

VISION ZERO

LOS ANGELES COUNTY

A Plan for Safer Roadways
2020-2025

NOVEMBER 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. Thanks and appreciation to all those working together to ensure safe 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.

DIRECTORS' MESSAGE

On February 14, 2017, the County of Los Angeles Board of Supervisors instructed the Departments of Public Health and Public Works to develop a Vision Zero Action Plan to address traffic-related fatalities and severe injuries that occur throughout unincorporated County communities. Traffic deaths on unincorporated County roadways increased by 28 percent between 2013 and 2017, and we applaud the Board's leadership to address this problem.

Public Health and Public Works are pleased to present *Vision Zero Los Angeles County: A Plan for Safer Roadways 2020-2025*, to address this significant public health threat. This Action Plan identifies over 60 actions to enhance traffic safety through a comprehensive set of engineering, education, enforcement, and evaluation strategies. The Plan will leverage the power of cross-sector collaboration among community residents, Board offices, County agencies, the California Highway Patrol, and other stakeholders to implement strategies aimed at eliminating traffic-related fatalities and severe injuries on unincorporated County roadways.



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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 traffic 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 traffic safety through Vision Zero initiatives. Since Vision Zero launched in New York City in 2014, traffic fatalities declined 28% overall and pedestrian fatalities declined 45%.² 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 a serious public health threat 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

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

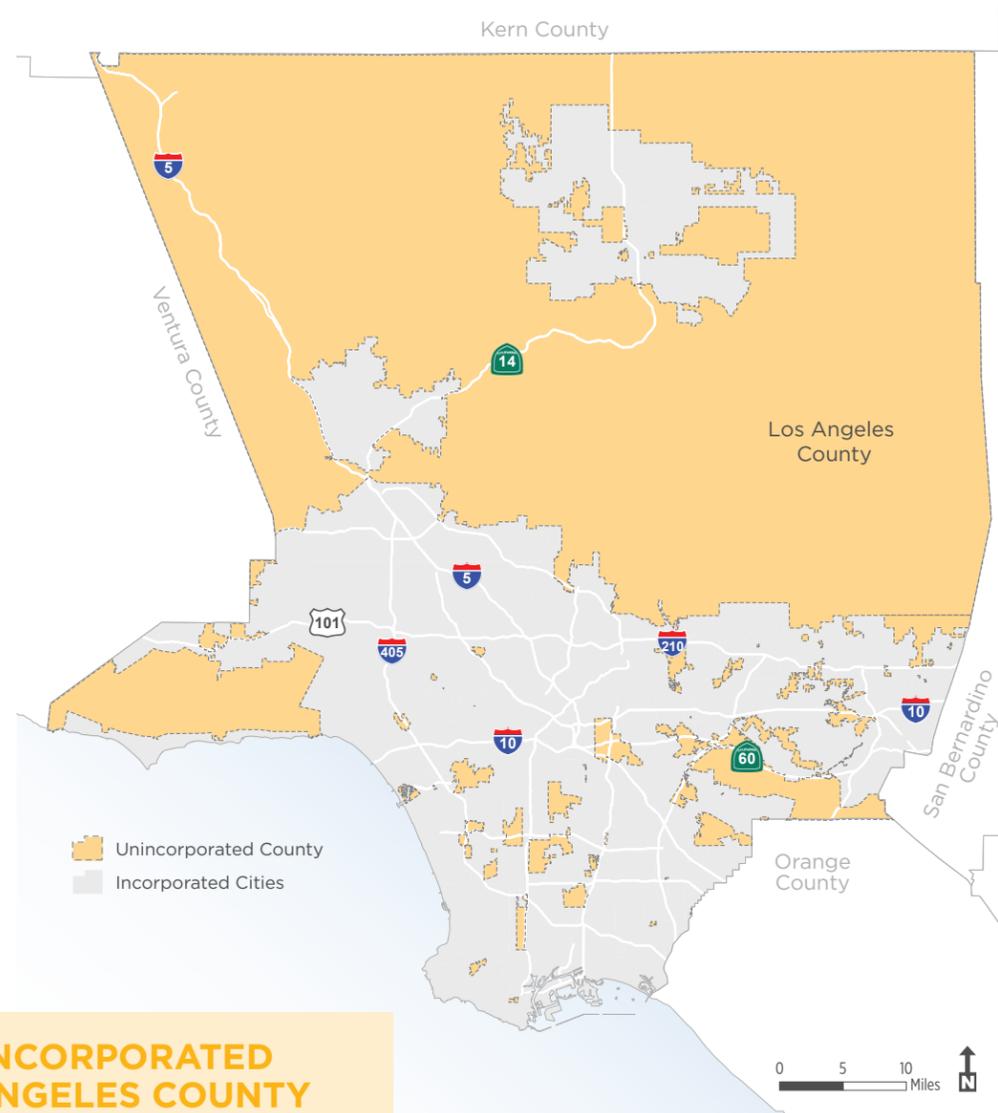
On average, **someone loses their life every 5 days** in a traffic collision on an unincorporated County roadway.

WHERE DOES THE COUNTY GET TRAFFIC COLLISION DATA?

The California Highway Patrol (CHP) enforces traffic laws and responds to collisions on unincorporated County roadways. They provide the County with traffic collision reports for collisions causing damage or injury. Reports include information such as the people involved, method of travel, collision severity, and the main causes. This information is maintained in a Public Works database.

Throughout the development of this Action Plan, information in the Public Works database was cross-referenced with other publicly-available information to create a comprehensive dataset of reported fatal and severe injury collisions.

3



Unincorporated County
Incorporated Cities

0 5 10 Miles

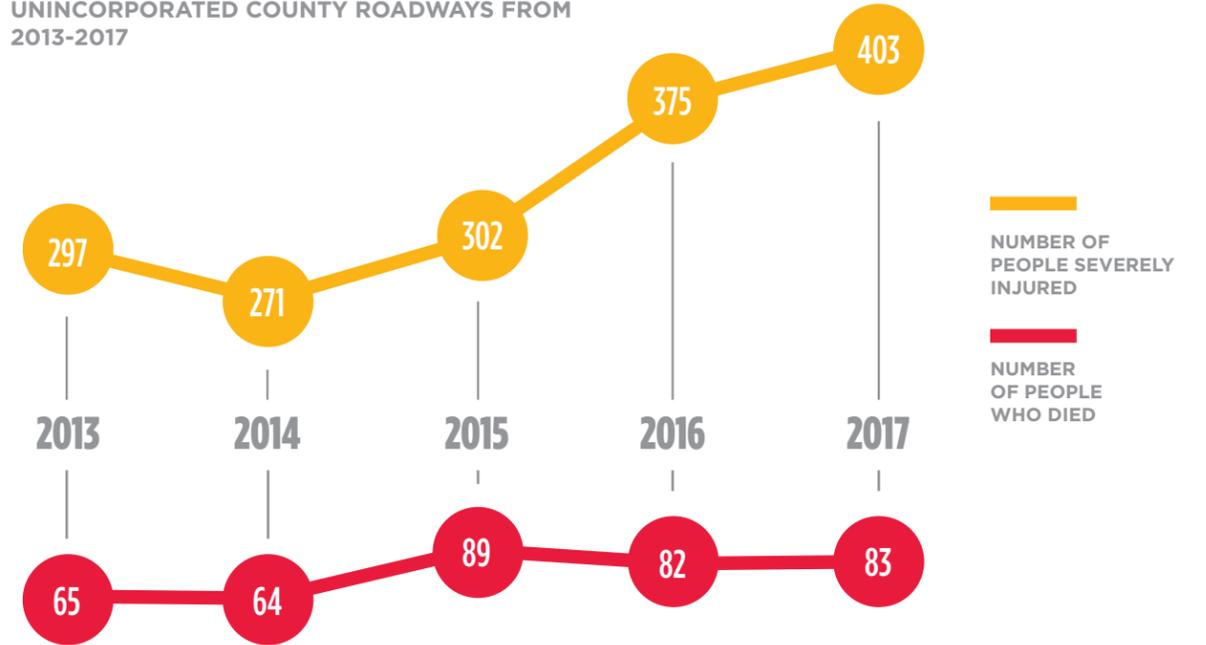
UNINCORPORATED LOS ANGELES COUNTY

 **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: Data set compiled from Los Angeles County Public Works' Collision Database, collisions occurring between January 1, 2013 through December 31, 2017 for Unincorporated County roadways; Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2018. Data query from January 1, 2013 through December 31, 2017 for Unincorporated Los Angeles County, excluding State Highways - <https://tims.berkeley.edu/> (Accessed October 15, 2018)

Traffic deaths are on the rise

From 2011 to 2016, the percentage of people who lost their lives on US roadways increased by 16.4%.⁶ In 2016 alone, more than 37,500 people lost their lives 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 Leaving the scene without stopping or calling for help is against the law and may delay or prevent treatment to those injured in a collision. Since unreported collisions are more likely to result in fatalities if they are not reported within 30 minutes of the crash, 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.

TRAFFIC DEATHS AND SEVERE INJURIES DO NOT IMPACT ALL GROUPS EQUALLY

Data analysis shows that some unincorporated community residents and visitors are more likely to die or be severely 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

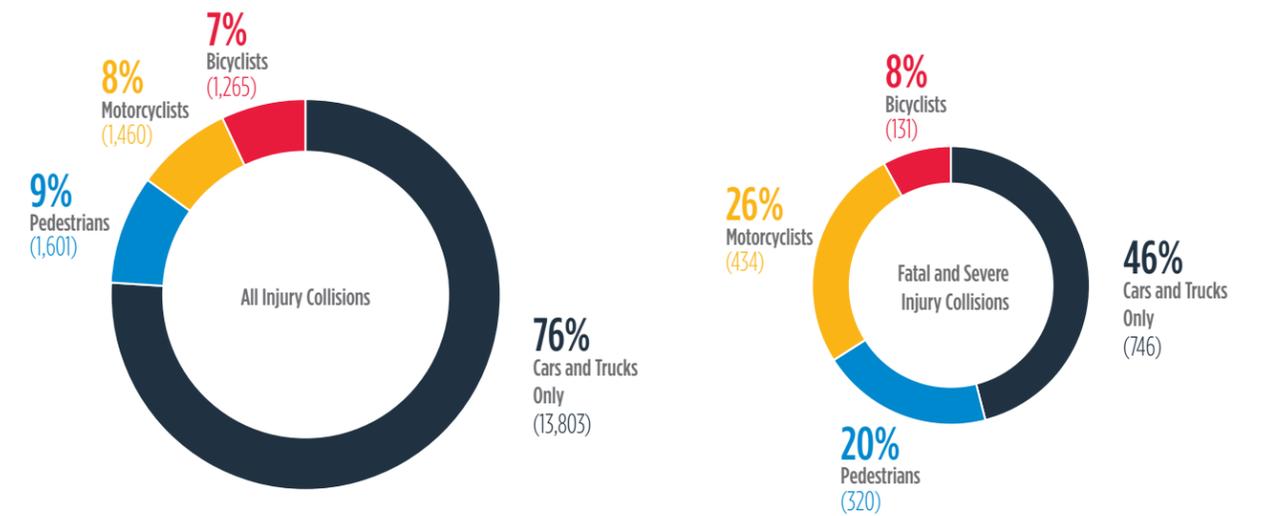
When in a collision, pedestrians, bicyclists, and motorcyclists are more likely to die or be severely injured compared to people inside a vehicle who have the extra protection of the vehicle frame. Although pedestrians were involved in 9% of all injury collisions on unincorporated County roadways (including those resulting in complaint of pain, visible injuries, severe injuries, and fatal injuries) from 2013 to 2017, they were involved in 20% of fatal

