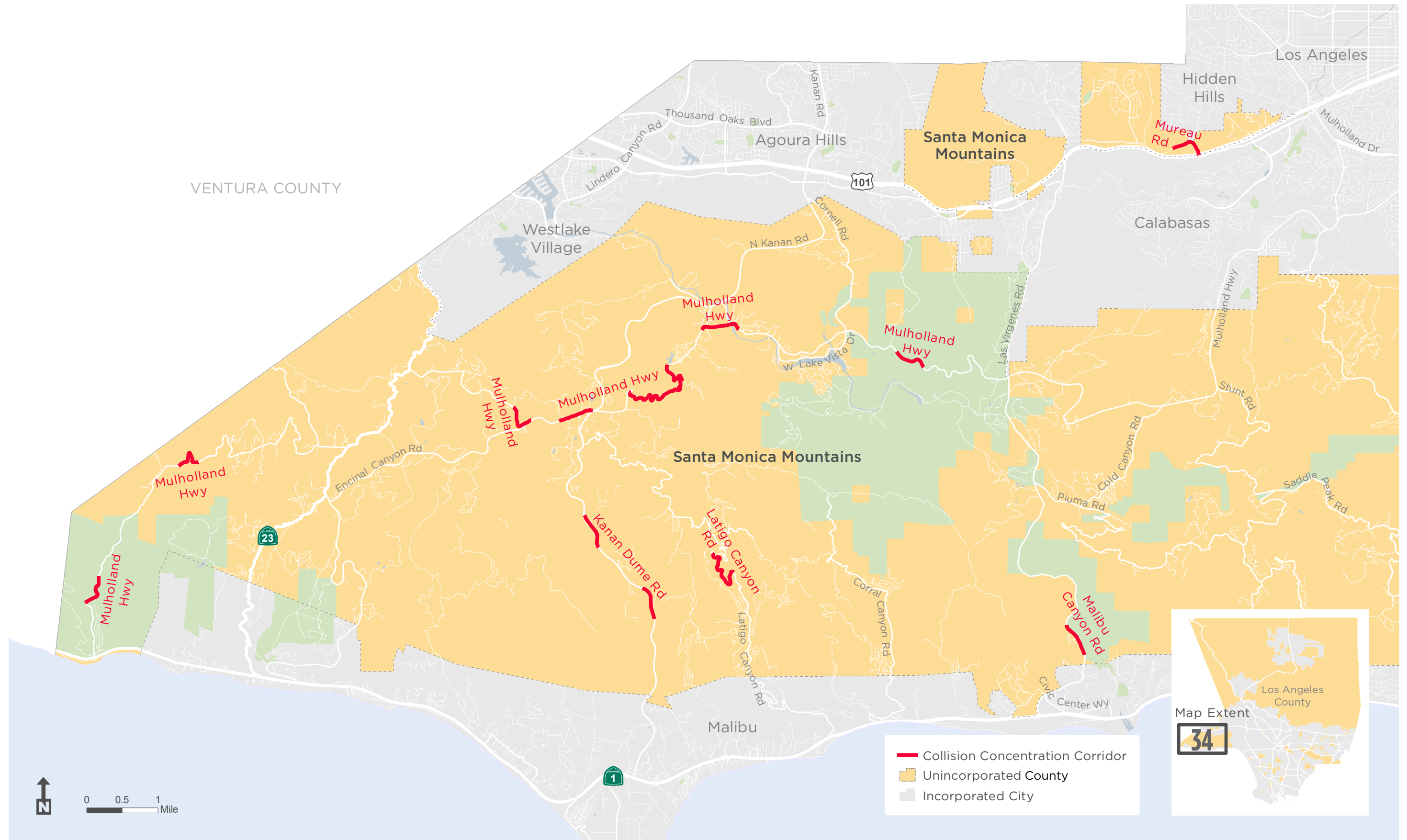
COLLISION CONCENTRATION CORRIDORS - INSET 32



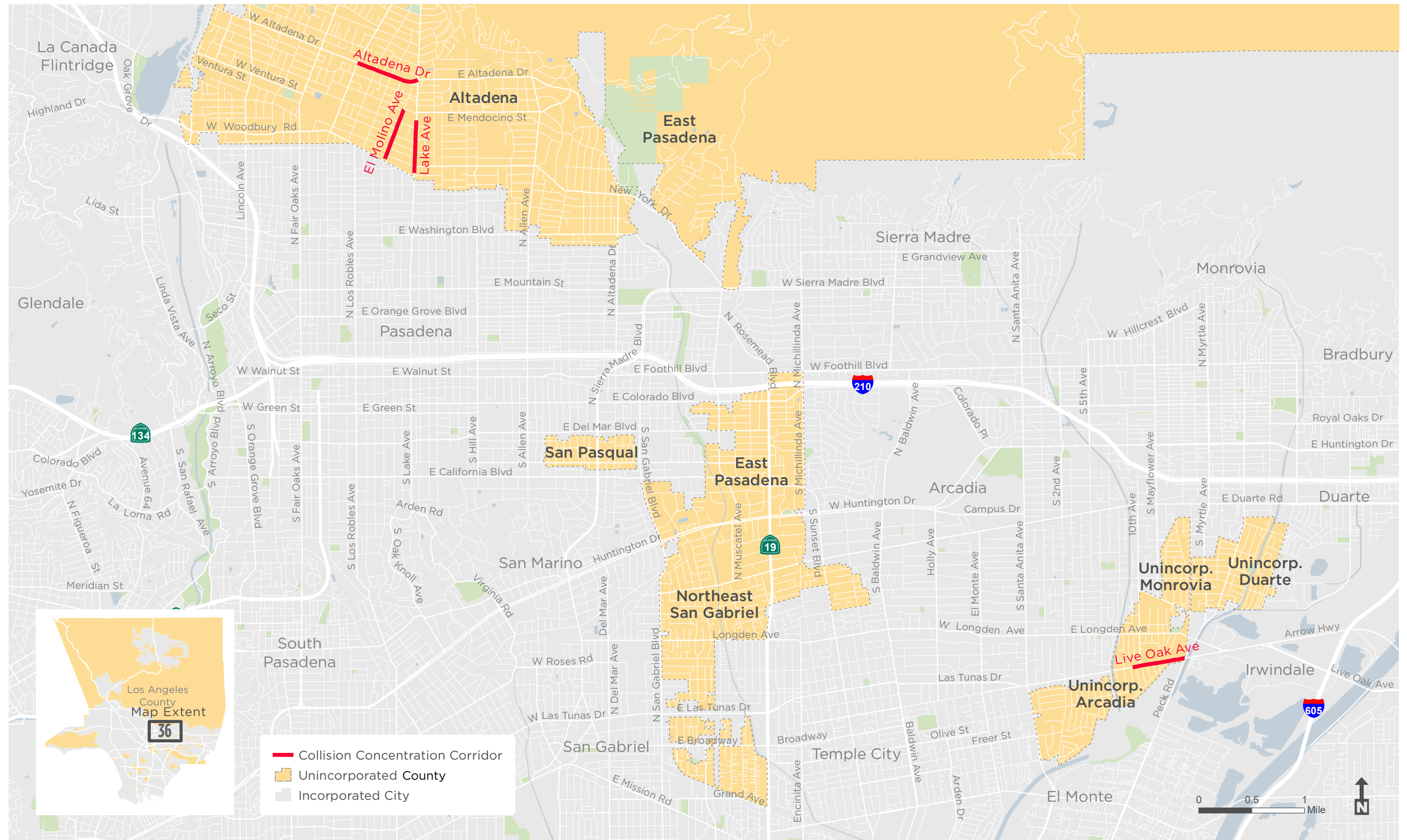
- Collision Concentration Corridor
- Unincorporated County
- Incorporated City



