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.
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.
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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. 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.

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.
Vision Zero Los Angeles County

The Purpose, The Approach

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 20% of fatal and severe injury collisions. 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.

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

---

*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. 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, 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.

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.
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

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

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.
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.

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. 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. 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.

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.

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

\[
\text{COLLISION CONCENTRATION CORRIDOR PRIORITY SCORE} = \frac{\text{Number of Fatal and Severe Injury Collisions}}{\text{Segment Length}}
\]

\[
+ \left(0.25 \times \text{Number of Fatal Collisions that involved any type of travel mode}\right)
\]

\[
+ \left(0.25 \times \text{Number of Fatal and Severe Injury Collisions that Involved Vulnerable Users}\right)
\]

\[
+ \left(0.25 \times \text{Number of Fatal and Severe Injury Collisions that occurred in the most disadvantaged communities per the Healthy Places Index}\right)
\]

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

<table>
<thead>
<tr>
<th>Community Name</th>
<th>Street</th>
<th>Approximate Limits</th>
<th>Reported Fatal and Severe Injury Collisions (2013-2017)</th>
<th>Length (miles)</th>
<th>Priority Score (per mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angeles National Forest</td>
<td>Angeles Forest Hwy</td>
<td>0.5 mile north of Upper Big Tujunga Canyon Rd to 1 mile north of Upper Big Tujunga Canyon Rd</td>
<td>13</td>
<td>0.5</td>
<td>28</td>
</tr>
<tr>
<td>East Los Angeles</td>
<td>Whittier Blvd</td>
<td>Indiana St to Record Ave</td>
<td>6</td>
<td>0.55</td>
<td>16.7</td>
</tr>
<tr>
<td>East Rancho Dominguez</td>
<td>Compton Blvd</td>
<td>Butler Ave to Williams Ave</td>
<td>7</td>
<td>0.5</td>
<td>21.5</td>
</tr>
<tr>
<td>El Camino Village</td>
<td>Crenshaw Blvd</td>
<td>147th St to Manhattan Beach Blvd</td>
<td>10</td>
<td>0.75</td>
<td>21</td>
</tr>
<tr>
<td>Florence-Firestone</td>
<td>Firestone Blvd</td>
<td>Miramonte Blvd to Grape St</td>
<td>10</td>
<td>0.5</td>
<td>33.5</td>
</tr>
<tr>
<td>Florence-Firestone</td>
<td>Alameda St</td>
<td>83rd Street to 94th St</td>
<td>10</td>
<td>0.64</td>
<td>22.2</td>
</tr>
<tr>
<td>Florence-Firestone</td>
<td>92nd St</td>
<td>Elm St to Alameda St</td>
<td>6</td>
<td>0.5</td>
<td>17</td>
</tr>
<tr>
<td>Lennox</td>
<td>Hawthorne Blvd</td>
<td>104th St to 111th St</td>
<td>6</td>
<td>0.5</td>
<td>16.9</td>
</tr>
<tr>
<td>Rancho Dominguez</td>
<td>Del Amo Blvd</td>
<td>Santa Fe Ave to Long Beach Fwy</td>
<td>6</td>
<td>0.5</td>
<td>18.5</td>
</tr>
<tr>
<td>Walnut Park</td>
<td>Pacific Blvd</td>
<td>Florence Ave to Broadway</td>
<td>6</td>
<td>0.5</td>
<td>17.5</td>
</tr>
<tr>
<td>Westmont / West Athens</td>
<td>El Segundo Blvd</td>
<td>Denker Ave to Vermont Ave</td>
<td>12</td>
<td>0.74</td>
<td>20.8</td>
</tr>
<tr>
<td>Westmont / West Athens</td>
<td>Vermont Ave</td>
<td>93rd St to 110th St</td>
<td>15</td>
<td>1.15</td>
<td>19.7</td>
</tr>
<tr>
<td>Westmont / West Athens</td>
<td>Western Ave</td>
<td>105th St to Imperial Hwy</td>
<td>9</td>
<td>0.69</td>
<td>19.5</td>
</tr>
<tr>
<td>Westmont / West Athens</td>
<td>Normandie Ave</td>
<td>88th Pl to Imperial Hwy</td>
<td>24</td>
<td>1.83</td>
<td>19</td>
</tr>
<tr>
<td>Westmont / West Athens</td>
<td>120th St</td>
<td>Normandie Ave to Vermont Ave</td>
<td>6</td>
<td>0.5</td>
<td>18</td>
</tr>
<tr>
<td>Westmont / West Athens</td>
<td>Century Blvd</td>
<td>Normandie Ave to Vermont Ave</td>
<td>6</td>
<td>0.52</td>
<td>16.4</td>
</tr>
<tr>
<td>Whittier Narrows</td>
<td>Rosemead Blvd</td>
<td>South El Monte City Boundary to Pomona Fwy</td>
<td>5</td>
<td>0.5</td>
<td>19</td>
</tr>
<tr>
<td>Willowbrook</td>
<td>Central Ave</td>
<td>120th St to El Segundo Blvd</td>
<td>6</td>
<td>0.5</td>
<td>21</td>
</tr>
<tr>
<td>Willowbrook</td>
<td>El Segundo Blvd</td>
<td>Broadway to Avalon Blvd</td>
<td>8</td>
<td>0.66</td>
<td>18.2</td>
</tr>
<tr>
<td>Willowbrook</td>
<td>Wilmington Ave</td>
<td>Imperial Hwy to 126th St</td>
<td>8</td>
<td>0.77</td>
<td>16.5</td>
</tr>
</tbody>
</table>
Collision Analysis
COLLISION CONCENTRATION CORRIDORS - INSET 36