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

and severe injury collisions.¹¹ Similarly, motorcyclists were involved in 8% of all injury collisions, compared to 26% of fatal and severe injury collisions. Bicyclists 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

UNINCORPORATED ROADWAY COLLISION VICTIMS BY MODE FROM 2013 TO 2017



*Note: A collision can involve more than one type of victim by mode (e.g., a driver and a pedestrian). 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 January 1, 2013 through December 31, 2017 for Unincorporated Los Angeles County, excluding State Highways - <https://tims.berkeley.edu/> (Accessed October 1, 2018)

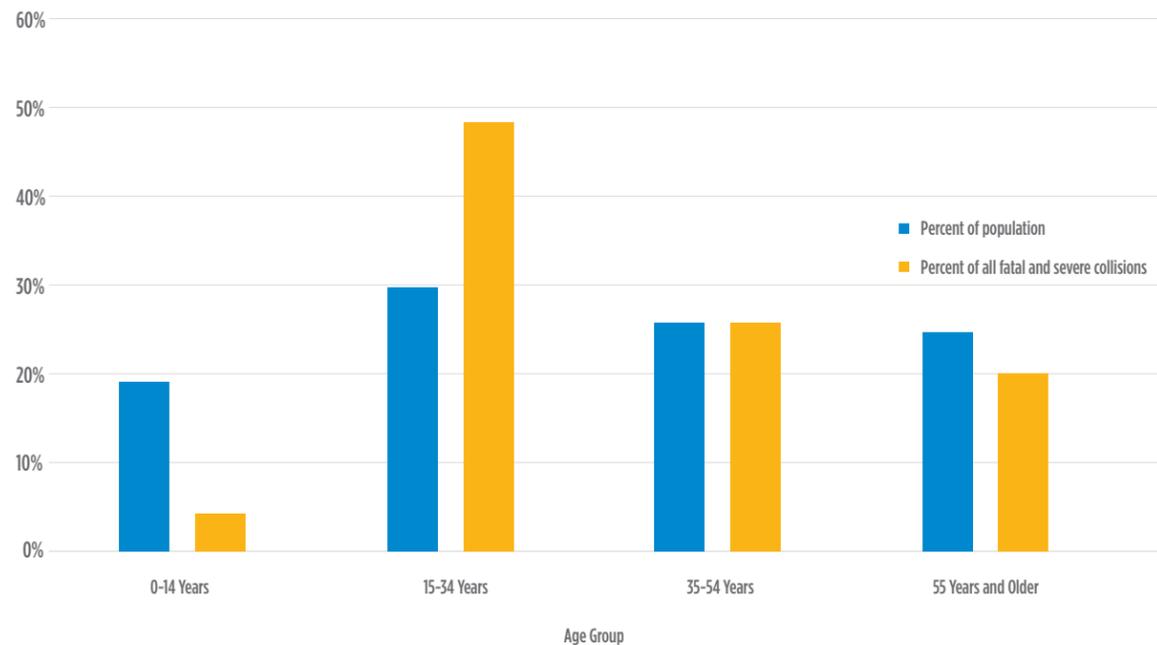
Age

Between 2013 and 2017, nearly half (48%) of those who died or were severely injured in collisions on unincorporated County roadways were 15 to 34 years old. This age group represents 30% of the unincorporated County 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 dies or is severely injured on unincorporated County roadways nearly every 3 weeks.¹⁵

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



AGE DISTRIBUTION OF PEOPLE INVOLVED IN FATAL AND SEVERE INJURY COLLISIONS ON UNINCORPORATED COUNTY ROADWAYS BETWEEN 2013 AND 2017 COMPARED TO UNINCORPORATED COUNTY POPULATION



Sources: Data set compiled from Los Angeles County Public Works' Collision Database, collisions occurring between January 1, 2013 through December 31, 2017 for Unincorporated County roadways; Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2018. Data query from January 1, 2013 through December 31, 2017 for Unincorporated Los Angeles County, excluding State Highways - <https://tims.berkeley.edu/> (Accessed October 15, 2018)

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

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. With this Plan, the County will join forces with other jurisdictions and community partners to foster a culture of traffic safety.

What is the acceptable number of people to die on unincorporated County roadways?

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

Transportation emissions from on- and off-road vehicles are the source of 42% of greenhouse gas (GHG) emissions generated in unincorporated Los Angeles County.¹⁶ One way to reduce GHG emissions is to increase the number of pedestrians and bicyclists on unincorporated County roadways.

Countywide, only 9.9% of people currently walk, bicycle, or take transit to get to work,¹⁷ though this share varies across unincorporated communities. For example, it is higher in Florence-Firestone (16.4%) and lower in Hacienda Heights (3%). 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 County 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.¹⁸

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](#)
- [2019 OurCounty: Los Angeles Countywide Sustainability Plan](#)
- [2019 Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities](#)
- [2016 Community Parks and Recreation Plans](#)
- [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](#)



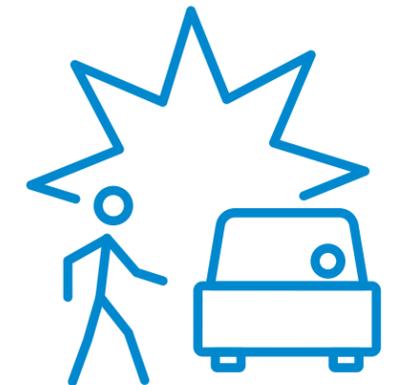


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COLLISION ANALYSIS

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.¹⁹ These causes are further explained below. Actions in this plan can help eliminate the associated fatal and severe injury collisions. As Vision Zero is implemented across the County, additional community-level analysis will be conducted to better understand the factors significantly contributing to traffic deaths and severe injuries in each unincorporated community.



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: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2018. Data query from January 1, 2013 through December 31, 2017 for Unincorporated Los Angeles County, excluding State Highways - <https://tims.berkeley.edu/> (Accessed October 1, 2018)

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 pedestrian or a bicyclist. If a pedestrian or bicyclist is struck by a vehicle traveling 40 miles per hour they have a 90% chance of death or severe injury, whereas they have a 10% chance of death or severe injury if struck by a vehicle traveling at 20 miles per hour. Slowing down is essential to eliminating traffic deaths.

WHY SPEED MATTERS: WHEN HIT AT HIGHER SPEEDS, PEDESTRIANS 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, 45% of motor vehicle fatalities involve either alcohol or drugs.²⁰ With the 2016 statewide legalization of recreational marijuana use, there is concern that even more traffic collisions will result from higher rates of impaired driving.



Traffic fatalities from collisions in which a driver tested positive for marijuana increased by 84% from 2004 to 2016 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. Opioid-related emergency department visits (excluding heroin) increased by 284% from 2006 to 2017.²² Fatal traffic collisions in which a driver tested positive for opioids (excluding heroin) increased by 33% from 2004 to 2016 across Los Angeles County.²³

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 walk or run into the roadway unexpectedly, they increase the likelihood of conflict with a vehicle. 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 pedestrian 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 roadway, 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 manages nearly 3,300 miles²⁴ 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 drastically based on the terrain and surrounding land uses.

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.

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

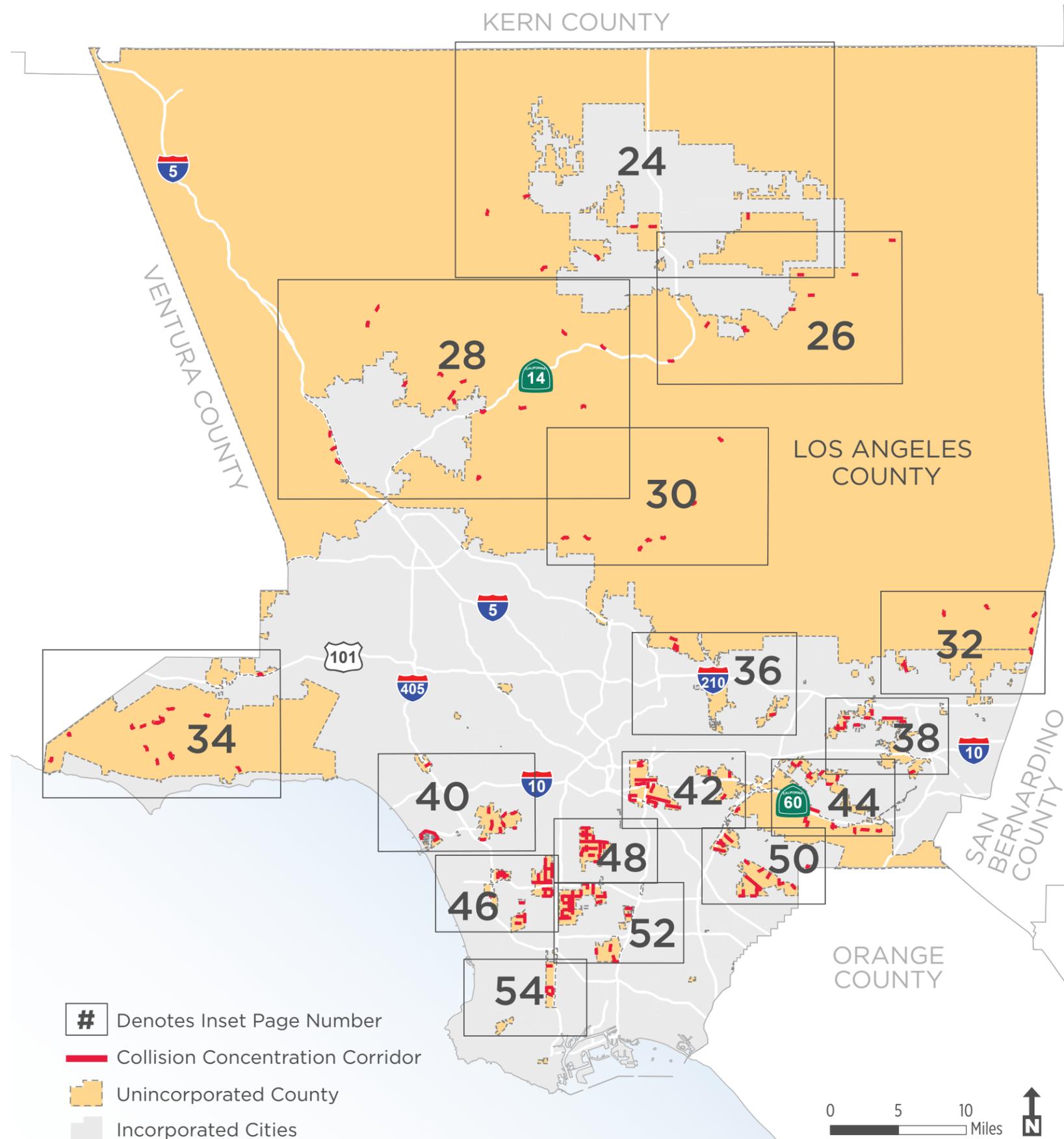


- Generally flat, straight, with gravel or sand shoulders, in the desert areas.

COLLISION CONCENTRATION CORRIDORS

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

50% of fatal and severe injury collisions occurred on approximately 3.8% (125 miles)²⁵ of the roadways²⁵ managed by the County.