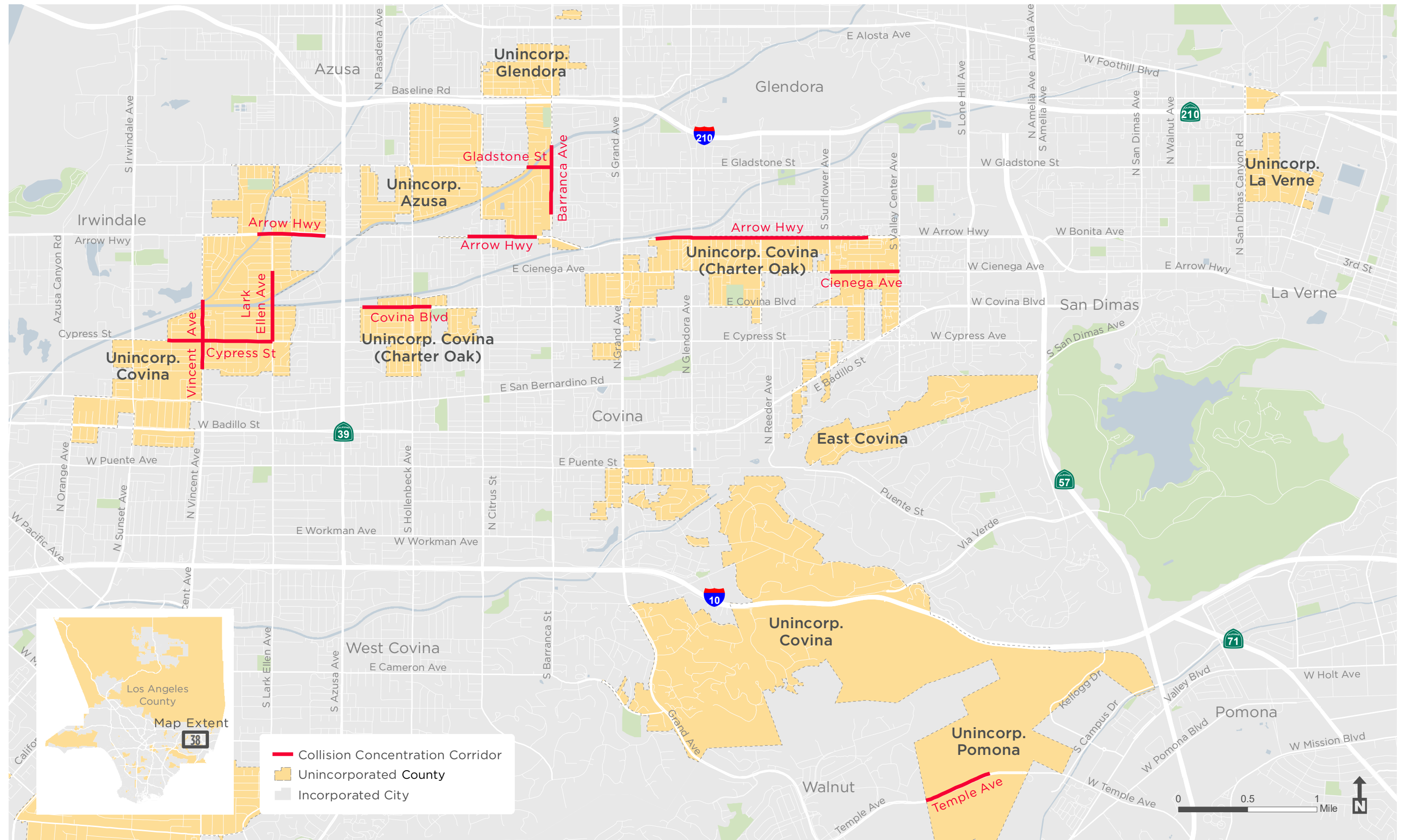
COLLISION CONCENTRATION CORRIDORS - INSET 34



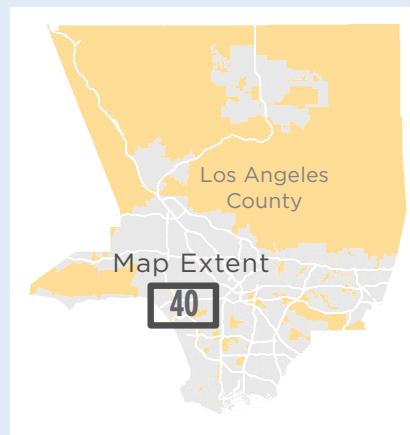
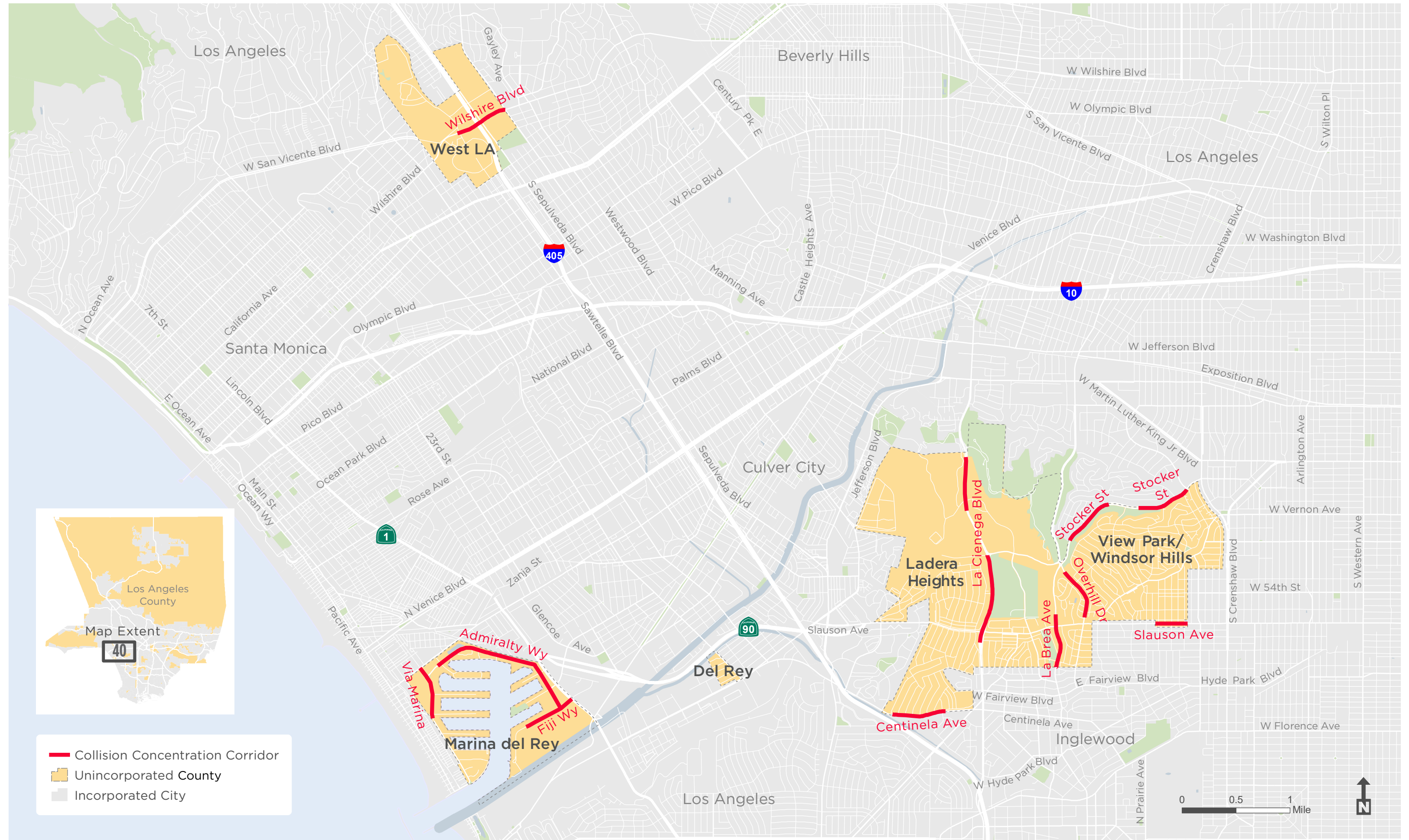
COLLISION CONCENTRATION CORRIDORS - INSET 36