- Collision Concentration Corridor
- Incorporated City
- Unincorporated County
- Los Angeles County Map Extent

Map showing collision concentration corridors in East Pasadena, Altadena, and surrounding areas.

Key:
- Red: Collision Concentration Corridor
- Orange: Unincorporated County
- Brown: Incorporated City
Collision Analysis

Collision Concentration Corridors - Inset 38

Map Extent
Collision Analysis

Collaboration among jurisdictions is critical to achieving Vision Zero. The projects and interventions identified in this report can help reduce collisions and fatalities across the region. It is important to monitor and evaluate these initiatives to ensure their effectiveness and to make adjustments as needed. Regular evaluations can help identify trends and areas for improvement. Collaborating with other cities and counties in the area can lead to more effective strategies and a safer environment for all.
COLLISION CONCENTRATION CORRIDORS - INSET 42
Collision Analysis

COLLISION CONCENTRATION CORRIDORS - INSET 44

- Hacienda Heights
- South San Jose Hills
- Rowland Heights
- Diamond Bar
- Walnut
- El Monte
- North Whittier
- Avocado Heights

- Bassett
- West Puente Valley
- Valinda
- Azusa Avenue
- Batson Avenue

Map Extent
- Collision Concentration Corridor
- Unincorporated County
- Incorporated City

Los Angeles County

Map Extent
COLLISION CONCENTRATION CORRIDORS - INSET 50

- Collision Concentration Corridor
- Unincorporated County
- Incorporated City

Map Extent

Los Angeles County

Vision Zero Los Angeles County

Collision Analysis
COLLISION CONCENTRATION CORRIDORS - INSET 54
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.
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.

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.

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.

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.

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

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

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

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 Human27 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.\textsuperscript{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 \textbf{55\% of bicycle injuries and 22\% of pedestrian injuries treated at San Francisco General Hospital were not reported in law enforcement records.}\textsuperscript{29,30}
CRUCES PARA PEATONES
HIGH VISIBILITY CROSSWALKS
hacen que los peatones sean más visibles
make people more visible
TIME FOR ACTION

The County will act to eliminate deaths and severe injuries among those traveling 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

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

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.
### 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.

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<thead>
<tr>
<th>Action</th>
<th>Partners</th>
<th>Year 1</th>
<th>Years 2-5</th>
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</thead>
<tbody>
<tr>
<td><strong>Establish a Vision Zero Program within the County</strong></td>
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<tr>
<td>A-1: Create a multi-agency steering committee and work groups to implement Vision Zero efforts.</td>
<td>Lead: DPH Support: Public Works, LACFD, CHP, LASD, DHS, DBH, CEO, CIO, ISD, Arts, DPR, County Counsel</td>
<td>Committee/Work Groups established 6 meetings/year</td>
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**Enact policy changes to enhance traffic safety**

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<tr>
<th>Action</th>
<th>Partners</th>
<th>Year 1</th>
<th>Years 2-5</th>
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<tbody>
<tr>
<td>A-3: Coordinate regionally to develop policies for connected and autonomous vehicle technology that protect vulnerable road users.</td>
<td>Lead: Public Works Support: County Counsel, CEO, and CHP</td>
<td>Initiate action, secure funding</td>
<td>Ongoing where funding has been secured</td>
</tr>
<tr>
<td>A-4: Develop policies for mobility devices that have shared use technology such as electric scooters.</td>
<td>Lead: Public Works Support: LASD, CHP, DPR, DBH, DPH, County Counsel, CEO, TTC</td>
<td>Initiate action, secure funding</td>
<td>Complete action where funding has been secured</td>
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</table>
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.