“**50% OF FATAL AND SEVERE INJURY COLLISIONS OCCURRED ON APPROXIMATELY 3.8% (125 MILES) OF THE ROADWAYS MANAGED BY THE COUNTY.**”



TOP 20 COLLISION CONCENTRATION CORRIDORS

A priority score was developed for each segment by first totaling the number of fatal and severe injury collisions that occurred on that segment, and then accounting for fatal collisions, pedestrian or bicycle-involved collisions, and collisions occurring in disadvantaged areas. Each segment was then divided by its length to compare the Collision Concentration Corridors.

Over the next five years, the County will look for opportunities to implement traffic safety infrastructure enhancements and programs on all Collision Concentration Corridors, with a goal of enhancing traffic safety on the Top 20. To achieve zero deaths, Vision Zero will need to be thought of as a lens through which to make decisions. Therefore, in addition to specific projects on the Collision Concentration Corridors, the County will consider Vision Zero treatments as part of ongoing roadways 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

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

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. Overlapping half-mile segments were combined to create continuous corridors for evaluation purposes.



Fatal Collisions

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

Vulnerable Users

Pedestrians and bicyclists are at greater risk of death or severe injury in traffic collisions. Additionally, building infrastructure that encourages walking and bicycling can reduce the number of miles that people drive each day, thereby furthering the County's commitment to reduce GHG emissions from the transportation sector.²⁶ Therefore, fatal or severe injury collisions involving a pedestrian or bicyclist 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 occurred in the most disadvantaged communities (the lowest scoring 25% as identified by the California Healthy Places Index (HPI) tool), were given additional weight.

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/>

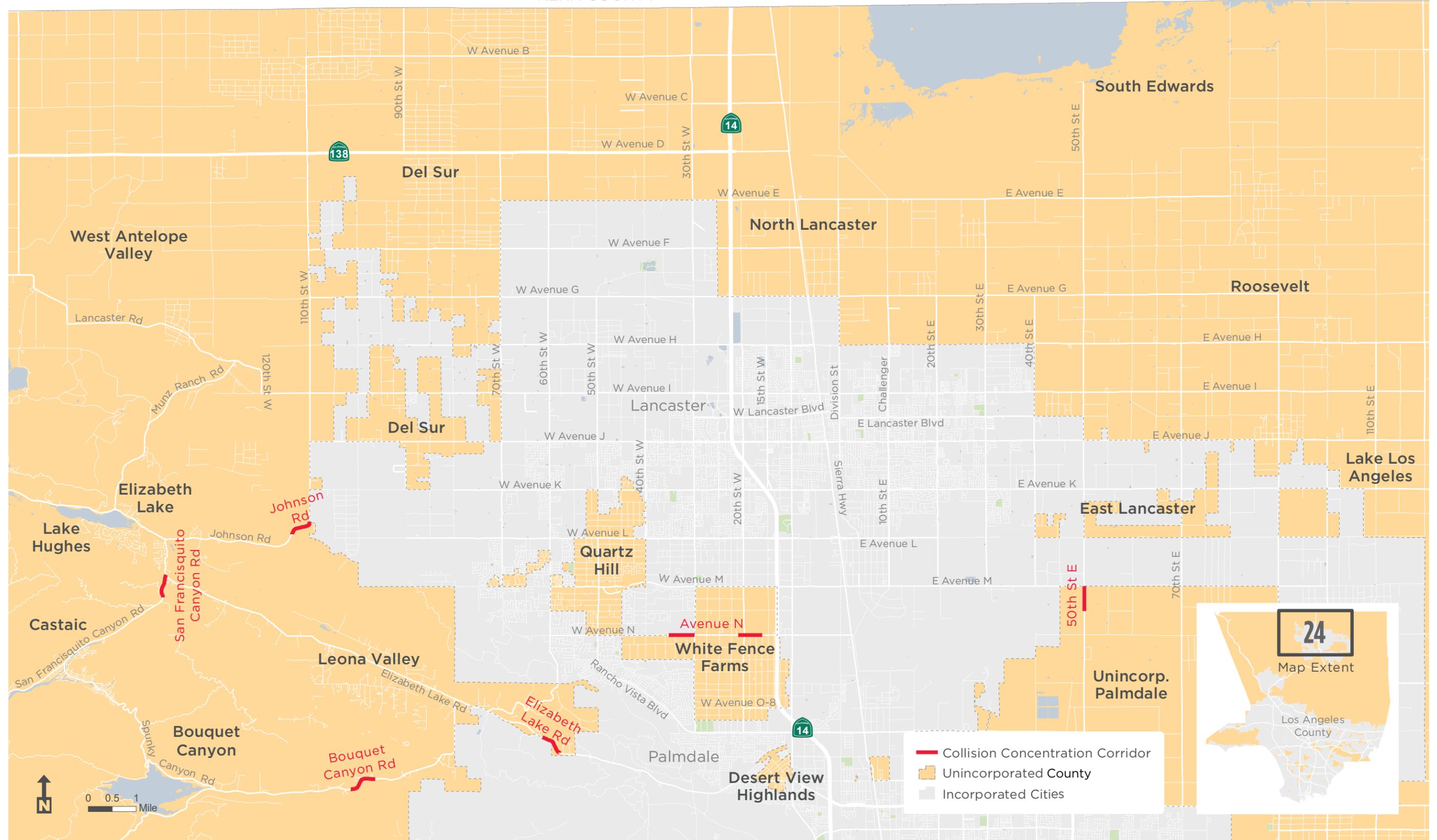
TOP 20 COLLISION CONCENTRATION CORRIDORS

Community Name	Roadway	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
	Alameda St	83rd St to 94th St	10	0.64	22.2
	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
Unincorporated Palmdale	50th St East	Ave M to 2800 feet south of Ave M	7	0.52	17.8
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
	Vermont Ave	93rd St to 110th St	15	1.15	19.7
	Western Ave	105th St to Imperial Hwy	9	0.69	19.5
	Normandie Ave	88th Pl to Imperial Hwy	24	1.83	19
Whittier Narrows	Century Blvd	Normandie Ave to Vermont Ave	7	0.52	18.8
	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
	El Segundo Blvd	Broadway to Avalon Blvd	8	0.66	18.2
	Wilmington Ave	Imperial Hwy to 126th St	8	0.77	16.5

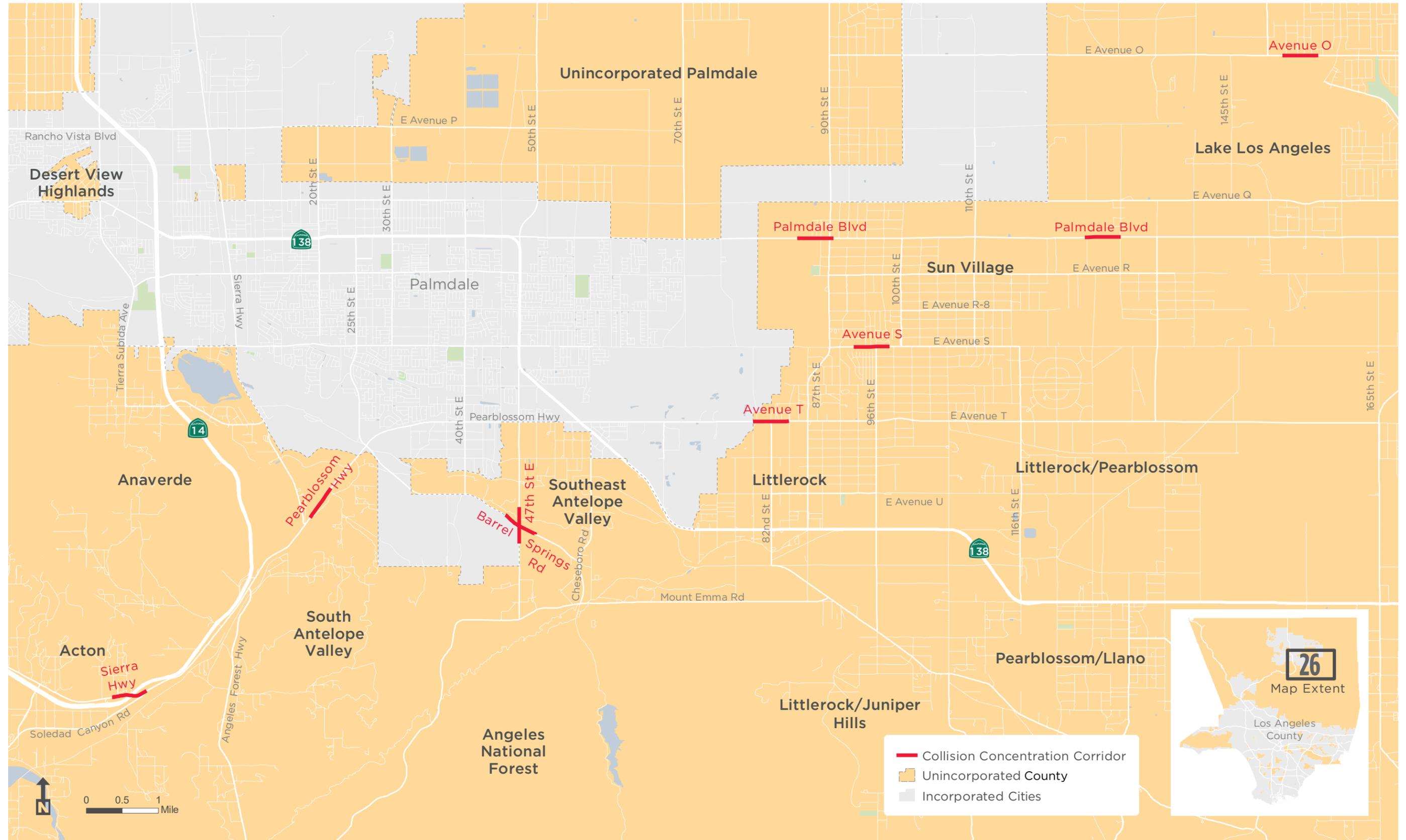
*Note: Overlapping half-mile Collision Concentration Corridors were combined for clarity.