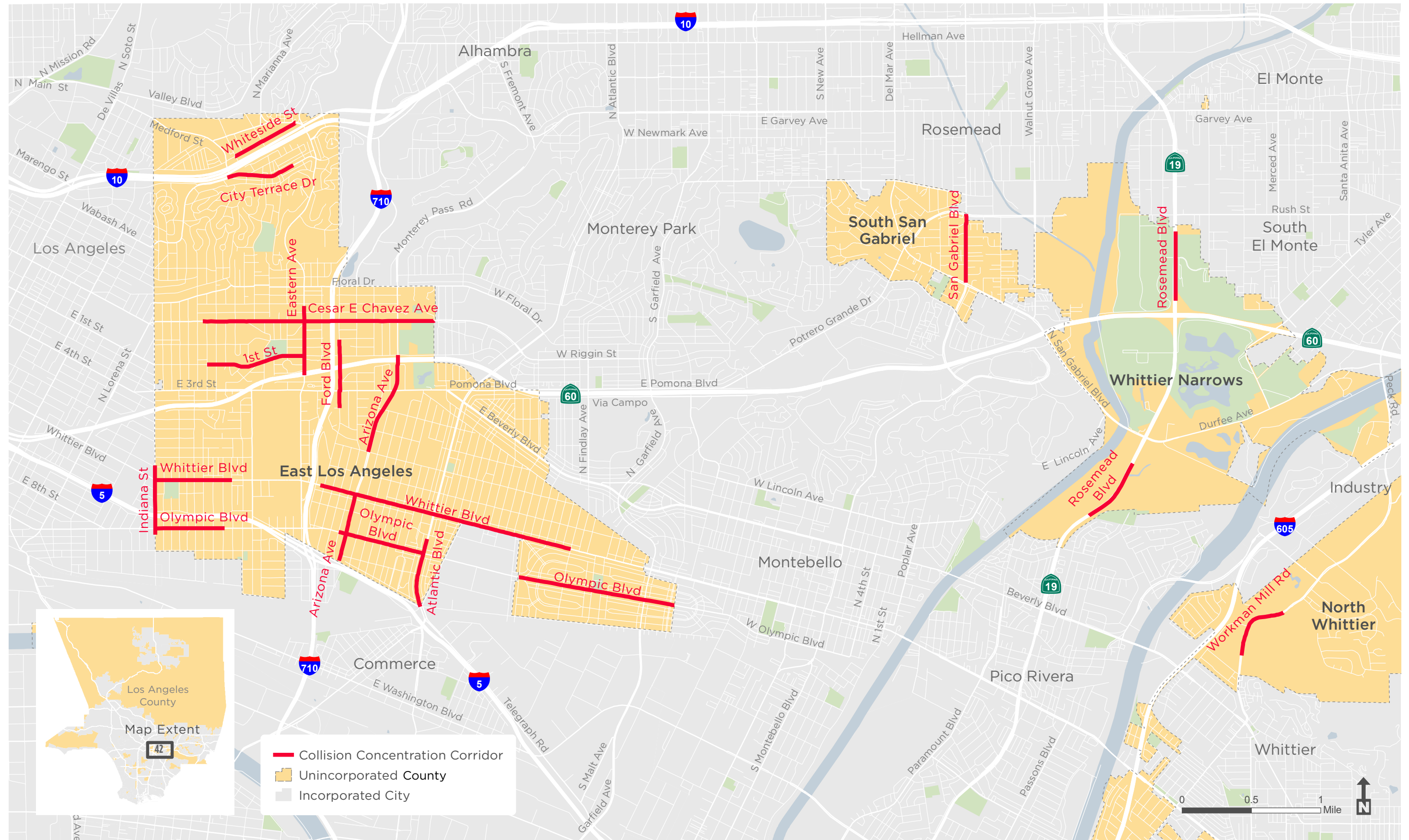
COLLISION CONCENTRATION CORRIDORS - INSET 38



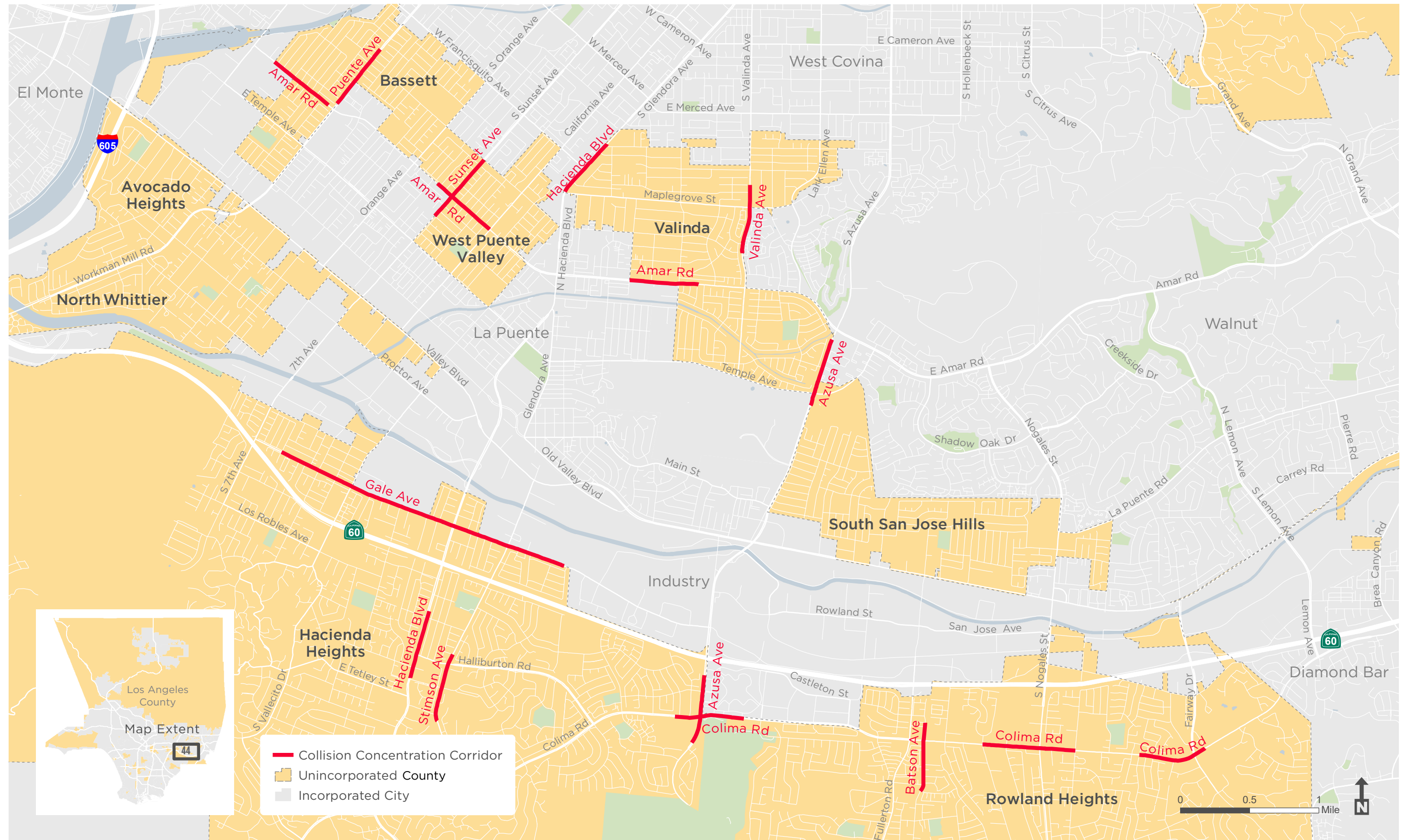
COLLISION CONCENTRATION CORRIDORS - INSET 40



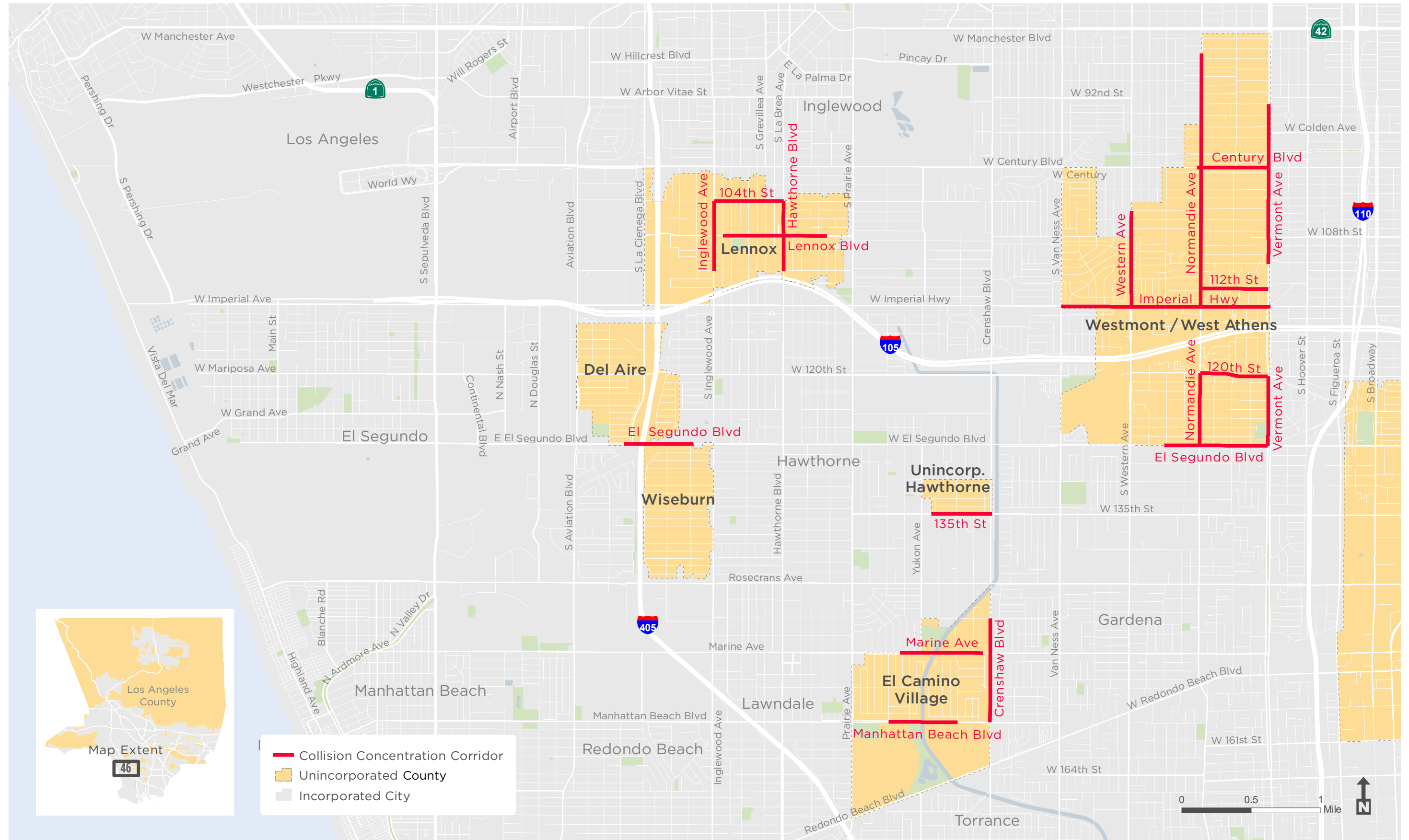
COLLISION CONCENTRATION CORRIDORS - INSET 42



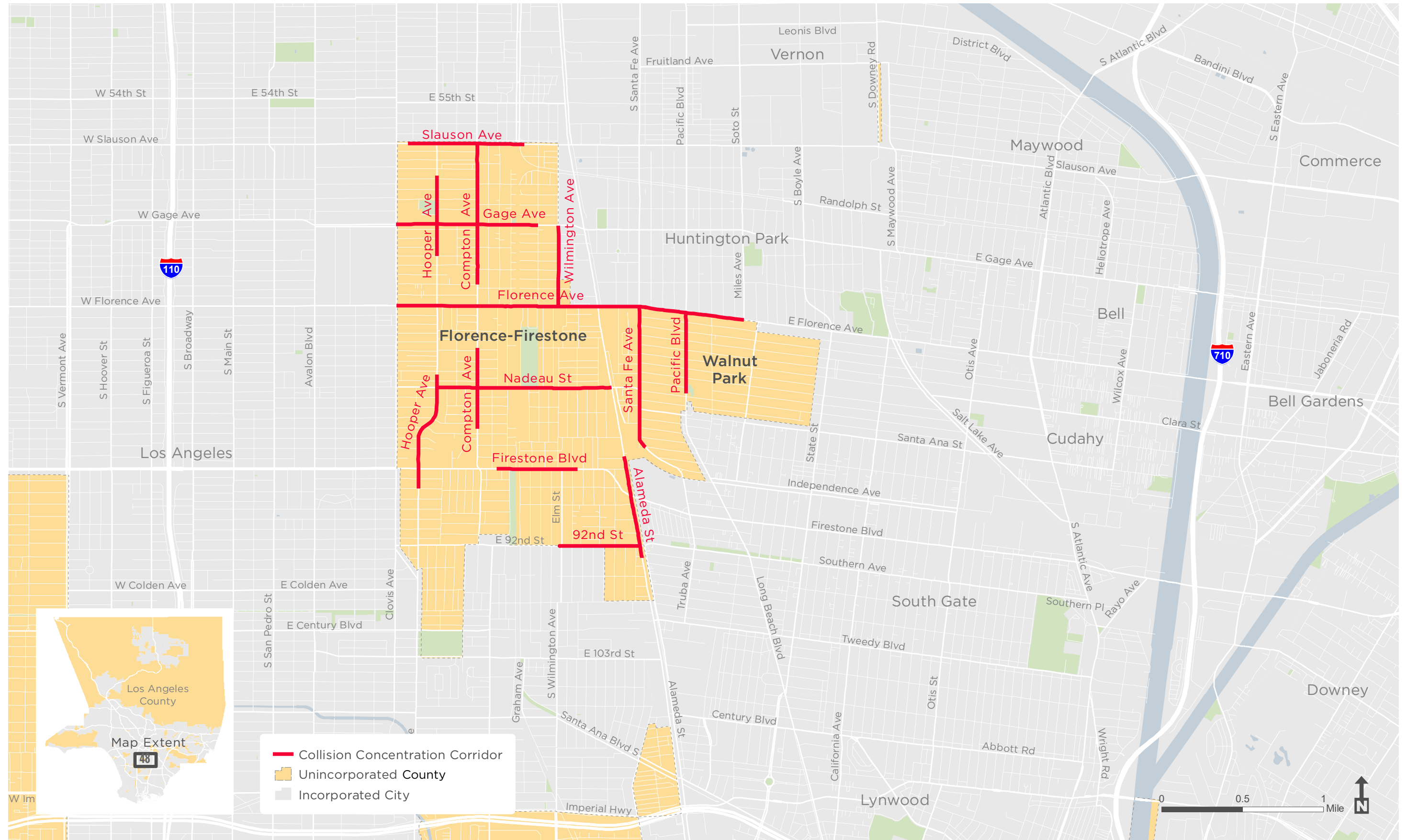