### B. Address Health Inequities and Protect Vulnerable Users

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<th>Years 2-5</th>
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<tbody>
<tr>
<td><strong>Implement programs and amend existing County policies to ensure certain populations are not unduly burdened</strong></td>
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</table>
| 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 |
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<tr>
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<th>Partners</th>
<th>Year 1</th>
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<tbody>
<tr>
<td><strong>Strengthen policies and procedures to reduce fatal and severe injury collisions involving people walking and bicycling</strong></td>
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<tr>
<td>B-9: Assess environmental conditions, associated with impaired driving, and promote policy and systems change to prevent impaired and distracted driving.</td>
<td><strong>Lead:</strong> DPH</td>
<td>-</td>
<td>Initiate action</td>
</tr>
<tr>
<td><strong>Implement traffic safety enhancements to reduce fatal and severe injury collisions involving people walking and bicycling</strong></td>
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<tr>
<td>B-10: Upgrade marked crosswalks at controlled intersections on the Collision Concentration Corridors with high visibility crosswalk and advance stop bar markings.</td>
<td><strong>Lead:</strong> Public Works</td>
<td>Initiate action, secure funding</td>
<td>Implement 20 high-visibility crosswalks and stop bars where funding has been secured</td>
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<tr>
<td>B-11: Implement leading pedestrian intervals (LPI) at 10 intersections to allow pedestrians to enter the intersection before vehicles.</td>
<td><strong>Lead:</strong> Public Works</td>
<td>Initiate action, secure funding</td>
<td>Implement LPI at 10 intersections across the unincorporated communities where funding has been secured</td>
</tr>
<tr>
<td>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.</td>
<td><strong>Lead:</strong> Public Works</td>
<td>Initiate action, secure funding</td>
<td>Implement 1 semi-exclusive pedestrian or exclusive pedestrian (i.e. pedestrian scramble) operation where funding has been secured</td>
</tr>
<tr>
<td>B-13: Evaluate the Collision Concentration Corridors to identify locations where sidewalk enhancements could be beneficial and implement where feasible and appropriate.</td>
<td><strong>Lead:</strong> Public Works, <strong>Support:</strong> DBH</td>
<td>Initiate action, secure funding, Number of Corridors evaluated</td>
<td>Install sidewalk at locations where funding has been secured Miles of sidewalk installed</td>
</tr>
<tr>
<td>B-14: Implement curb extensions on Collision Concentration Corridors where a need has been identified.</td>
<td><strong>Lead:</strong> Public Works</td>
<td>Initiate action, secure funding</td>
<td>Implement 10 curb extensions where funding has been secured</td>
</tr>
<tr>
<td>B-15: Implement fully protected left turn phasing at intersections along Collision Concentration Corridors where appropriate.</td>
<td><strong>Lead:</strong> Public Works</td>
<td>Initiate action, secure funding</td>
<td>Implement fully protected left turn phasing at 2 intersections where funding has been secured</td>
</tr>
<tr>
<td>B-16: Implement protected bikeways along Collision Concentration Corridors where feasible and appropriate.</td>
<td><strong>Lead:</strong> Public Works</td>
<td>Initiate action, secure funding</td>
<td>Implement 2 miles of protected bikeway where funding has been secured</td>
</tr>
</tbody>
</table>
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.

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<tr>
<td><strong>Increase community engagement for traffic safety projects</strong></td>
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<tr>
<td>C-1: Establish a community engagement process to involve the public throughout all phases of traffic safety projects.</td>
<td><strong>Lead:</strong> Public Works</td>
<td>Establish process secure funding</td>
<td>Implement process where funding has been secured</td>
</tr>
<tr>
<td>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.</td>
<td><strong>Lead:</strong> Public Works</td>
<td>At least one annually, secure funding</td>
<td>At least one annually where funding has been secured</td>
</tr>
<tr>
<td>C-3: Promote Public Works’ Neighborhood Traffic Management Program to implement traffic calming projects on local streets.</td>
<td><strong>Lead:</strong> Public Works</td>
<td>Initiate action, secure funding</td>
<td>Number of projects implemented where funding has been secured</td>
</tr>
<tr>
<td>C-4: Create an artist-in-residence (AIR) program to integrate art into Vision Zero outreach and projects.</td>
<td><strong>Lead:</strong> Arts</td>
<td>-</td>
<td>VZ AIR program established</td>
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<td></td>
<td><strong>Support:</strong> DPH, CHP, Arts, LASD, DPR</td>
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<td><strong>Support:</strong> DPH, CHP, LASD, DPR</td>
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<td></td>
<td><strong>Support:</strong> Public Works, DPH</td>
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## Time for Action

**Update infrastructure processes, guidelines, and manuals to facilitate project designs aimed at preventing traffic fatalities and severe injuries**

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</table>
| 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 | 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**

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</table>
| 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.