COLLISION CONCENTRATION CORRIDORS - INSET 24

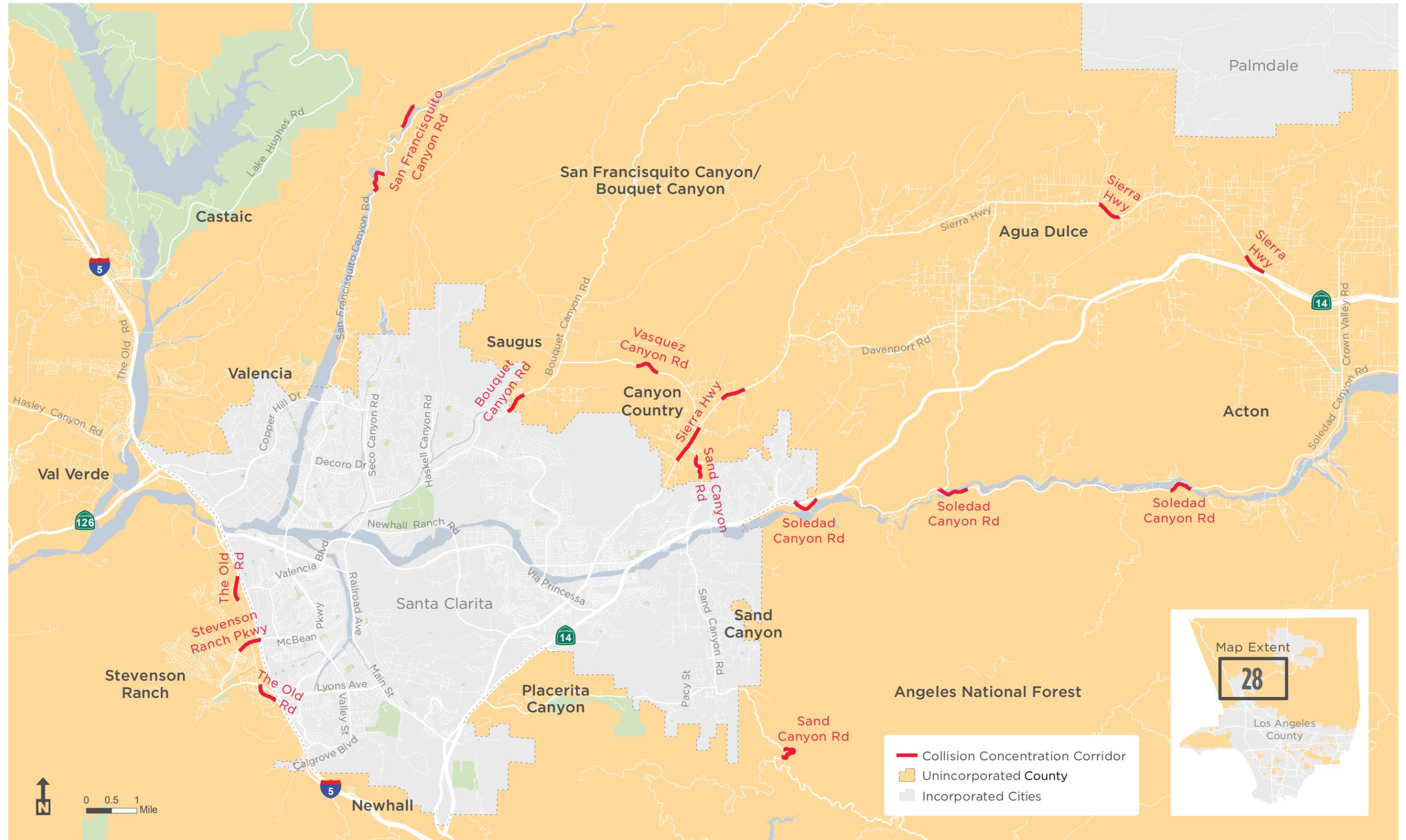
KERN COUNTY



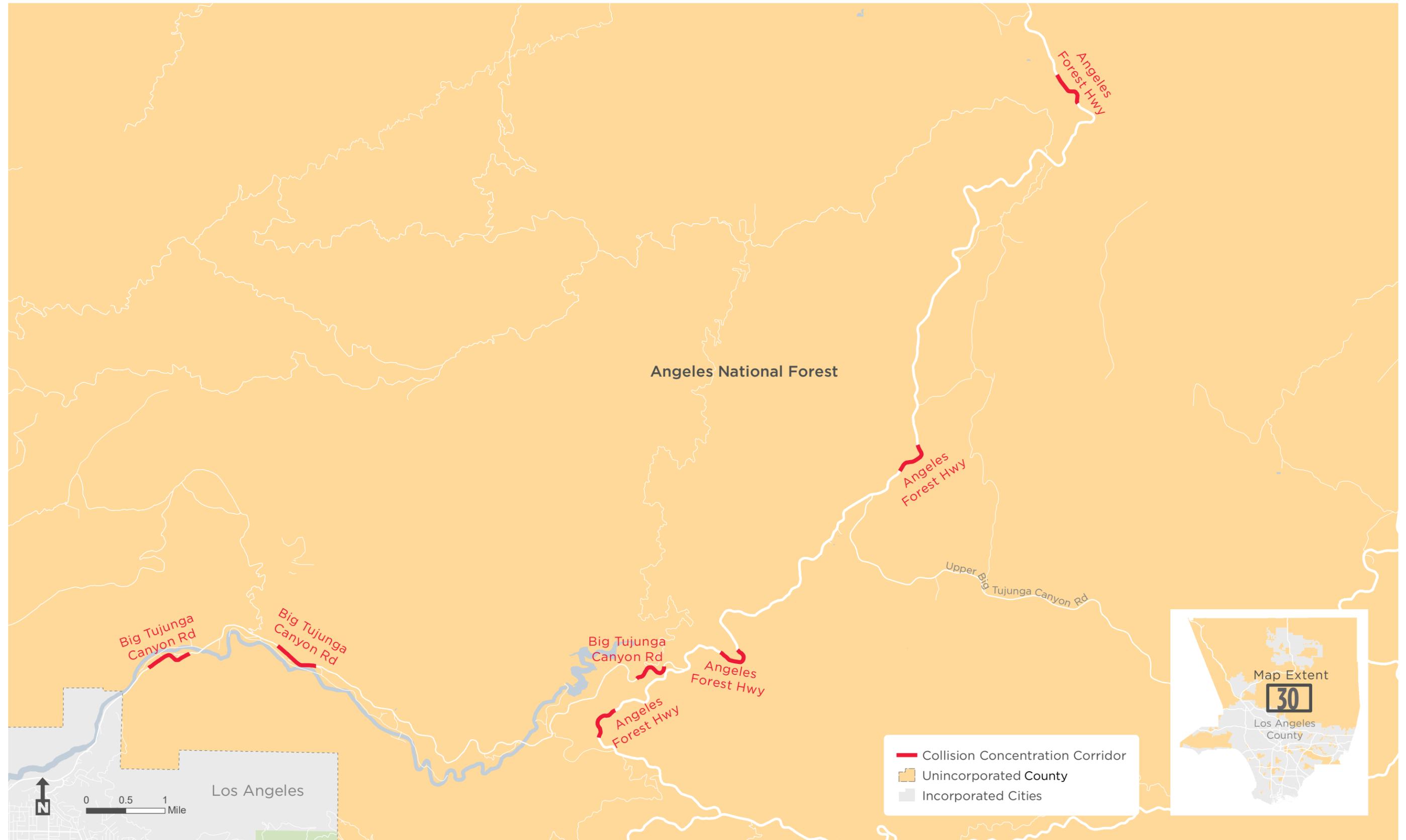
COLLISION CONCENTRATION CORRIDORS - INSET 26



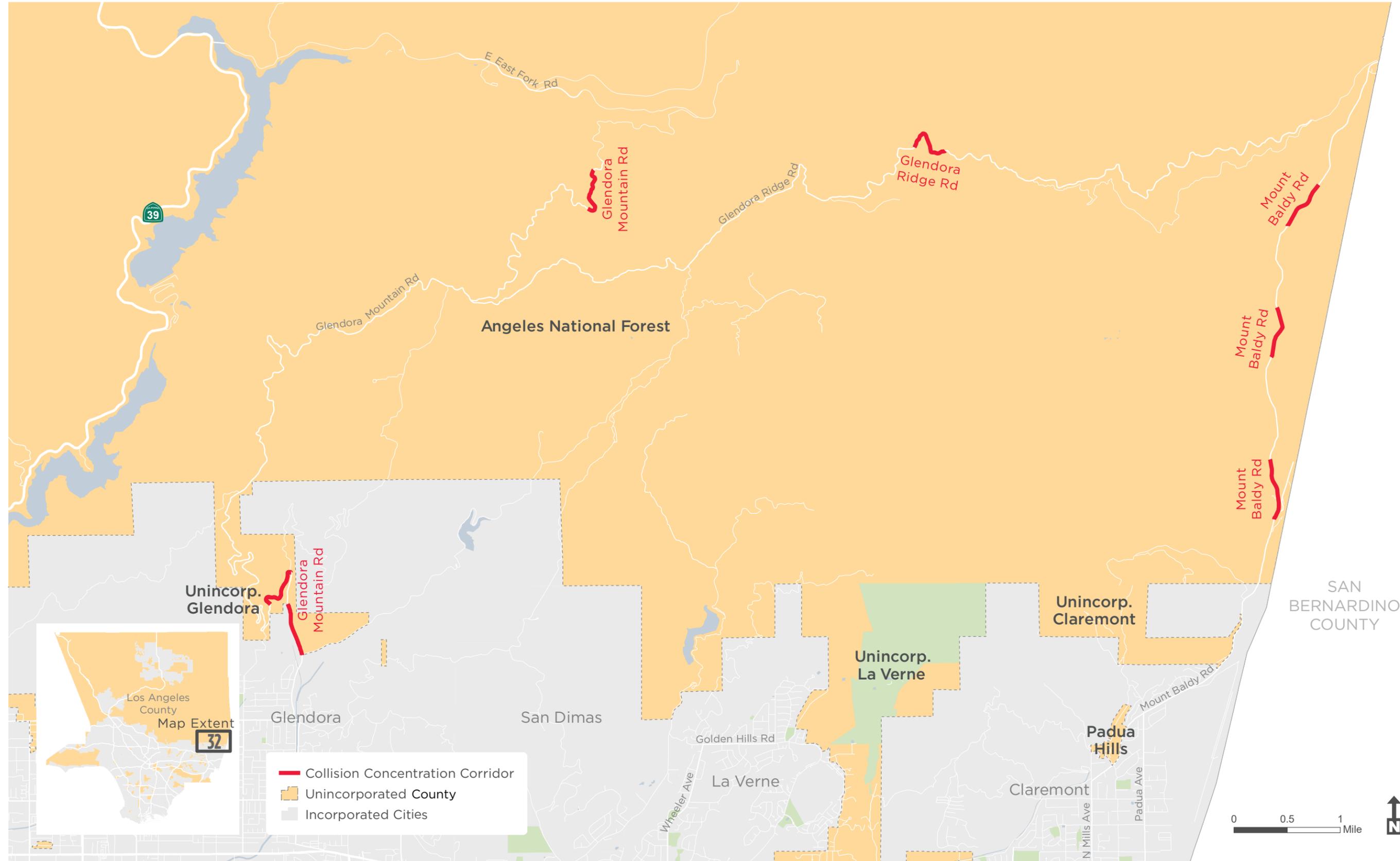
COLLISION CONCENTRATION CORRIDORS - INSET 28