COLLISION CONCENTRATION CORRIDORS - INSET 44



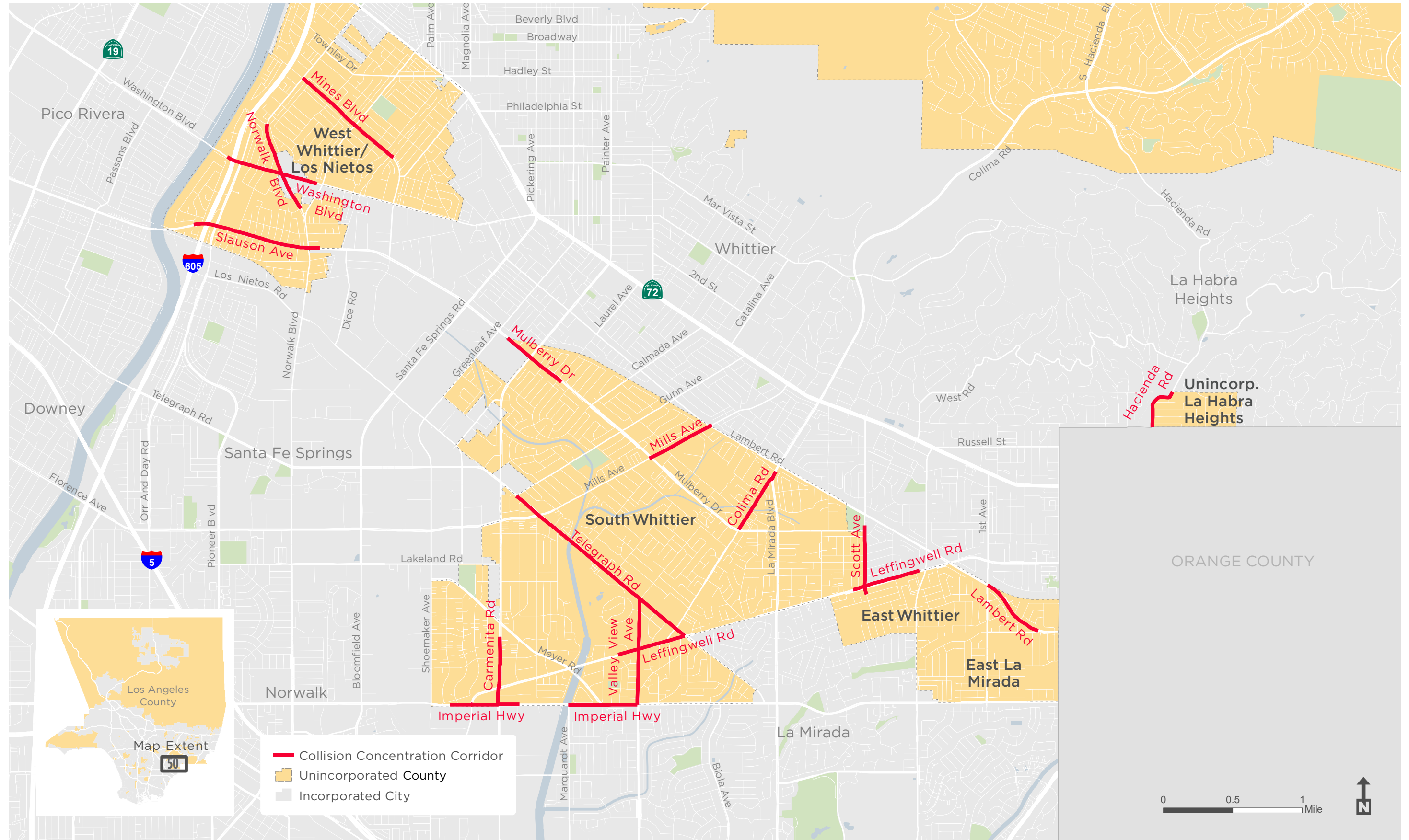
COLLISION CONCENTRATION CORRIDORS - INSET 46



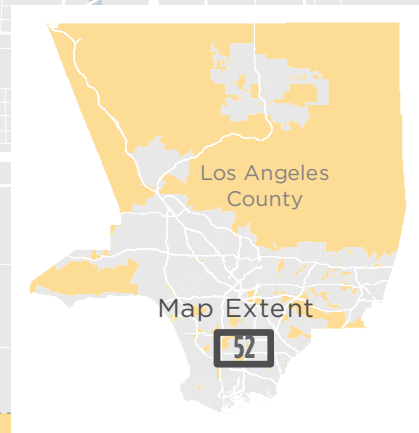
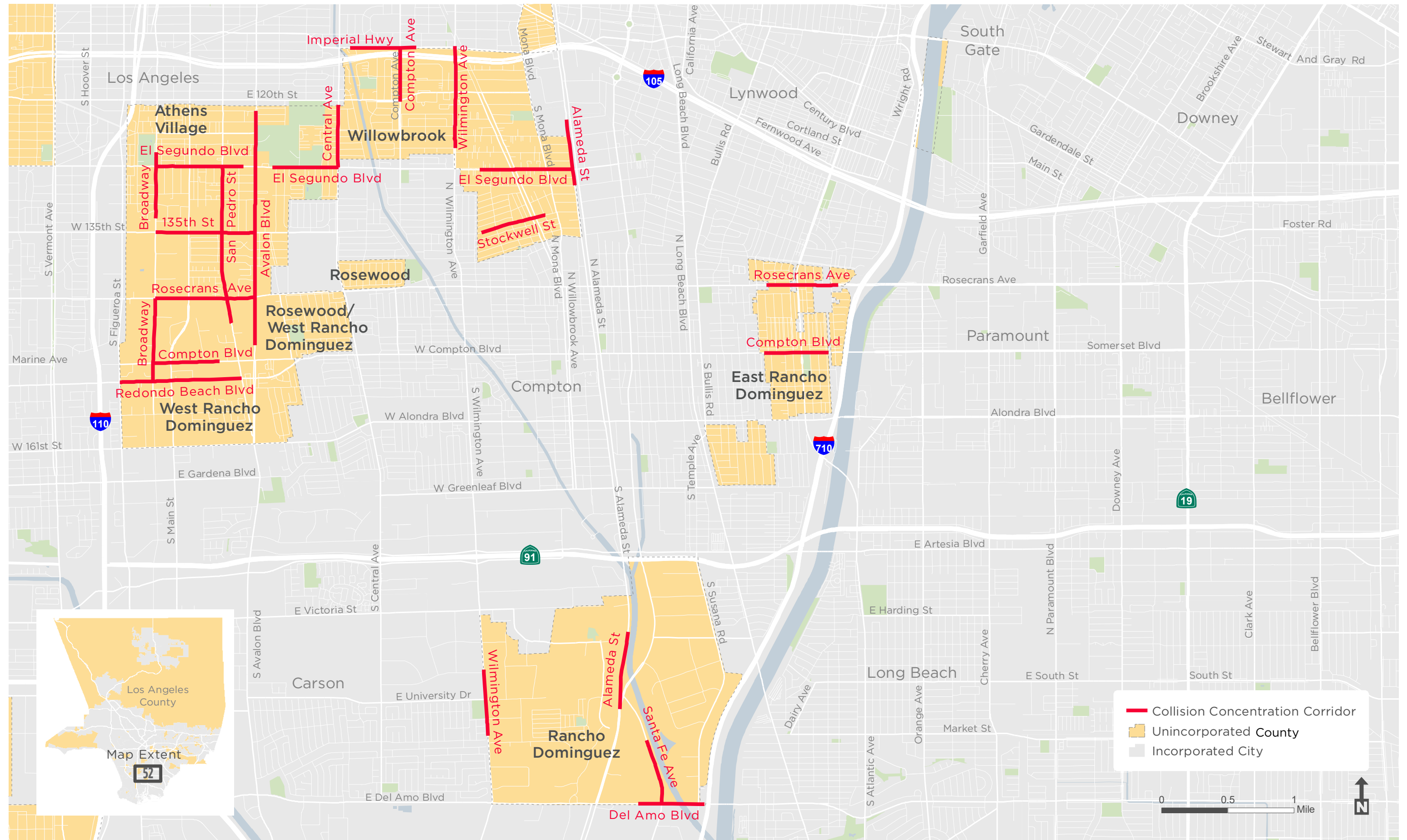
COLLISION CONCENTRATION CORRIDORS - INSET 48



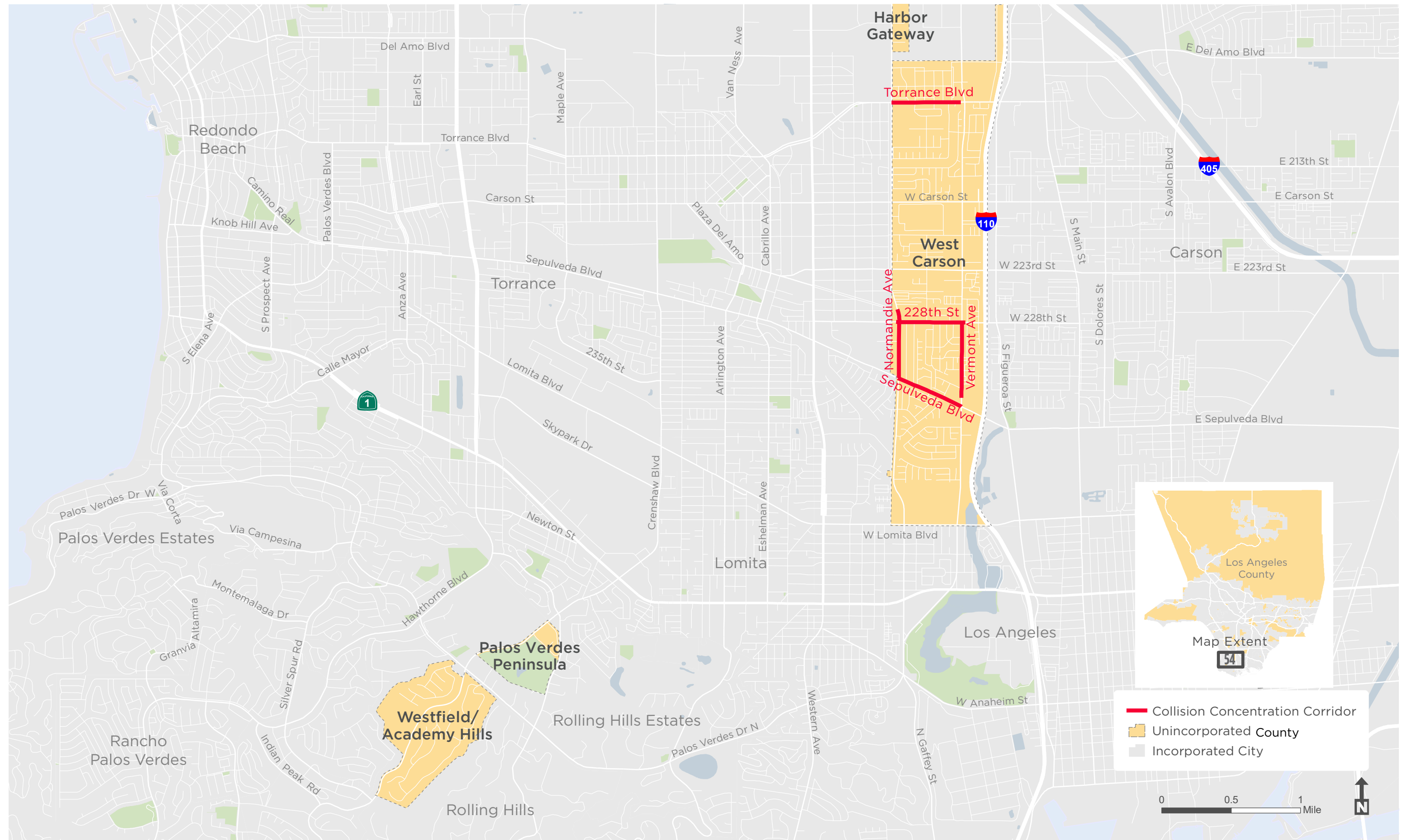
COLLISION CONCENTRATION CORRIDORS - INSET 50