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<tbody>
<tr>
<td>Implement a communications campaign to heighten awareness and understanding of traffic safety among the public, agencies, and the media</td>
<td><strong>Lead:</strong> Public Works</td>
<td>Initiate action, secure funding</td>
<td>Ongoing action where funding has been secured</td>
</tr>
<tr>
<td><strong>D-1:</strong> Explore partnerships with other entities to coordinate traffic safety communications regionally.</td>
<td><strong>Support:</strong> DPH, Fire, CHP, LASD, DRP</td>
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<tr>
<td><strong>D-2:</strong> 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.</td>
<td><strong>Lead:</strong> DPH</td>
<td>Initiate action, secure funding</td>
<td>Ongoing action, measure reach and awareness of campaigns</td>
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<td><strong>Support:</strong> Public Works, CHP, LASD</td>
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<tr>
<td><strong>D-3:</strong> Collaborate with Trauma Centers and other healthcare providers to raise awareness of traffic safety and the Vision Zero initiative.</td>
<td><strong>Lead:</strong> DPH</td>
<td>Initiate action</td>
<td>Ongoing action</td>
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<tr>
<td><strong>Support:</strong> DHS</td>
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<tr>
<td><strong>D-4:</strong> 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.</td>
<td><strong>Lead:</strong> DPH</td>
<td>Initiate action</td>
<td>Ongoing action</td>
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<tr>
<td><strong>Support:</strong> CHP, LASD, Public Works</td>
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### Time for Action