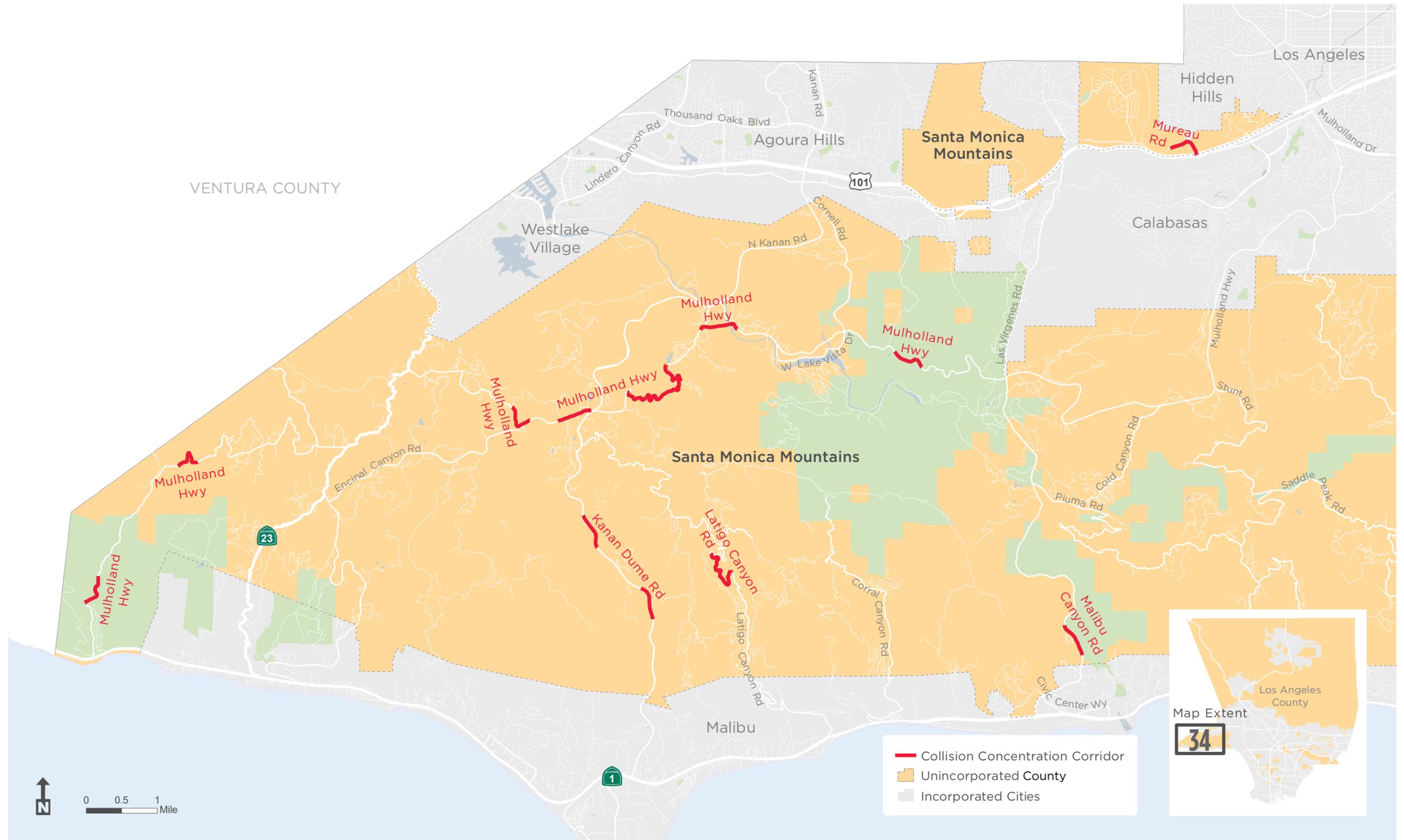
COLLISION CONCENTRATION CORRIDORS - INSET 30



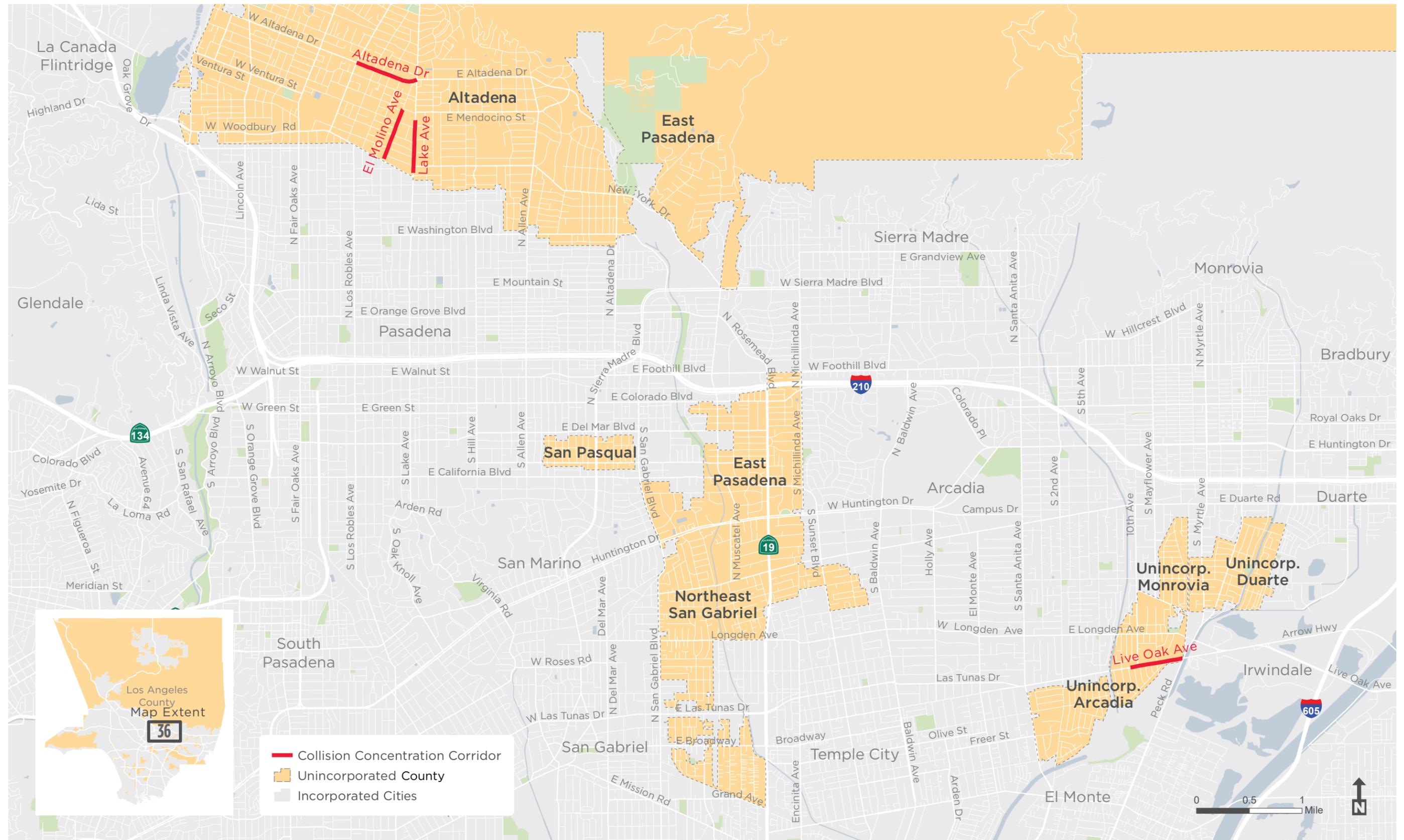
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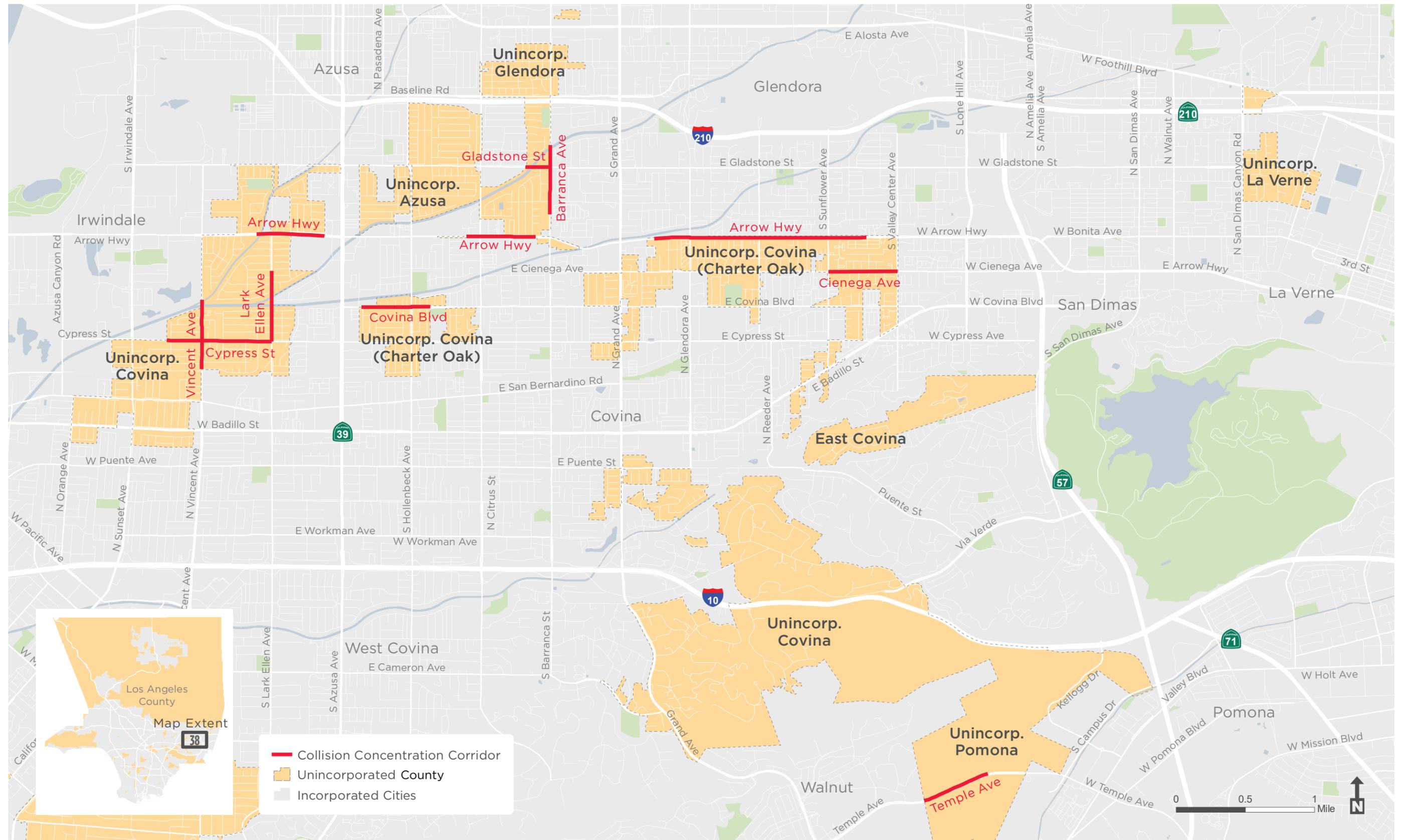