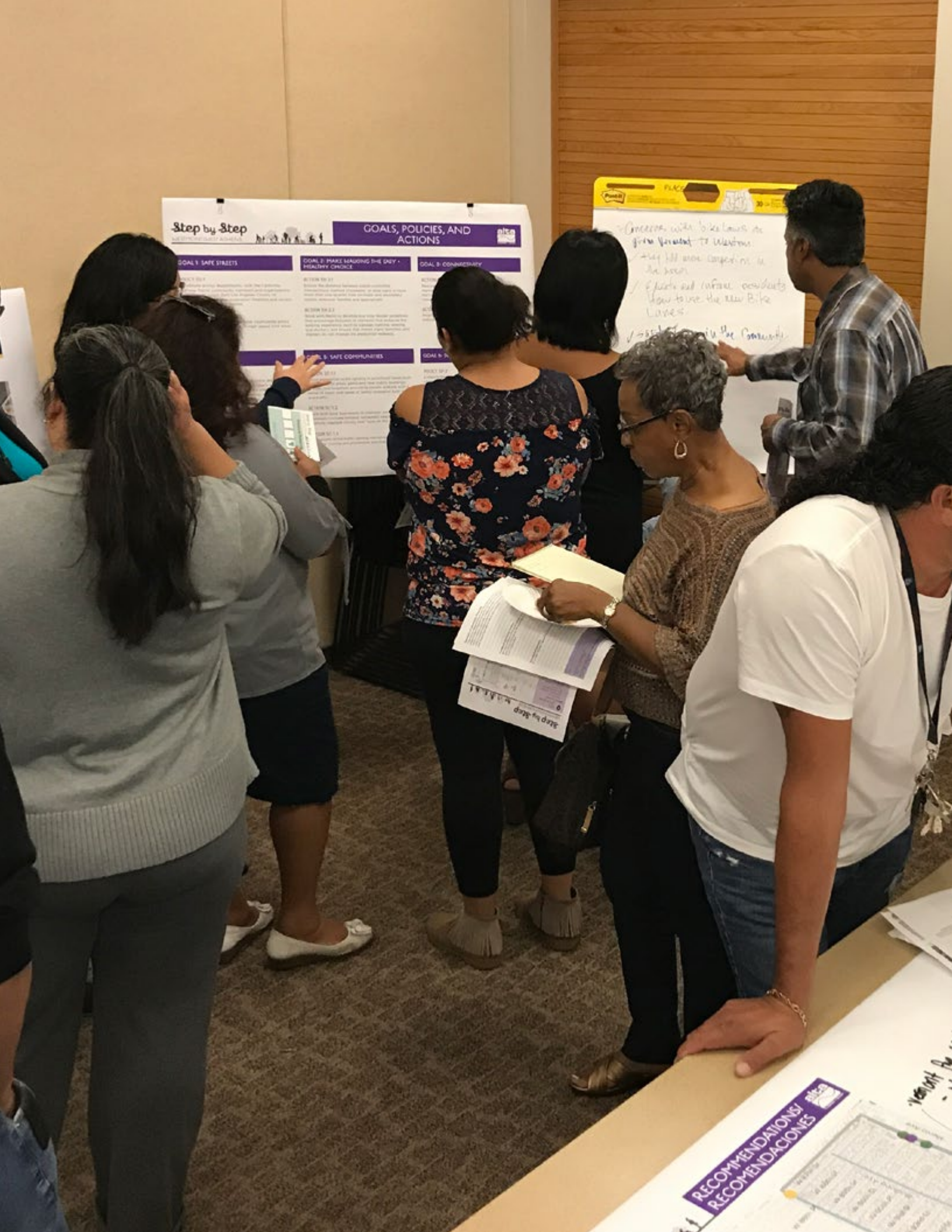


COLLISION CONCENTRATION CORRIDORS - INSET 52



COLLISION CONCENTRATION CORRIDORS - INSET 54





3

COMMUNITY ENGAGEMENT PROCESS

The County of Los Angeles understands that traffic safety is important to residents of unincorporated communities. Various concerns are regularly reported to Los Angeles County Public Works (Public Works) by community members and other County departments. Public Works responds to approximately 1,600 requests related to traffic safety concerns each year, addressing a variety of issues such as speeding, school crossings, and requests for traffic signals.

Since November 2017, Public Health and Public Works have been engaging stakeholders on the topic of traffic safety to inform this Action Plan. Staff have been attending community events and meetings; administering a survey on traffic safety experiences and perceptions; and meeting with community-based organizations, special interest groups, and non-profit agencies.

The final draft of this Action Plan will include a summary of outreach and the results of the traffic safety survey.



FUTURE COMMUNITY ENGAGEMENT

Community members are the most knowledgeable about what is happening on the streets in their community and where traffic safety is a concern. These insights, paired with traffic collision data and sound engineering principles and judgment will guide efforts to implement transformative street enhancement projects, conduct educational outreach, and provide focused enforcement.

As part of implementing the Action Plan, the County will assess its current approach to community outreach. Enhanced two-way communication will begin during planning and design and continue through implementation and evaluation. The result will be a robust outreach, engagement, and education process that is tailored to the unique context of each neighborhood and unincorporated community.

County will enhance the community engagement process:

- Develop and scope Vision Zero driven infrastructure projects through community-based participation.
- Use existing community meetings and events to have community conversations regarding traffic safety needs and desired enhancements.
- Partner with schools, neighborhood block clubs, home owner associations, town councils, senior centers, and community-based organizations to share information.
- Seek additional grant funding and increase funding for outreach when planning for projects.
- Host demonstration projects to provide communities with interactive opportunities to experience possible enhancements.
- Partner with artists and incorporate the arts into the community engagement process.





4 ROADWAY SAFETY ENHANCEMENTS

The County will use sound engineering principles and judgment and work closely with communities to identify and implement a variety of roadway enhancements proven to reduce fatal and severe injury collisions, such as those shown on the following pages.



High visibility crosswalks make pedestrian crossings easier to see and alert drivers that they are approaching a pedestrian crossing.



Temporary Street Enhancements include paint and flexible posts/bollards and are typically installed to determine a proposed project's impact and obtain community feedback before permanent enhancements are implemented.



Curb extensions (also known as bulb-outs) shorten the crossing distance for pedestrians, slow down turning vehicles, and enhance the ability for pedestrians and motorists to see each other.



Pedestrian Signal Timing prioritizes people who are walking at signalized intersections.

- **Leading Pedestrian Intervals** give pedestrians a walk signal several seconds before the vehicle signal turns green. This gives people walking a head start to cross the street and be more visible to drivers.
- **Pedestrian Scrambles** stop all motorists and allow pedestrians to cross in all directions, including diagonally.
- **Semi-Exclusive Pedestrian Operation** allows pedestrians to cross the street with non-conflicting vehicle movements.



Refuge Islands provide a space within a median, mid-way through a crosswalk for people to wait for a gap in traffic before continuing to cross a wide street.



Pedestrian Activated Warning Beacons are flashing yellow lights that provide additional warning to drivers that a pedestrian is crossing the street.



Left Turn Signal Phasing provides a green arrow for left turning vehicles while stopping conflicting vehicles and pedestrians.



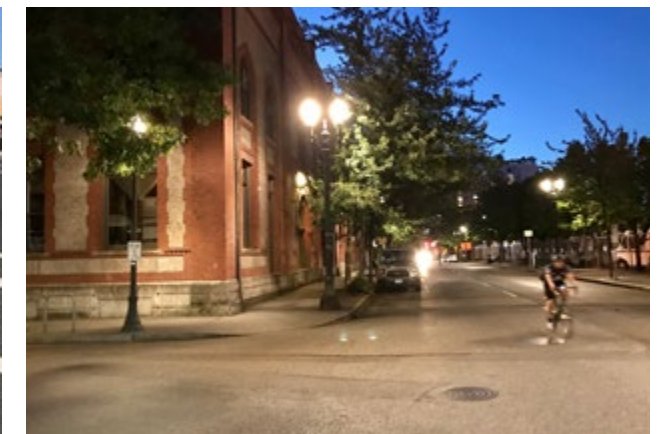
Roadway Reconfigurations typically reduce the number of vehicular travel lanes and may reallocate space to pedestrians and bicyclists and allow room for vehicle turning lanes. Narrower traffic lanes may also contribute to slower speeds while the addition of street trees along corridors can have a traffic calming effect.



Traffic Circles and Roundabouts are intersection designs that can reduce vehicle speeds and conflicts.



Protected Bike Lanes provide physical separation between people bicycling and traveling motorists.



Street Lighting can make it easier for drivers to see their surroundings and improve the feeling of security for people walking.



5

VISION ZERO ON A REGIONAL SCALE

Los Angeles County is the most populous county in the United States and is comprised of 88 cities in addition to over 120 unincorporated communities. At this scale, regional coordination is imperative to achieving zero deaths on unincorporated County roadways because people traveling by all modes cross between cities and unincorporated communities on a frequent basis.

Eliminating fatal and severe injury collisions on unincorporated County roadways will require close coordination with neighboring cities to share and analyze data, implement infrastructure projects and other education and enforcement efforts, and regionally create a culture of traffic safety.

COLLABORATING ON DATA ANALYSIS

Sharing data between County departments and cities will create a collective understanding of where collisions are happening, who is impacted, and what factors contribute to fatal and severe injury collisions. To maximize the value of existing data, there is also a need for more complete data analysis to understand the full picture of traffic collisions in Los Angeles County as a whole. The County will convene partners to link and compile data from law enforcement, emergency first responders, trauma centers, and hospitals to better understand where collisions are occurring and who is impacted.

PARTNERING ACROSS JURISDICTIONS

Public Works provides roadway engineering, construction, and maintenance services to many incorporated cities. In addition, the Sheriff's Department provides traffic enforcement in 42 of the County's 88 incorporated cities. These relationships could create a unique opportunity for the County to build partnerships that promote traffic safety through engineering, education, and enforcement, which can save lives across the Los Angeles region.

COORDINATED COMMUNICATIONS FOR CULTURE CHANGE

Culture change - or a shift in how traveling on public roads is perceived - is critical in a county and region where traffic fatalities, speeding, and congestion are major concerns. To achieve the goal of zero traffic deaths, it is important that everyone recognize and respect those who are utilizing the shared space of public roadways.

WIDESPREAD MARKETING CAMPAIGNS LEAD TO CULTURE CHANGE

The public health field led the successful change of public perceptions about smoking in California. Through policy change and impactful marketing campaigns, **public health activities helped reduce smoking by 51% between 1988 and 2014.** Today **California** has the second lowest adult smoking prevalence rate in the United States at just under 12%.

<http://tobaccofreeca.com/health/2016-california-tobacco-facts-figures/>

Widespread culture change is possible, as demonstrated by the many successful culture change initiatives led by those in the public health field. A critical strategy for creating widespread culture change will be using multi-media marketing campaigns to emphasize traffic safety values and increase compassion towards all people who are traveling on the street.

Partners, such as the Southern California Association of Governments (SCAG), the Automobile Club of Southern California (AAA), and the City of Los Angeles, have campaigns underway that the County can build upon, such as SCAG's *Go Human*²⁷ campaign. The County will engage these and additional partners to develop traffic safety campaigns that are aligned with regional messaging.



Collisions involving people walking and bicycling are not always reported to law enforcement agencies, therefore these types of collisions are underreported.²⁸ The City of San Francisco linked trauma center data with law enforcement data providing a clear picture of where collisions are happening and who they impact. Their analysis has shown that **55% of bicycle injuries and 22% of pedestrian injuries treated at San Francisco General Hospital were not reported in law enforcement records.**^{29,30}



6

TIME FOR ACTION

The County will act to eliminate deaths and severe injuries among those traveling on on unincorporated County roadways by applying the principles below and taking the actions described in this section.