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<tbody>
<tr>
<td><strong>Strengthen traffic safety enforcement policies and practices</strong></td>
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<tr>
<td><strong>D-5:</strong> Develop a series of traffic safety trainings for the Sheriff’s Department regular shift briefings.</td>
<td><strong>Lead:</strong> LASD</td>
<td><strong>Develop trainings</strong></td>
<td>100% implementation at all stations</td>
</tr>
<tr>
<td><strong>D-6:</strong> Update the Sheriff Department’s Field Training course to include traffic enforcement and investigation content.</td>
<td><strong>Lead:</strong> LASD</td>
<td><strong>Complete update of Field Training course</strong></td>
<td>Percentage of staff complete training</td>
</tr>
<tr>
<td><strong>D-7:</strong> Increase the number of CHP and Sheriff’s deputies trained as Drug Recognition Experts (DREs).</td>
<td><strong>Lead:</strong> CHP &amp; LASD</td>
<td><strong>Initiate action</strong></td>
<td>Increase number of CHP DREs by 5% Increase number of LASD DREs by 50%</td>
</tr>
<tr>
<td><strong>D-8:</strong> Focus checkpoints to unincorporated County roadways with high incidents of collisions involving impaired driving.</td>
<td><strong>Lead:</strong> CHP</td>
<td><strong>Complete analysis, begin conducting checkpoints</strong></td>
<td>Continue conducting check points (Number of DUI checkpoints)</td>
</tr>
<tr>
<td><strong>D-9:</strong> Focus the Special Enforcement Unit (SEU) at locations with the highest prevalence of moving violations that lead to fatal and severe injury collisions.</td>
<td><strong>Lead:</strong> CHP</td>
<td><strong>Complete analysis, begin annual deployment of SEU</strong></td>
<td>Deploy SEU 4 times a year</td>
</tr>
<tr>
<td><strong>D-10:</strong> Continue leading the Impaired Driving Task Force (IDTF); focus deployments in areas with the highest prevalence of Driving Under the Influence (DUI) collisions.</td>
<td><strong>Lead:</strong> CHP</td>
<td><strong>Annually deploy IDTF to 2 areas based on data analysis Number of DUI citations per deployment</strong></td>
<td>Annually deploy IDTF to 2 areas based on data analysis Number of DUI citations per deployment</td>
</tr>
<tr>
<td><strong>D-11:</strong> Continue leading the Street Racing Task Force aimed at reducing street racing regionally by coordinating among law enforcement agencies and the community.</td>
<td><strong>Lead:</strong> CHP</td>
<td><strong>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</strong></td>
<td>Ongoing action</td>
</tr>
<tr>
<td><strong>Implement traffic safety training to promote culture change among County staff and the public</strong></td>
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<tr>
<td><strong>D-12:</strong> Expand driver safety training to all employees who drive for County business.</td>
<td><strong>Lead:</strong> CEO</td>
<td><strong>Initiate action</strong></td>
<td>100% of departments require training 100% of staff complete training biannually</td>
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<tr>
<td>Action</td>
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<td>Years 2-5</td>
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<tr>
<td>D-13: Focus CHP community-centered traffic safety education programs through data analysis and relationship building.</td>
<td><strong>Lead:</strong> CHP</td>
<td>Number of people trained Number of trainings provided Number of areas served</td>
<td>Ongoing action</td>
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<td><strong>Support:</strong> Public Works, DPH</td>
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<tr>
<td>D-14: Train Public Works staff on traffic calming features.</td>
<td><strong>Lead:</strong> Public Works</td>
<td>Establish traffic safety design training program, secure funding</td>
<td>Update training materials as necessary where funding has been secured</td>
</tr>
<tr>
<td>D-15: Update traffic calming informational materials on the benefits of various features and guidelines for implementation.</td>
<td><strong>Lead:</strong> Public Works</td>
<td>Materials updated and translated into dominant languages of unincorporated communities, secure funding</td>
<td>Materials updated as needed where funding has been secured</td>
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<tr>
<td>D-16: Educate and empower community members about Vision Zero during community and area planning efforts.</td>
<td><strong>Lead:</strong> DRP</td>
<td>Initiate action</td>
<td>Ongoing action</td>
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<td></td>
<td><strong>Support:</strong> Public Works, DPH</td>
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</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Action</th>
<th>Partners</th>
<th>Year 1</th>
<th>Years 2-5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Enhance data collection, management, analysis, and surveillance</strong></td>
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<tr>
<td>E-1: Make relevant Vision Zero data available for use by departments and the public to ensure consistency with reporting, analysis, and research.</td>
<td>Lead: Public Works</td>
<td>Provide public access to relevant data, secure funding</td>
<td>Update regularly where funding has been secured</td>
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<td><strong>Support:</strong> DPH, Fire, CHP, LASD, DHS, County Counsel, ISD, DRP, CEO, CIO</td>
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<td>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.</td>
<td>Lead: DPH</td>
<td>Identify indicators, begin analysis</td>
<td>Ongoing analysis</td>
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<td>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.</td>
<td>Lead: DPH</td>
<td>Annually report trends</td>
<td>Establish preliminary TISS</td>
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<td><strong>Support:</strong> DHS, Fire, CHP</td>
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<td>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.</td>
<td>Lead: DPH</td>
<td>Initiate action</td>
<td>Continue action</td>
</tr>
<tr>
<td>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.</td>
<td>Lead: DPH</td>
<td></td>
<td>Implement survey</td>
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<td>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.</td>
<td>Lead: Public Works</td>
<td>Initiate action, secure funding</td>
<td>Ongoing updates where funding has been secured</td>
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<tr>
<td><strong>Conduct routine evaluation, research, and analysis to understand traffic safety trends and impacts to Vision Zero projects</strong></td>
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<td>E-7: Evaluate traffic safety projects implemented on the Collision Concentration Corridors to track progress and make any necessary modifications as needed.</td>
<td>Lead: Public Works</td>
<td>Develop evaluation framework, begin data collection, secure funding</td>
<td>Continue evaluation where funding has been secured</td>
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<td><strong>Support:</strong> DPH</td>
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<td>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.</td>
<td>Lead: DPH</td>
<td>Develop evaluation plan and determine special studies for year 2</td>
<td>Continue conducting at least 1 study a year</td>
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<td><strong>Support:</strong> Fire, CHP, DHS</td>
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</tr>
<tr>
<td>Action</td>
<td>Partners</td>
<td>Year 1</td>
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| 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 | 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 |
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

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.
8. Los Angeles County Public Works’ Collision Database, data for collisions occurring between 1/1/2013 and 12/31/2017 for unincorporated County roadways.
10. Los Angeles County Public Works’ Collision Database, data for collisions occurring between 1/1/2013 and 12/31/2017 for unincorporated County roadways.
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 Areas of Los Angeles County: Population and Poverty Estimates of Los Angeles County Tract-City Splitts by Age, Race-Ethnicity and Sex, for July 1, 2017. Prepared by Heddderson 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
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.
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.
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


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).

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