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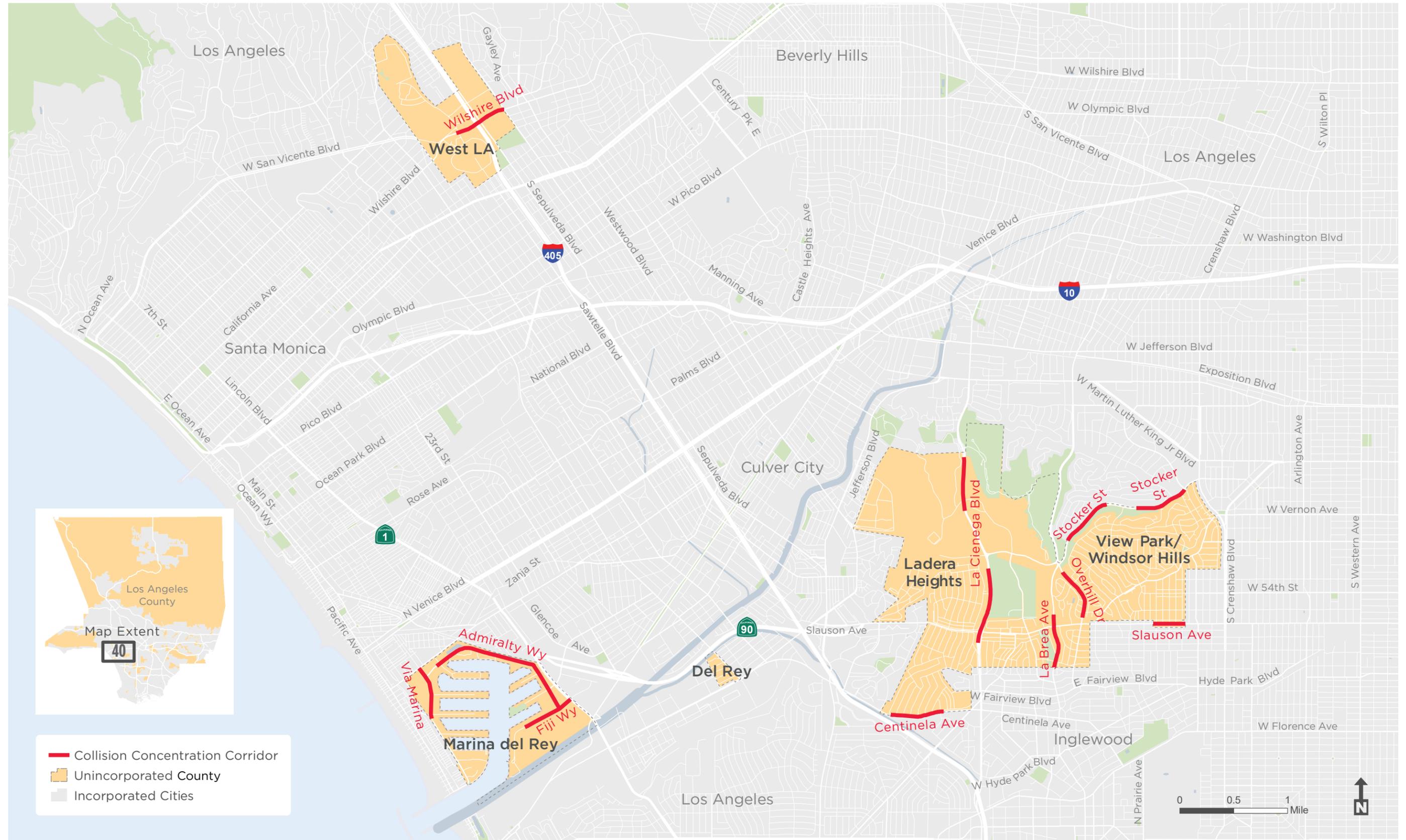
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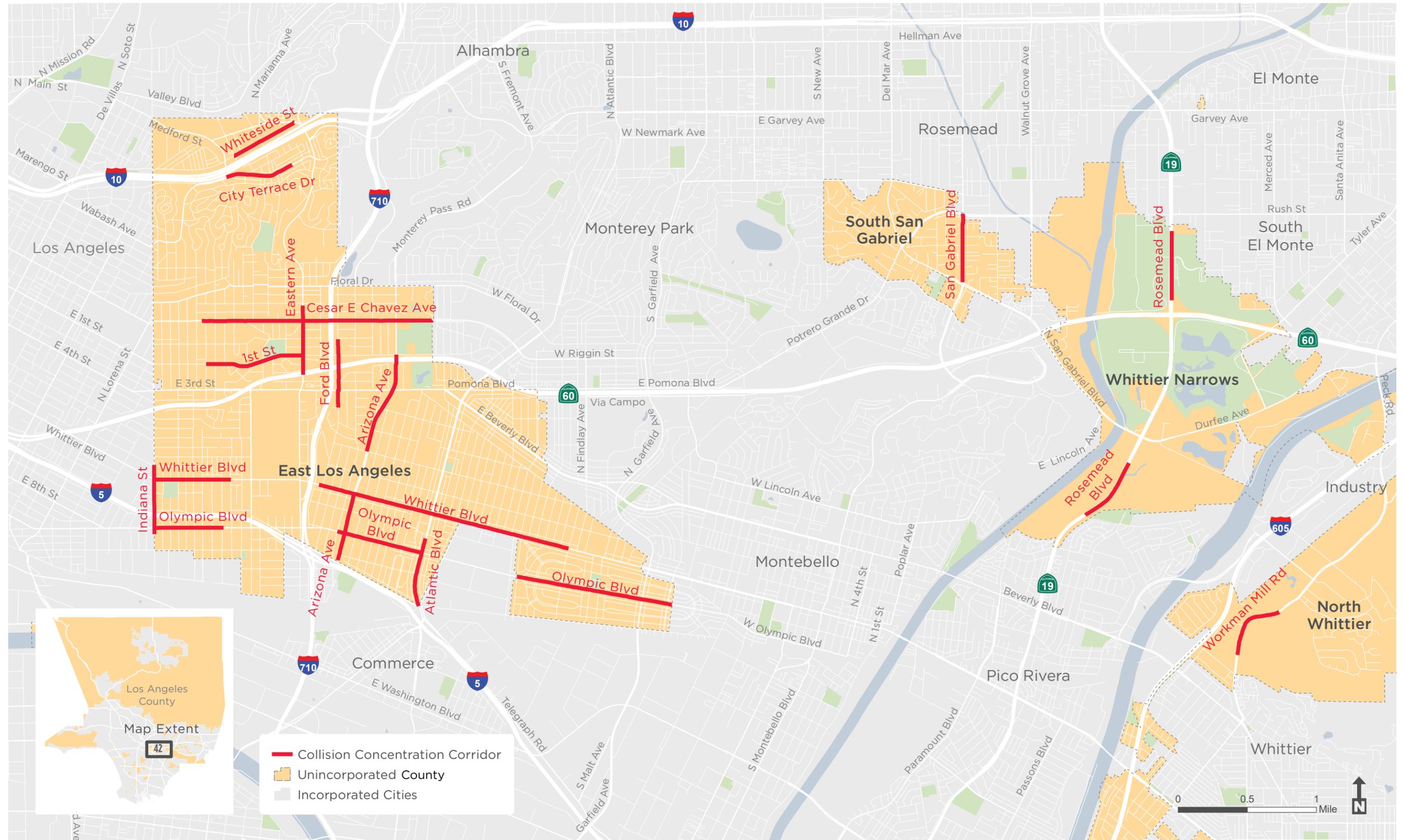
COLLISION CONCENTRATION CORRIDORS - INSET 38