GUIDING PRINCIPLES

Three guiding principles will direct decision making as the County implements Vision Zero actions:

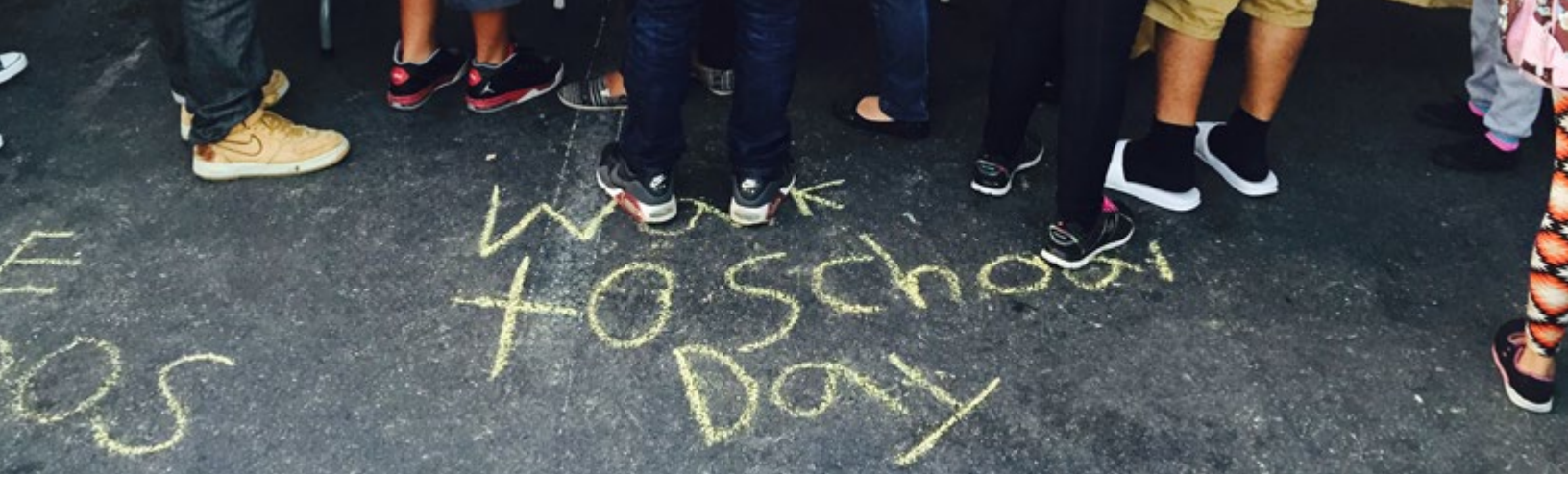
- **Health Equity:** Reduce gaps in health outcomes by addressing the practices that disadvantage some populations over others and lead to health inequities.
- **Data-driven process:** Identify where and why traffic collisions are happening and prioritize projects and programs in these areas.
- **Transparency:** Maintain regular communication with the public about progress, and how the County is working to enhance street safety.



Health Equity

In Los Angeles County, the health of communities differs by geography, race, and ethnicity. For example, average life expectancy in Los Angeles County varies by as much as 11.6 years based on where people live, and there is a nearly 12-year difference in life expectancy between African American and Asian communities (75.7 vs. 87.3 years respectively).³¹

The physical environment where people live has a profound impact on health outcomes and access to opportunities. For example, streets that have sidewalks, marked crosswalks, and bicycle lanes increase opportunities for physical activity and enhance safety for people walking and bicycling. Factors like these are associated with better health outcomes. However, infrastructure varies greatly



throughout the county. By defining health equity as a principle that guides decision making for this Vision Zero Action Plan, disparities can be addressed in the transportation system. Through its Vision Zero Initiative, the County of Los Angeles commits to working with the most burdened communities to reduce traffic deaths and severe injuries.

Data-driven

Data-driven decision making is at the core of Vision Zero. Data analysis is used to identify where collisions happen and allocate resources to prevent them. The County will use data analysis to prioritize infrastructure enhancements and educational programs where fatalities and severe injuries are occurring.

Traffic collision reports completed by the California Highway Patrol are the primary source of data that will inform decisions. However, other data sources can be used for planning and decision-making, such as hospital records and first responder reports. Through this effort, the County will strive for new and improved ways to link and analyze important datasets to enhance the understanding of where safety concerns exist. The personal experiences of community members are also a valuable source of data, and therefore incorporating community experience and needs into the decision-making process is important.

Transparency

Transparency leads to trust and success in achieving zero traffic deaths by 2035. The County commits to sharing accomplishments and shortcomings by communicating plans, progress, and lessons learned of the Vision Zero initiative to communities clearly and quickly. Communication methods may include the use of websites, social media, printed reports, and meetings.

OBJECTIVES

Based on meetings with community members, County departments, and partner agencies, a clear set of actions has been developed for the next five years to move closer to the goal of eliminating traffic fatalities and severe injuries. These actions include efforts to update, expand, and establish new processes, policies, trainings, projects, and programs.

The actions are organized into five objectives. These objectives represent the County's priorities and help put the guiding principles into action.

- A. Enhance County Processes and Collaboration
- B. Address Health Inequities and Protect Vulnerable Users
- C. Collaborate with Communities to Enhance Street Safety
- D. Foster a Culture of Traffic Safety
- E. Be Transparent, Responsive, and Accountable

ACTIONS

Each action includes details on the benchmarks and/or metrics for evaluating success; and identifies which agency will lead implementation. The County will report on each of these actions annually and revise them as necessary if objectives are not being met.

Achieving the Vision Zero goals and objectives through these actions in the time frames specified, for the Collision Concentration Corridors as defined and mapped in this Plan, is contingent upon multiple factors including, without limitation, available funding and resources. Similarly, implementation of any future engineering projects to achieve the goals and objectives of this Plan are contingent upon multiple factors including, without limitation, obtaining community support of the proposed engineering projects and securing sufficient funding to finance all phases of a project including installation, operation, on-going maintenance, appropriate environmental analysis, and engagement. Furthermore, achieving the goals of this plan largely depends on community support of future proposed engineering projects.

ACRONYMS

- AAA: Automobile Club of Southern California
- Arts: Arts Commission
- CDC: Community Development Commission
- CEO: Chief Executive Office
- CHP: California Highway Patrol
- CIO: Chief Information Office
- DBH: Department of Beaches and Harbors
- DHS: Department of Health Services
- DPR: Department of Parks and Recreation
- DPH: Department of Public Health
- DRP: Department of Regional Planning
- LACFD: Los Angeles County Fire Department
- ISD: Internal Services Department
- LASD: Sheriff's Department
- TTC: Treasurer-Tax Collector



A. Enhance County Processes and Collaboration

Business as usual will not lead to zero fatalities. The County of Los Angeles commits to a fundamental shift in the way departments and partner agencies

function and collaborate to create a transportation system that prioritizes human life.

Action	Partners	Year 1	Years 2-5
Establish a Vision Zero Program within the County			
A-1: Create a multi-agency steering committee and work groups to implement Vision Zero efforts.	Lead: DPH Support: Public Works, LACFD, CHP, LASD, DHS, DBH, CEO, CIO, ISD, Arts, DPR, County Counsel	Committee/ Work Groups established 6 meetings/year	6 meetings/year
A-2: Establish a permanent funding source for the Vision Zero program.	Lead: CEO Support: Public Works, DPH	Initiate action	Dedicate ongoing funding for Vision Zero
Enact policy changes to enhance traffic safety			
A-3: Coordinate regionally to develop policies for connected and autonomous vehicle technology that protect vulnerable road users.	Lead: Public Works Support: County Counsel, CEO, and CHP	Initiate action, secure funding	Ongoing where funding has been secured
A-4: Develop policies for mobility devices that have shared use technology such as electric scooters.	Lead: Public Works Support: LASD, CHP, DPR, DBH, DPH, County Counsel, CEO, TTC	Initiate action, secure funding	Complete action where funding has been secured

B. Address Health Inequities and Protect Vulnerable Users

Data has shown that severe injury and fatal collisions disproportionately impact vulnerable roadway users (i.e. people walking and bicycling). With health equity as a guiding principle, the

County is committed to leveraging Vision Zero actions to help address current health inequities in the transportation system.

Action	Partners	Year 1	Years 2-5
Implement programs and amend existing County policies to ensure certain populations are not unduly burdened			
B-1: Create a coordinated approach to law enforcement and community engagement in unincorporated communities where Vision Zero and DPH's Trauma Prevention Initiative are both being implemented.	Lead: DPH Support: CHP, LASD, Public Works	Convene partners	Ongoing action
B-2: Identify process and partners for establishing a diversion program for persons cited for infractions related to walking and bicycling.	Lead: DPH Support: CDC	Initiate action	Establish program
B-3: Identify process and partners to consider revising the Los Angeles County Municipal Code to allow the operation of bicycles on sidewalks.	Lead: DPH Support: Public Works, County Counsel, LASD	Initiate action	Complete action and report findings
Implement programs focused on eliminating fatal and severe injury collisions involving youth and older adults			
B-4: Establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling.	Lead: Public Works Support: DPH, CHP, LASD, DPR	Develop prioritized list of schools and secure funding	10 schools participating where funding has been secured
B-5: Establish a Safe Routes for Seniors Program that provides traffic safety education to seniors, identifies safety enhancements in areas populated by older adults, and promotes walking and bicycling.	Lead: DPH Support: LACFD, CHP, DPR, Public Works	Initiate action, secure funding	Conduct program at 4 facilities
B-6: Build County and community capacity to implement Child Passenger Safety (CPS) program (which provides car seats, educates caregivers, and provides car seat checks); identify partners and resources to expand the program; and explore ways to increase awareness and messaging.	Lead: DPH Support: CHP, LASD, LACFD	Number of CPS trainings by area Number of CPS training participants by area	Number of CPS trainings by area Number of CPS training participants by area
B-7: Outreach to and develop relationships with hospitals to distribute child passenger safety video and educational materials to patients; invite hospital staff to participate in DPH car seat installation certification trainings.	Lead: DPH Support: DHS, CHP, LASD	Initiate outreach to hospitals	25% of hospitals offer child passenger safety education
B-8: Coordinate across relevant County entities that offer car seat installations, car seat classes, and other relevant courses to ensure that resources are made easily available to the public via an online portal, printed materials, etc.	Lead: DPH Support: CHP, LASD, Fire, DPR	Complete action	Update website quarterly

Action	Partners	Year 1	Years 2-5
Strengthen policies and procedures to reduce fatal and severe injury collisions involving people walking and bicycling			
B-9: Assess environmental conditions, associated with impaired driving, and promote policy and systems change to prevent impaired and distracted driving.	Lead: DPH	-	Initiate action
Implement traffic safety enhancements to reduce fatal and severe injury collisions involving people walking and bicycling			
B-10: Upgrade marked crosswalks at controlled intersections on the Collision Concentration Corridors with high visibility crosswalk and advance stop bar markings.	Lead: Public Works	Initiate action, secure funding	Implement 20 high-visibility crosswalks and stop bars where funding has been secured
B-11: Implement leading pedestrian intervals (LPI) at 10 intersections to allow pedestrians to enter the intersection before vehicles.	Lead: Public Works	Initiate action, secure funding	Implement LPI at 10 intersections across the unincorporated communities where funding has been secured
B-12: Implement a semi-exclusive pedestrian or exclusive pedestrian (i.e. pedestrian scramble) operation in unincorporated Los Angeles County at an intersection with high pedestrian traffic and/or vehicle-pedestrian conflicts.	Lead: Public Works	Initiate action, secure funding	Implement 1 semi-exclusive pedestrian or exclusive pedestrian (i.e. pedestrian scramble) operation where funding has been secured
B-13: Evaluate the Collision Concentration Corridors to identify locations where sidewalk enhancements could be beneficial and implement where feasible and appropriate.	Lead: Public Works Support: DBH	Initiate action, secure funding Number of Corridors evaluated	Install sidewalk at locations where funding has been secured Miles of sidewalk installed
B-14: Implement curb extensions on Collision Concentration Corridors where a need has been identified.	Lead: Public Works	Initiate action, secure funding	Implement 10 curb extensions where funding has been secured
B-15: Implement fully protected left turn phasing at intersections along Collision Concentration Corridors where appropriate.	Lead: Public Works	Initiate action, secure funding	Implement fully protected left turn phasing at 2 intersections where funding has been secured
B-16: Implement protected bikeways along Collision Concentration Corridors where feasible and appropriate.	Lead: Public Works	Initiate action, secure funding	Implement 2 miles of protected bikeway where funding has been secured

C. Collaborate with Communities to Enhance Street Safety

Street designs that calm vehicle speeds, separate vehicle traffic from people walking or bicycling, and make people more visible, enhance the overall safety of streets. Street designs that incorporate traffic safety enhancements also provide an opportunity to include additional features such as trees and landscaping, stormwater quality features, and smart city technologies like electric vehicle infrastructure that can improve the sustainability of communities. Enhancing access to housing, grocery

stores, medical centers, and other community destinations can also encourage more people to walk and ride a bicycle.

The County commits to working closely with residents and other stakeholders to identify challenges and develop enhancements aimed at eliminating fatal collisions in unincorporated communities.

Action	Partners	Year 1	Years 2-5
Increase community engagement for traffic safety projects			
C-1: Establish a community engagement process to involve the public throughout all phases of traffic safety projects.	Lead: Public Works Support: DPH, CHP, Arts, DRP	Establish process secure funding	Implement process where funding has been secured
C-2: Conduct demonstration projects to pilot innovative traffic safety projects on a semi-permanent basis and obtain community input on the design and implementation before permanent enhancements are implemented.	Lead: Public Works Support: DPH, CHP, LASD	At least one annually, secure funding	At least one annually where funding has been secured
C-3: Promote Public Works' Neighborhood Traffic Management Program to implement traffic calming projects on local streets.	Lead: Public Works Support: DPH, Fire, CHP, LASD, DPR	Initiate action, secure funding	Number of projects implemented where funding has been secured
C-4: Create an artist-in-residence (AIR) program to integrate art into Vision Zero outreach and projects.	Lead: Arts Support: Public Works, DPH	-	VZ AIR program established

Action	Partners	Year 1	Years 2-5
Update infrastructure processes, guidelines, and manuals to facilitate project designs aimed at preventing traffic fatalities and severe injuries			
C-5: Evaluate the County Master Plan of Highways and development and roadway design standards stipulated in the Los Angeles County Code to ensure consistency with Vision Zero goals.	Lead: Public Works Support: DRP, DPH, County Counsel	-	Complete evaluation where funding has been secured
C-6: Develop design criteria to guide implementation of infrastructure that enhances safety and reduces speeding, such as traffic control devices and other roadway features.	Lead: Public Works Support: DPH, Fire, CHP, LASD	Initiate action, secure funding	Design criteria developed where funding has been secured
C-7: Update the Public Works' Highway Design Manual to consider available tools and design standards, including those recommended by the Los Angeles County Model Design Manual for Living Streets, NACTO Urban Streets Design Guide, and other best practices to enhance safety for both motorized and non-motorized users.	Lead: Public Works Support: DPH, DRP, Fire, CHP, LASD, DPR	Initiate action, secure funding	Complete Highway Design Manual update where funding has been secured
C-8: Incorporate traffic safety enhancements into Public Works projects along the Collision Concentration Corridors where feasible.	Lead: Public Works	Initiate action, secure funding	Number of projects on CCCs that include traffic safety enhancements where funding has been secured
C-9: Update the project management processes and tracking method of traffic safety projects to ensure expeditious implementation.	Lead: Public Works	Identify preferred system and secure funding	Complete system and train staff where funding has been secured
C-10: Finalize the Livable Communities Design Guidelines, which incorporate multi-modal safety design measures, and hold trainings to educate staff and developers.	Lead: DRP Support: Public Works, Fire	Finalize Livable Communities Design Guidelines and bring to Regional Planning Commission	Train 100% of applicable staff Hold trainings for developers
C-11: Evaluate and update as necessary the County's Highway Safety Lighting Guidelines.	Lead: Public Works Support: County Counsel	Initiate action, secure funding	Complete evaluation and if determined necessary, update guidelines where funding has been secured
Implement innovative traffic safety enhancements			
C-12: Utilize the Collision Concentration Corridors list when seeking funding from local, regional, state, and federal roadway infrastructure and planning grant opportunities.	Lead: Public Works Support: DPH, DPR	Initiate action, secure funding	Ongoing action where funding has been secured

D. Foster a Culture of Traffic Safety

A shared culture of traffic safety that emphasizes respect for all road users and safe travel behaviors throughout the region is a core element of success.

Outreach and engagement, community education, regional media campaigns, and focused enforcement are tools to foster this type of culture change, especially where physical changes to streets may not be sufficient. Law enforcement will focus on enhancing public trust through community outreach, education, and community-based policing efforts.

Focused enforcement activities will take place only after engagement and education have occurred and will place emphasis on the infractions that are most likely to lead to a deadly collision, such as speeding and driving under the influence.

Action	Partners	Year 1	Years 2-5
Implement a communications campaign to heighten awareness and understanding of traffic safety among the public, agencies, and the media			
D-1: Explore partnerships with other entities to coordinate traffic safety communications regionally.	Lead: Public Works Support: DPH, Fire, CHP, LASD, DRP	Initiate action, secure funding	Ongoing action where funding has been secured
D-2: Implement a media and public education campaign that includes a social media toolkit, website content, and digital messaging focused on the prevention of driving while high, drunk, or distracted.	Lead: DPH Support: Public Works, CHP, LASD	Initiate action, secure funding	Ongoing action, measure reach and awareness of campaigns
D-3: Collaborate with Trauma Centers and other healthcare providers to raise awareness of traffic safety and the Vision Zero initiative.	Lead: DPH Support: DHS	Initiate action	Ongoing action
D-4: Participate in National Impaired Driving Prevention Month activities annually to promote safe driving during the holiday season and distribute educational resources throughout the year regarding the dangers of impaired and distracted driving.	Lead: DPH Support: CHP, LASD, Public Works	Initiate action	Ongoing action

Action	Partners	Year 1	Years 2-5
Strengthen traffic safety enforcement policies and practices			
D-5: Develop a series of traffic safety trainings for the Sheriff's Department regular shift briefings.	Lead: LASD	Develop trainings	100% implementation at all stations
D-6: Update the Sheriff Department's Field Training course to include traffic enforcement and investigation content.	Lead: LASD	Complete update of Field Training course	Percentage of staff complete training
D-7: Increase the number of CHP and Sheriff's deputies trained as Drug Recognition Experts (DREs).	Lead: CHP & LASD	Initiate action	Increase number of CHP DREs by 5% Increase number of LASD DREs by 50%
D-8: Focus checkpoints to unincorporated County roadways with high incidents of collisions involving impaired driving.	Lead: CHP Support: Public Works, DPH	Complete analysis, begin conducting checkpoints	Continue conducting check points (Number of DUI checkpoints)
D-9: Focus the Special Enforcement Unit (SEU) at locations with the highest prevalence of moving violations that lead to fatal and severe injury collisions.	Lead: CHP Support: Public Works, DPH	Complete analysis, begin annual deployment of SEU	Deploy SEU 4 times a year
D-10: Continue leading the Impaired Driving Task Force (IDTF); focus deployments in areas with the highest prevalence of Driving Under the Influence (DUI) collisions.	Lead: CHP	Annually deploy IDTF to 2 areas based on data analysis Number of DUI citations per deployment	Annually deploy IDTF to 2 areas based on data analysis Number of DUI citations per deployment
D-11: Continue leading the Street Racing Task Force aimed at reducing street racing regionally by coordinating among law enforcement agencies and the community.	Lead: CHP Support: LASD	Train at least 200 additional Officers Conduct at least 10 Task Force deployments Conduct driver safety and awareness presentations to a minimum of 3,000 high school students	Ongoing action
Implement traffic safety training to promote culture change among County staff and the public			
D-12: Expand driver safety training to all employees who drive for County business.	Lead: CEO Support: Public Works, DPH, Fire, LASD, DRP, DPR, County Counsel, ISD	Initiate action	100% of departments require training 100% of staff complete training biannually

Action	Partners	Year 1	Years 2-5
D-13: Focus CHP community-centered traffic safety education programs through data analysis and relationship building.	Lead: CHP Support: Public Works, DPH	Number of people trained Number of trainings provided Number of areas served	Ongoing action
Strengthen County staff and public knowledge of traffic safety engineering best practices			
D-14: Train Public Works staff on traffic calming features.	Lead: Public Works	Establish traffic safety design training program, secure funding	Update training materials as necessary where funding has been secured
D-15: Update traffic calming informational materials on the benefits of various features and guidelines for implementation.	Lead: Public Works	Materials updated and translated into dominant languages of unincorporated communities, secure funding	Materials updated as needed where funding has been secured
D-16: Educate and empower community members about Vision Zero during community and area planning efforts.	Lead: DRP Support: Public Works, DPH	Initiate action	Ongoing action

E. Be Transparent, Responsive, and Accountable

Ongoing evaluation of Vision Zero Actions will allow the County to measure the impact of its efforts and will help the County recognize where adjustments are needed. The County commits to collecting more data, reporting findings regularly,

and incorporating evaluation into the actions. By doing so, unincorporated community stakeholders will be able to understand how decisions are made and funds are allocated with regard to projects and programs.

Action	Partners	Year 1	Years 2-5
Enhance data collection, management, analysis, and surveillance			
E-1: Make relevant Vision Zero data available for use by departments and the public to ensure consistency with reporting, analysis, and research.	Lead: Public Works Support: DPH, Fire, CHP, LASD, DHS, County Counsel, ISD, DRP, CEO, CIO	Provide public access to relevant data, secure funding	Update regularly where funding has been secured
E-2: Identify a core set of indicators related to motor vehicle collision injuries and deaths and conduct regular data analysis for surveillance and prevention purposes.	Lead: DPH	Identify indicators, begin analysis	Ongoing analysis
E-3: Establish a Transportation Injury Surveillance System (TISS) that links CHP collision records with Emergency Medical Services, Trauma Center and Hospital records, to understand full scope of collisions in Los Angeles County and track trends in pedestrian and bicycle injuries and deaths by sociodemographic characteristics and geography.	Lead: DPH Support: DHS, Fire, CHP	Annually report trends	Establish preliminary TISS
E-4: Implement data collection events, such as Friday Night Live's Road Watch survey, to document distracted driver behavior, create a snapshot of local data, and draw media attention to the issue of distracted driving.	Lead: DPH	Initiate action	Continue action
E-5: Implement the Office of Traffic Safety's "Place of Last Drink Survey" to track where DUI offenders last obtained alcohol before their arrest and analyze data to promote responsible business practices in the sale of alcoholic beverages.	Lead: DPH	-	Implement survey
E-6: Enhance the existing database of traffic safety infrastructure to include geocoding and to evaluate the effectiveness for reducing fatal and severe injury collisions.	Lead: Public Works	Initiate action, secure funding	Ongoing updates where funding has been secured
Conduct routine evaluation, research, and analysis to understand traffic safety trends and impacts to Vision Zero projects			
E-7: Evaluate traffic safety projects implemented on the Collision Concentration Corridors to track progress and make any necessary modifications as needed.	Lead: Public Works Support: DPH	Develop evaluation framework, begin data collection, secure funding	Continue evaluation where funding has been secured
E-8: Identify and implement an evaluation plan and conduct special studies to understand the impact and extent of traffic collisions countywide, with a focus on disadvantaged communities.	Lead: DPH Support: Fire, CHP, DHS	Develop evaluation plan and determine special studies for year 2	Continue conducting at least 1 study a year