COLLISION CONCENTRATION CORRIDORS - INSET 40



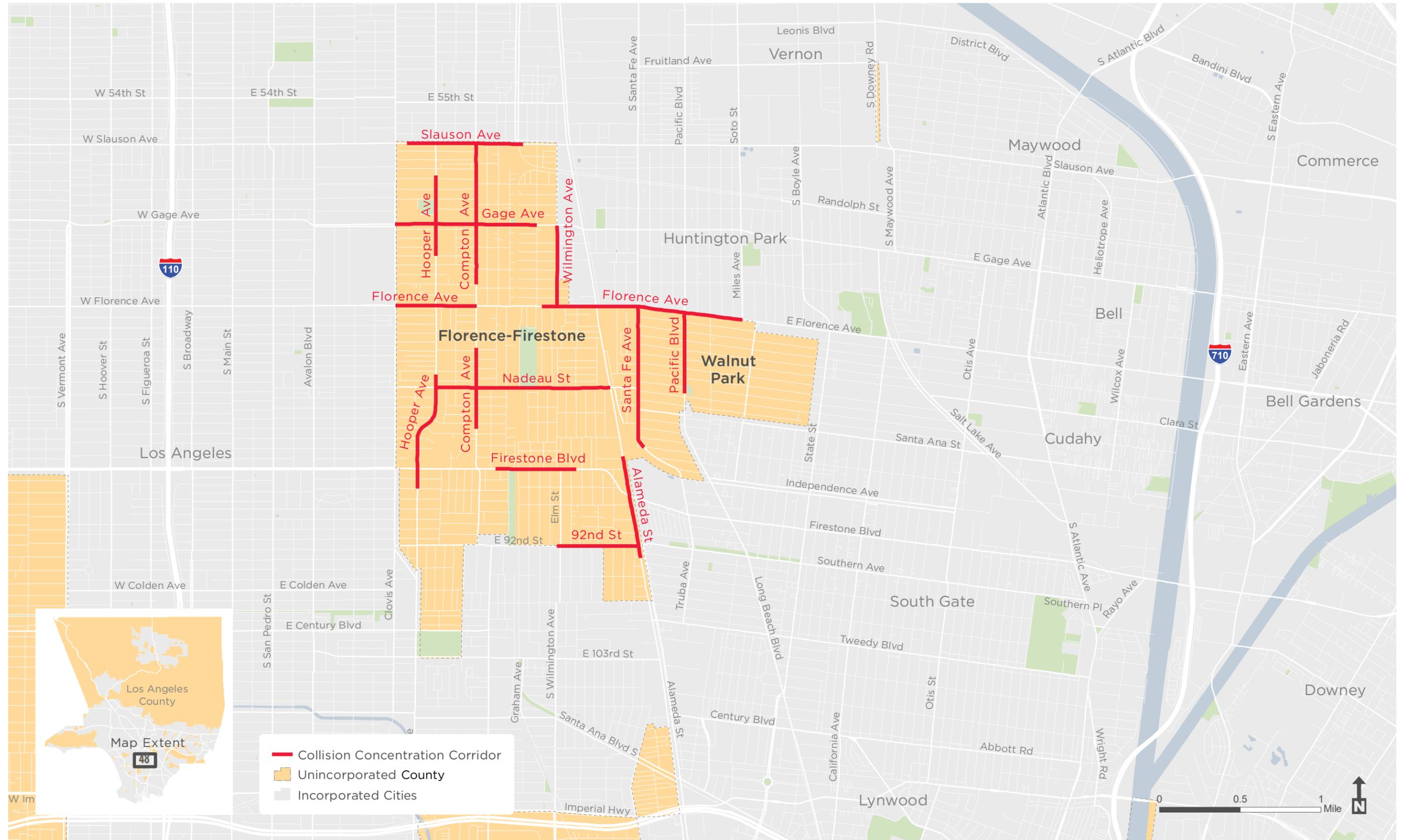
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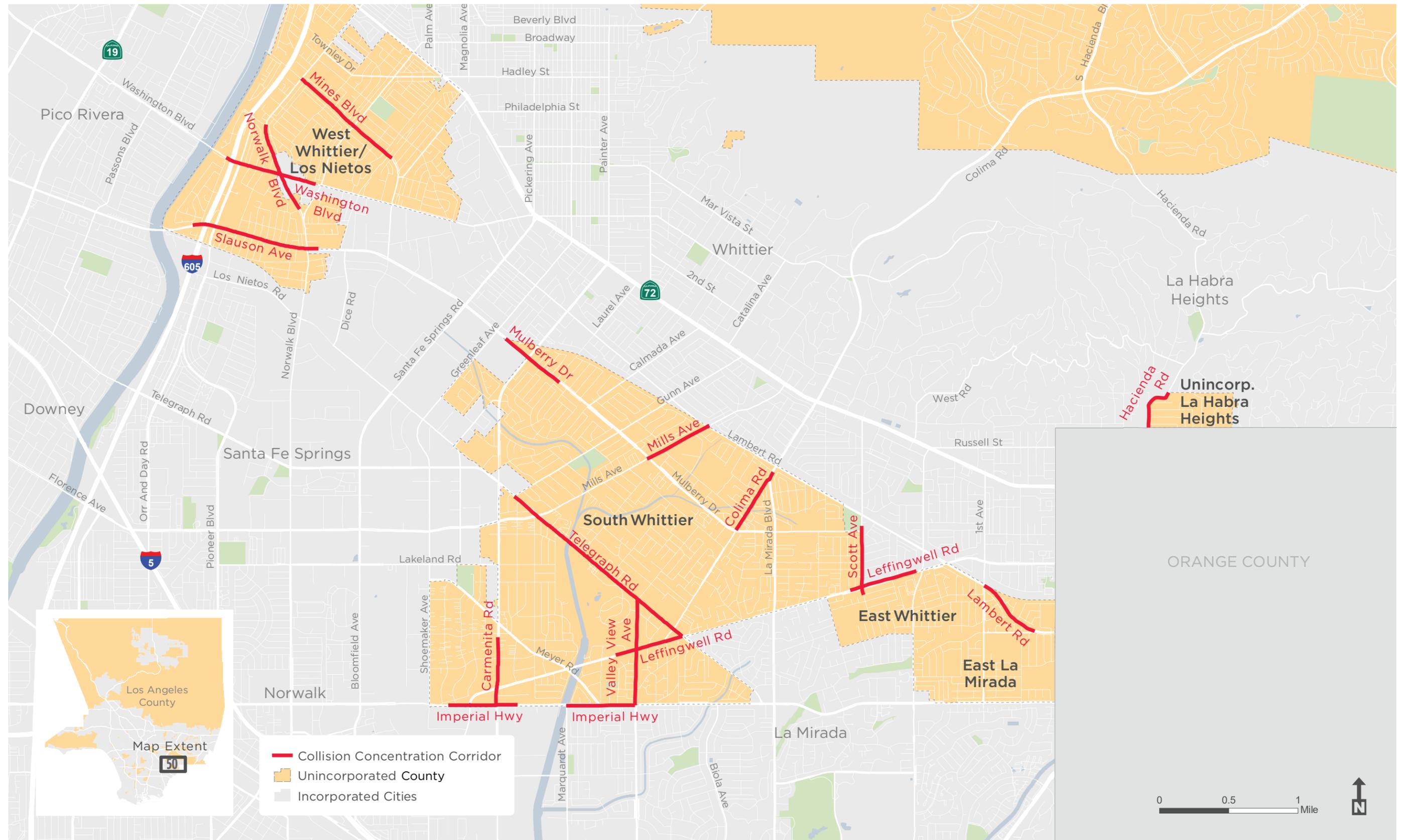
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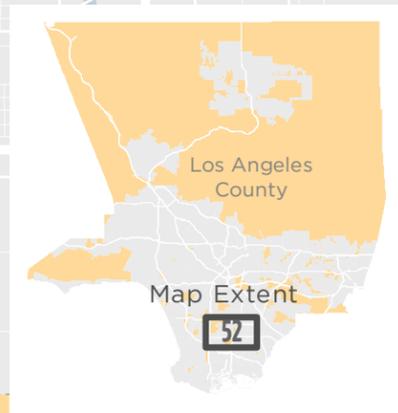
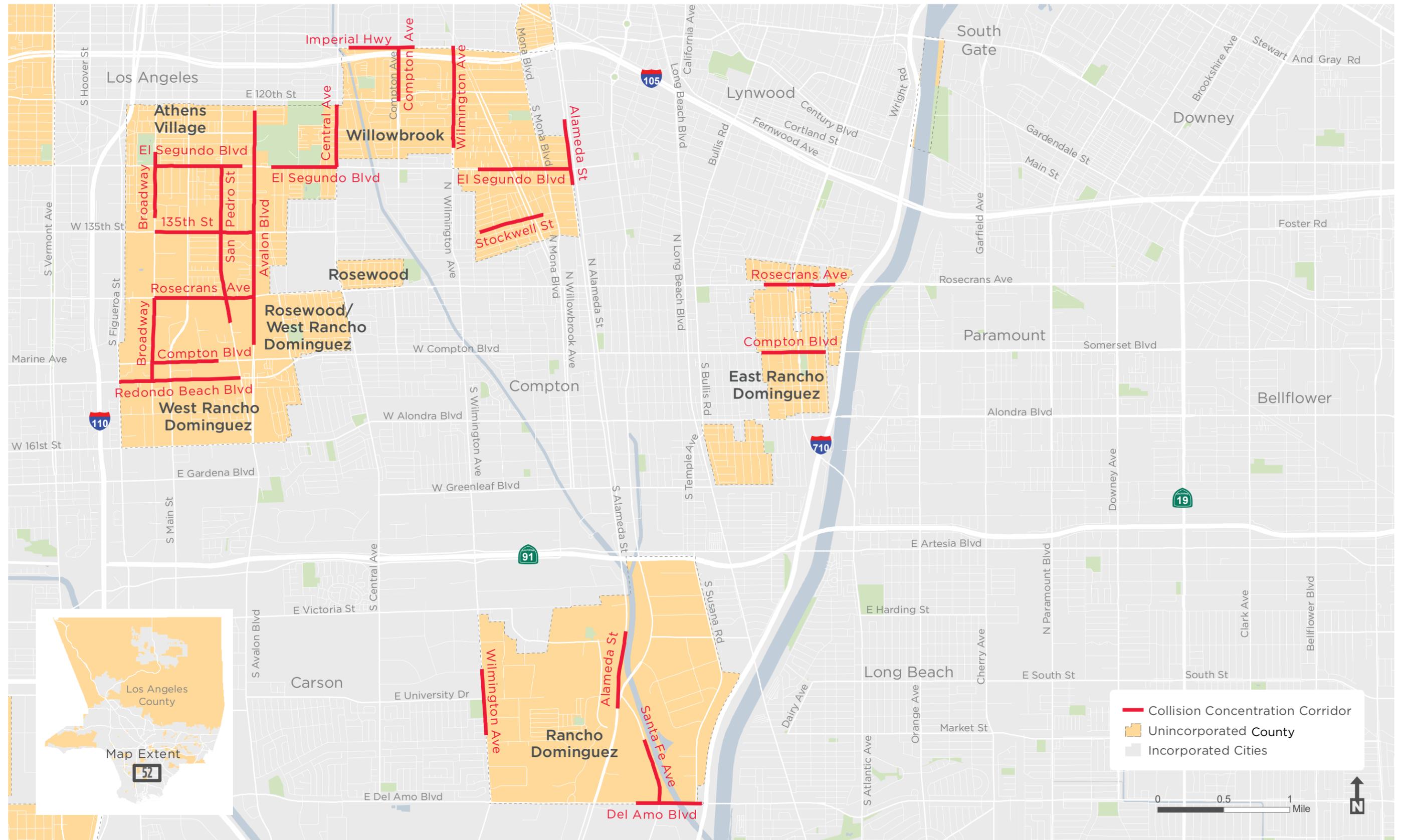
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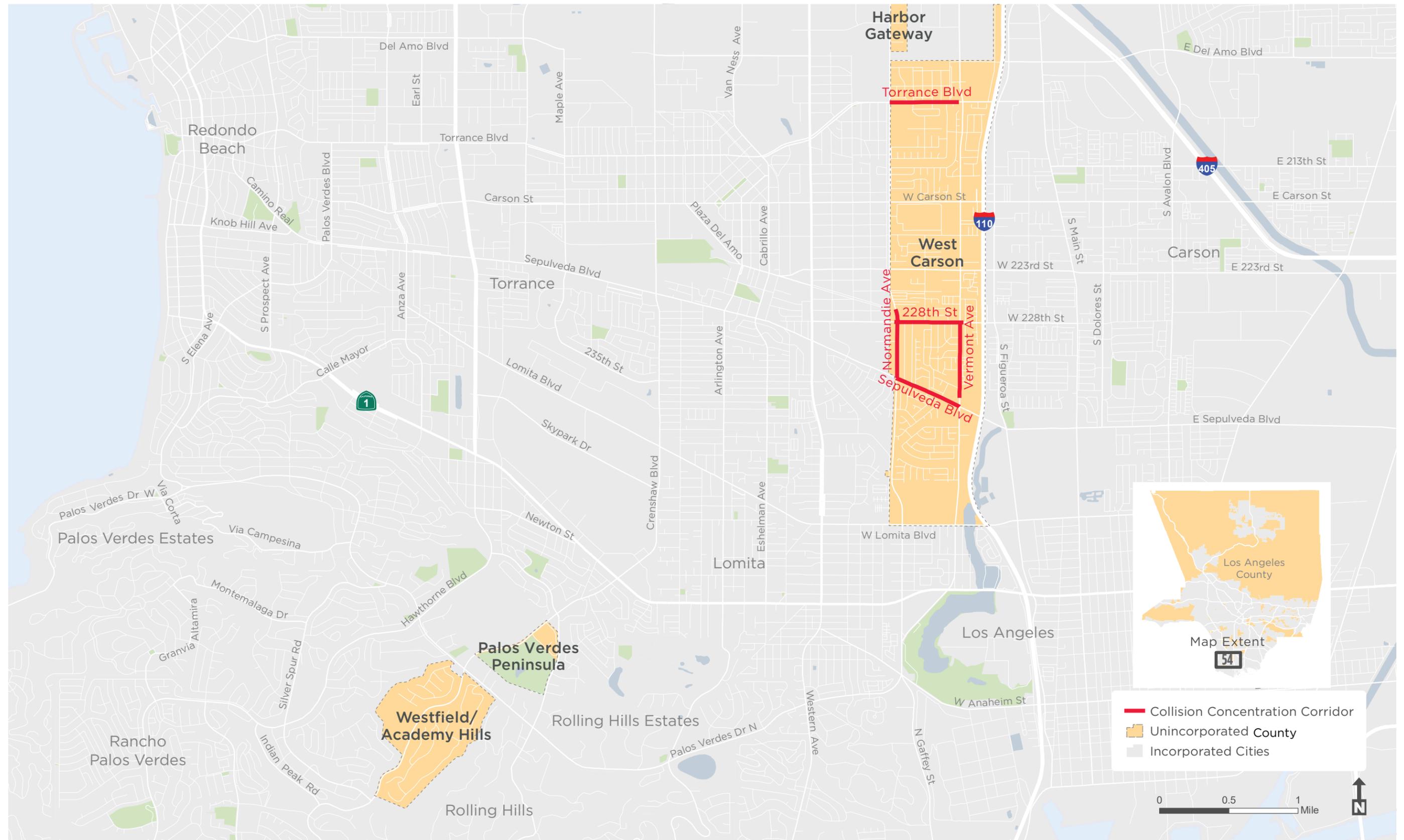
COLLISION CONCENTRATION CORRIDORS - INSET 50



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 1,200 traffic study requests each year, addressing a variety of issues such as speeding, school crossings, and requests for traffic signals.

Between November 2017 and February 2019, Public Health and Public Works engaged stakeholders on the topic of traffic safety. Staff attended community events and meetings; met with community-based organizations, special interest groups, and non-profit agencies; and administered a survey on traffic safety experiences and perceptions.

Between March 1 and March 31, 2019, a draft Vision Zero Action Plan was made available for the public's review at www.VisionZeroLACounty.com and all unincorporated County libraries (printed copies). During that time, County staff attended various community meetings to inform the public of the release. The review period was announced through social media, a press release, and flyers. Over 200 comments were received, which were utilized to strengthen the Action Plan.

LOS ANGELES COUNTY TRAFFIC SAFETY SURVEY

From August 2018 through January 2019, 757 people over the age of 13 completed the Los Angeles County Traffic Safety Survey at 49 meetings and events across the unincorporated communities, including at County parks, schools, town council meetings, and meetings convened by community partners. It aimed to better understand traffic safety concerns and experiences in unincorporated communities. The survey was conducted in person by County staff and was available in Spanish, English and Mandarin. Key survey results are summarized below; full survey results will be available on the County's Vision Zero website, www.VisionZeroLACounty.com.