Action	Partners	Year 1	Years 2-5
E-9: Establish a process to conduct regular bicycle and pedestrian counts and identify count locations.	Lead: Public Works Support: DPH	Identify locations and complete first count, secure funding	Continue counts biannually where funding has been secured
E-10: Prepare and distribute reports summarizing surveillance data, trends, and research related to motor vehicle collisions.	Lead: DPH	Prepare schedule of reports	Publish reports
Regularly report back to the community about Vision Zero progress			
E-11: Launch a Vision Zero website that shows progress on implementing the Action Plan.	Lead: Public Works Support: DPH, CHP, LASD, DRP, ISD, CEO, CIO	Launch website, secure funding	Ongoing monthly updates where funding has been secured
E-12: Report on the progress of all Vision Zero activities annually and distribute findings publicly.	Lead: Public Works Support: DPH, CHP, LASD, Fire, DRP, ISD, CEO	Yearly reports, secure funding	Yearly reports where funding has been secured
E-13: Create a data dashboard to visually communicate traffic safety metrics, trends, and maps.	Lead: ISD Support: CIO, DPH, Public Works, CHP, Fire, DHS, LASD, DRP	Complete dashboard	Ongoing updates
Implement policies and programs to reduce the potential for County vehicles to be involved in severe injury and fatal collisions			
E-14: Increase compliance of County departments with the specified maintenance schedule for County vehicles.	Lead: ISD	Initiate action	100% employees in compliance
E-15: Evaluate the feasibility of implementing safety enhancing technology on Public Works' vehicle fleet.	Lead: Public Works Support: ISD	Initiate evaluation, secure funding	Pilot and evaluate technologies where funding has been secured
E-16: Complete centralized Risk Management Incident Reporting System (RMIS) that includes fields to better track and analyze traffic collisions involving County employees on County business.	Lead: CEO Support: ISD, County Counsel	Initiate action	Complete RMIS 2.0 system, train relevant staff on system



7 HOW THIS PLAN WAS DEVELOPED

To reflect the on-the-ground experience of government agencies and foster a sense of shared responsibility, committees were organized and information gathering and decision-making was conducted in several different ways.

- Key staff from Public Health and Public Works formed a **Coordinating Team** that led the day-to-day operations involved in developing the Vision Zero Action Plan. These efforts included project management; best practices research; gathering, cleaning, and reviewing data; meeting individually with key departments; convening stakeholders; drafting and editing the Action Plan; and securing grant funding to support efforts. In addition to convening County and California Highway Patrol staff, the Coordinating Team also reached out to partners working on Vision Zero initiatives in other jurisdictions to understand their lessons learned.
- The **Core Team** included leadership and staff from Public Works and Public Health. This team served as a sounding board for the Coordinating Team at key decision-making points and advised on data analysis, development of actions, engagement with key agencies, and funding opportunities.
- The **Action Plan Advisory Committee (APAC)** advised on the overall direction of this Vision Zero Action Plan. The APAC representatives included staff from the California Highway Patrol, Public Health, Public Works, Regional Planning, Parks and Recreation, Sheriff, Fire, Health Services, Internal Services, County Counsel, Chief Executive Office, Chief Information Office, and County Board of Supervisors.

ENDNOTES

1. https://visionzeronet.org/wp-content/uploads/2018/11/VZN_CoreElements_FINAL.pdf
2. City of New York. Vision Zero Year Four Report. March 2018. P.5. Available at: <https://www1.nyc.gov/assets/visionzero/downloads/pdf/vision-zero-year-4-report.pdf> (Accessed October 10, 2018)
3. Mortality in Los Angeles County 2013, Figures 1 and 9: <http://publichealth.lacounty.gov/dca/data/documents/mortalityrpt13.pdf>
4. Unincorporated Areas on County of Los Angeles website - <https://www.lacounty.gov/government/about-la-county/unincorporated-areas/>
5. Los Angeles County Public Works' Collision Database, data for collisions occurring between 1/1/2013 and 12/31/2017 for unincorporated County roadways.
6. US Department of Transportation, FHWA, Roadway Safety Data Dashboard - <https://rspcb.safety.fhwa.dot.gov/Dashboard/Default.aspx> percentage calculation between 2011 and 2016
7. US Department of Transportation, FHWA, Roadway Safety Data Dashboard - <https://rspcb.safety.fhwa.dot.gov/Dashboard/Default.aspx>
8. Los Angeles County Public Works' Collision Database, data for collisions occurring between 1/1/2013 and 12/31/2017 for unincorporated County roadways.
9. Clark, D. E., & Cushing, B. M. (2002). Predicted effect of automatic crash notification on traffic mortality. *Accident Analysis & Prevention*, 34(4), 507-513. cited in McCarron, R. (2016). *Fleeing the Scene: Hit and Run Collisions in Los Angeles*. UCLA Luskin School of Public Affairs. June 2016.
10. Los Angeles County Public Works' Collision Database, data for collisions occurring between 1/1/2013 and 12/31/2017 for unincorporated County roadways.
11. Clark, D. E., & Cushing, B. M. (2002). Predicted effect of automatic crash notification on traffic mortality. *Accident Analysis & Prevention*, 34(4), 507-513. cited in McCarron, R. (2016). *Fleeing the Scene: Hit and Run Collisions in Los Angeles*. UCLA Luskin School of Public Affairs. June 2016.
12. TIMS, Safe Transportation Research and Education Center, University of California, Berkeley. 2018. Data query from 1/1/13 through 12/31/17 for Unincorporated Los Angeles County, excluding State Highways. (<https://tims.berkeley.edu/>).
13. TIMS, Safe Transportation Research and Education Center, University of California, Berkeley. 2018. Data query from 1/1/13 through 12/31/17 for Unincorporated Los Angeles County, excluding State Highways. (<https://tims.berkeley.edu/>).
14. TIMS for all of Los Angeles County years 2013 to 2017 (<https://tims.berkeley.edu/>). Los Angeles County Public Works' Collision Database, data for collisions occurring between 1/1/2013 and 12/31/2017 for unincorporated County roadways, excluding State Highways. Population estimates for Unincorporated Ares of Los Angeles County: Population and Poverty Estimates of Los Angeles County Tract-City Splits by Age, Race-Ethnicity and Sex, for July 1, 2017. Prepared by Hedderson Demographic Services for the Los Angeles County Internal Services Department.
15. TIMS for all of Los Angeles County years 2013 to 2017 (<https://tims.berkeley.edu/>). Los Angeles County Public Works' Collision Database, data for collisions occurring between 1/1/2013 and 12/31/2017 for unincorporated County roadways.
16. Los Angeles County Public Works' Collision Database, data for collisions occurring between 1/1/2013 and 12/31/2017 for unincorporated County roadways.
17. Unincorporated LA County Community Climate Action Plan 2020
18. U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates
19. 2015 Los Angeles County Health Survey; Office of Health Assessment and Epidemiology, Los Angeles County Department of Public Health. Estimates based on self-reported data by random sample of 8,008 Los Angeles County adults.
20. Los Angeles County Department of Public Health, Substance Abuse Prevention and Control Medical Director's Brief: Excessive Drinking and Consequences. February 2015, No. 1. Available at: <http://publichealth.lacounty.gov/sapc/MDU/MDBrief/AlcoholBriefFinal.pdf> (Accessed October 10, 2018)
21. Los Angeles County Department of Public Health, Substance Abuse Prevention and Control Medical Director's Brief: Marijuana Misuse/Abuse and Consequences. Revised April 2017, No. 4. Available at: <http://publichealth.lacounty.gov/sapc/MDU/MDBrief/MarijuanaBriefFinal.pdf> (Accessed October 10, 2018)
22. Los Angeles County Department of Public Health. Opioid Abuse Prevention and Treatment in Los Angeles County. Available at: <http://publichealth.lacounty.gov/sapc/MDU/DE/OpioidBriefFactSheet.pdf> (Accessed October 10, 2018)
23. Los Angeles County Public Works' Maintenance Management System
24. Los Angeles County Public Works' Collision Database, data for collisions occurring between 1/1/2013 and 12/31/2017 for unincorporated County roadways.
25. Los Angeles County Public Works' Collision Database, data for collisions occurring between 1/1/2013 and 12/31/2017 for unincorporated County roadways.
26. 2016 US Greenhouse Gas Emissions <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>
27. SCAG Go Human Campaign webpage - <http://gohumansocal.org/Pages/Home.aspx> (accessed September 25, 2018)
28. Stutts, J., et al., 1998, Police-Reporting of Pedestrian and Bicyclists Treated on Hospital Emergency Rooms.
29. Lopez, Dahianna S., et al. "Using Trauma Center Data to Identify Missed Bicycle Injuries and Their Associated Costs." *Journal of Trauma and Acute Care Surgery*, vol. 73, no. 6, 2012, pp. 1602-1606.
30. Sciortino, Stanley, et al. "San Francisco Pedestrian Injury Surveillance: Mapping, Under-Reporting, and Injury Severity in Police and Hospital Records." *Accident Analysis & Prevention*, vol. 37, no. 6, 2005, pp. 1102-1113.
31. Death records: Linked 2016 California DPH Death Statistical Master Files for Los Angeles County Residents. Los Angeles County Department of Public Health, Office of Health Assessment and Epidemiology. Population estimates: July 1, 2016 Population Estimates, Los Angeles County ISD (Internal Services Department).

ACKNOWLEDGEMENTS

We thank the many contributors to this report from the Board of Supervisors, Public Health, Public Works, Regional Planning, Parks and Recreation, and Health Services, County Counsel, Chief Executive Office, Chief Information Office, Internal Services Department, Sheriff's Department, Fire Department, County Sustainability Office, and the Arts Commission.

We are fortunate to have many Vision Zero partners in the region. In particular, we wish to thank the Los Angeles Department of Transportation for their partnership and generosity in sharing time and lessons learned with us. We look forward to continued partnership to eliminate traffic fatalities and severe injuries in the region.

We also would like to thank the following partners for leading the way and sharing their time to help shape this effort.

Jurisdictions

- City of Boston
- City of Chicago
- City of Denver
- City of Los Angeles
- City of New York
- City of Philadelphia
- City of Portland
- City of San Francisco
- City of Santa Ana
- City of Seattle
- City of Washington D.C.

Organizations and Reports

- The Vision Zero Network
- Los Angeles' Vision Zero Alliance
- America Walks' Road to Justice Webinar Series
- The California Highway Patrol Strategic Plan (2015 – 2019)
- The Road to Zero: A Vision for Achieving Zero Roadway Deaths by 2050
- A Vision for Transportation Safety: A Framework for Identifying Best Practice Strategies to Advance Vision Zero

County of Los Angeles. Draft Vision Zero Los Angeles County - A Plan for Safer Streets, 2019 to 2024; February 2019. Available at VisionZeroLACounty.com.

For more information or questions related Los Angeles County's Vision Zero Initiative, please call toll-free 1-833-VZ4-LACO (1-833-894-5226).

Report preparation funding provided by the Southern California Association of Governments' (SCAG) Sustainability Program. SCAG's Sustainability Program assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals. Sustainability Program tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs.

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the U.S. Department of Transportation (DOT) in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code. The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG, DOT or the State of California. This report does not constitute a standard, specification or regulation. SCAG shall not be responsible for the use or adaptation of the report.



VISION ZERO

LOS ANGELES COUNTY

A Plan for Safer Streets
2019-2024