81%

Eighty-one percent of respondents rated **traffic deaths and severe injuries in Los Angeles County as a severe to very severe problem**. (41% rated them a very severe problem, 40% rated them a severe problem)

91%

Ninety-one percent of respondents strongly support or somewhat support **efforts to implement roadway projects to enhance traffic safety**. (72% strongly support, 19% somewhat support)

69%

Sixty-nine percent of respondents are willing to **add 5 or more minutes to their one-way commute time for projects that would slow traffic to reduce traffic crashes, injuries, and deaths in their community**. (44% would be willing to add 5 to 10 minutes, 13% would be willing to add 11 to 15 minutes, and 12% would be willing to add over fifteen minutes)

74%

Seventy-four percent of respondents think that **people driving are in the most need of traffic safety education**.

Respondents' greatest traffic safety concerns on unincorporated County roadways

Respondents were provided a list of common traffic safety concerns and asked to identify any shared concerns.



85%

Eighty-five percent **are concerned about speeding**

63%

Sixty-three percent **are concerned about people ignoring traffic laws while driving**

61%

Sixty-one percent **are concerned about distracted driving**



41%

Forty-one percent **are concerned there are not enough crosswalks where people want to cross**

36%

Thirty-six percent **are concerned there are not enough bicycle lanes or paths**



How respondents felt about traffic related education and enforcement.

Respondents were also asked to express their level of agreement with potential solutions to their traffic safety concerns.

85%

Eighty-five percent **support law enforcement ticketing people who speed while driving**. (58% strongly agree, 27% agree)

87%

Eighty-seven percent of respondents **support law enforcement ticketing people who run red lights while driving**. (62% strongly agree, 25% agree)

LAW ENFORCEMENT & COMMUNITY

While respondents largely support speeding and red light running enforcement, about half had concerns about impacts to their community.



"I am concerned about the cost of ticketing people with limited incomes."

(29% strongly agree, 19% agree, for a total of 48%)



RESPONDENTS' DRIVING BEHAVIOR - PHONE USE AND SPEEDING

Many respondents admitted to engaging in risky behavior while driving.



42%*

Forty-two percent of respondents **text at traffic signals or stop signs at least some of the time**



24%*

Twenty-four percent of respondents **text while driving at least some of the time**



30%*

Thirty percent of respondents **do not use a hands-free device while talking on the phone and driving at least some of the time**



50%*

Fifty percent of respondents **drive 10 miles per hour or more over the speed limit on neighborhood roadways at least some of the time**

*'Some of the time' includes all responses marked greater than "Never" in response to the questions "When driving a car, how often do you do the following?" Survey responses included: "Always", "Most of the time" (51-99% of the time), "Sometimes" (5-50% of the time), "Rarely" (1-5% of the time), and "Never".

FUTURE COMMUNITY ENGAGEMENT

Community members are the most knowledgeable about what is happening on the roadways 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 roadway 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 an outreach, engagement, and education process that is tailored to the unique context of each neighborhood and unincorporated community.

The following are examples of potential ways the 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, homeowner 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.
- Create culturally relevant and inclusive engagement materials available in predominant languages



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. Roadway enhancements aim to manage vehicle speeds, enhance visibility, and provide separation for travel modes. Some examples are shown on the following pages, which may be applied in rural or urban settings based on community needs.



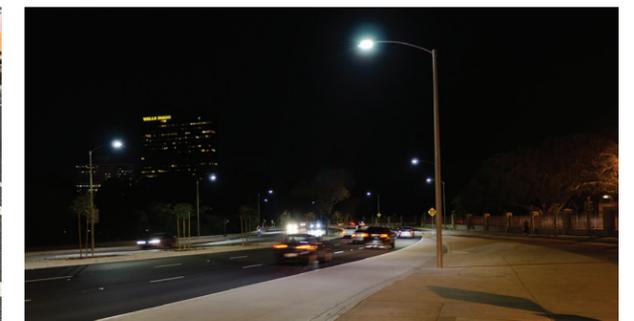
Pedestrian Activated Warning Beacons are flashing yellow lights that provide additional warning to drivers that a pedestrian is crossing the roadway.



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



Separated Bikeways provide physical separation between bicyclists and traveling motorists.



Roadway Lighting can make it easier for drivers to see their surroundings and improve the feeling of security for pedestrians.



High Visibility Crosswalks are easier to see and alert drivers that they are approaching a crossing.



Temporary Roadway Enhancements such as paint and flexible posts/bollards are typically less expensive than concrete and may be installed to enhance traffic safety.



Speed Humps (also referred to as Speed Bumps or Speed Cushions) installed on local residential roadways can be effective in slowing down drivers.



Guardrail is installed to reduce the severity of run-off road collisions. However, guardrail can reduce crash severity only for those conditions where striking the guardrail is less severe than going down an embankment or striking a fixed object.



Curb Extensions (also known as bulb-outs) shorten the crossing distance for pedestrians, slow turning vehicles, and enhance the ability for pedestrians and motorists to see each other. Curb extensions can consist of paint and flexible posts or bollards and/or curb and gutter.



Pedestrian Signal Timing prioritizes pedestrians at signalized intersections.

- **Leading Pedestrian Intervals** give pedestrians a walk signal several seconds before the vehicle signal turns green. This gives pedestrians a head start to cross the roadway to 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 roadway 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 roadway.



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 roadway trees along corridors can have a traffic calming effect.



A **traffic circle** is a raised island located in the center of an intersection around which traffic must circulate. They may be used to lower vehicle speeds and conflicts at the intersection of two roadways. They are typically operated as two-way or all-way stop-controlled intersections



Roundabouts are intersections where traffic travels around a central island in a counterclockwise direction. Vehicles entering or exiting the roundabout must yield to other vehicles, bicyclists, and pedestrians.



Curve Warning Signs provide emphasis and guidance for a change in horizontal alignment. Advisory speed signs may be used to supplement warning signs.



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 and State agencies, such as the California Department of Transportation (Caltrans), 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 region.

COORDINATING 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 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 roadway.

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* campaign. The County will engage these and additional partners to develop traffic safety campaigns that are aligned with regional messaging.



Collisions involving pedestrians and bicyclists are not always reported to law enforcement agencies, therefore these types of collisions are underreported.²⁷ 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 21% of pedestrian injuries treated at San Francisco General Hospital were not reported in law enforcement records.**^{28,29}



6

IMPLEMENTATION ACTIONS

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 traffic 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).³⁰

The physical environment where people live has a profound impact on health outcomes and access to opportunities. For example, roadways that have sidewalks, marked crosswalks, and bicycle lanes increase opportunities for physical activity and enhance safety for pedestrians and bicyclists. 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 eliminate 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 Roadway 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: Department of Arts and Culture
- LACDA: Los Angeles County Development Authority
- 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 an organizational structure to oversee implementation of the Vision Zero Action Plan including: a Steering Committee, Subcommittees, and Work Groups comprised of County staff, and a Regional Stakeholder Committee with appropriate community representation.	Lead: DPH/ Public Works Support: LACFD, CHP, LASD, DHS, DBH, CEO, CIO, ISD, Arts, DPR, County Counsel, DRP, Community	Committees/ Subcommittees/ Work Groups established	Committee/ Subcommittee/ Work Group Meetings
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: Continue to support legislative efforts related to setting and enforcing speed limits.	Lead: Public Works Support: DPH, CEO	Ongoing	Ongoing
A-4: Coordinate regionally to develop policies for connected and autonomous vehicle technology that protect vulnerable road users, considering existing mobility related County policies, programs, and plans.	Lead: Public Works Support: County Counsel, CEO, CHP	Initiate action, secure funding	Ongoing where funding has been secured
A-5: Develop a policy 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

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			
A-6: Evaluate the County Master Plan of Highways, and the 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
A-7: Update, as necessary, the County's guidelines for recommending roadway safety enhancements.	Lead: Public Works Support: DPH, LACFD, CHP, LASD, County Counsel	Initiate action, secure funding	Roadway safety enhancement guidelines updated, as necessary, where funding has been secured
A-8: 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, National Association of City and Transportation Officials (NACTO) Guides, and other best practices to enhance safety for both motorized and non-motorized users.	Lead: Public Works Support: DPH, LACFD, CHP, LASD, DPR	Initiate action, secure funding	Complete Highway Design Manual update where funding has been secured
A-9: Incorporate traffic safety enhancements into Public Works projects along the Collision Concentration Corridors where feasible and appropriate.	Lead: Public Works	Initiate action, secure funding	Number of projects on CCCs that include traffic safety enhancements where funding has been secured
A-10: 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
A-11: Finalize the Livable Communities Design Guidelines, which incorporate multi-modal safety design measures, and hold trainings to educate staff and the public.	Lead: DRP Support: Public Works, LACFD	Finalize Livable Communities Design Guidelines and present for approval, as recommended by County Counsel	Train 100% of applicable staff Hold trainings for the public
A-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

B. Address Health Inequities and Protect Vulnerable Users

Data has shown that severe injury and fatal collisions disproportionately impact vulnerable roadway users (i.e. pedestrians and bicyclists). 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.	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: LACDA	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 to Parks Program to support safe and equitable access to parks through community engagement and education, park design, signage and wayfinding, and other strategies in the National Recreation and Park Association's Safe Routes to Parks Action Framework	Lead: DPR Support: DPH, Public Works	Create a plan consistent with the "10-Minute Walk" campaign to increase the percentage of residents in West Athens-Westmont that are within a 10-minute walk of a park.	Number of County Parks where strategies from the Safe Routes to Parks Action Framework were incorporated into the design, siting, and improvements of the park
B-6: Establish a Safe Routes for Seniors program that provides traffic safety education to seniors, identifies traffic safety enhancements in areas populated or frequented by older adults, and promotes walking, bicycling, and transit use.	Lead: DPH Support: LACFD, CHP, DPR, Public Works	Initiate action, secure funding	Conduct program at 4 locations impacting older adults (for example, County Workforce Development Aging and Community Service Centers)

Action	Partners	Year 1	Years 2-5
B-7: Build County and community capacity to implement the 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-8: Outreach to and develop relationships with hospitals, clinics and health centers 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-9: 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, LACFD, DPR	Complete action	Update website quarterly
Implement traffic safety enhancements to reduce fatal and severe injury collisions involving pedestrians and bicyclists			
B-10: Install high visibility crosswalks on the Collision Concentration Corridors.	Lead: Public Works	Initiate action, secure funding	Install 225 high-visibility crosswalks where funding has been secured
B-11: Implement leading pedestrian intervals (LPI) at intersections along the Collision Concentration Corridors to allow pedestrians to begin crossing the roadway before the vehicle signal turns green where feasible and appropriate.	Lead: Public Works	Initiate action, secure funding	Implement LPIs at 50 intersections 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: Implement curb extensions (paint and flexible posts or bollards and/or curb and gutter) on Collision Concentration Corridors where feasible and appropriate.	Lead: Public Works	Initiate action, secure funding	Implement curb extensions* where funding has been secured
B-14: Implement left turn phasing at intersections along Collision Concentration Corridors where feasible and appropriate.	Lead: Public Works	Initiate action, secure funding	Implement left turn phasing at 20 intersections where funding has been secured
B-15: Implement bike paths/separated bikeways along Collision Concentration Corridors where feasible and appropriate.	Lead: Public Works	Initiate action, secure funding	Implement 4 miles of bike paths/ separated bikeways where funding has been secured

*Each intersection corner may result in 1 curb extension

C. Collaborate with Communities to Enhance Roadway Safety

Roadway designs that calm vehicle speeds, separate vehicle traffic from pedestrians or bicyclists, and make people more visible, enhance the overall safety of roadways. Roadway 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: Work with stakeholders to establish a community engagement process that involves 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 features, which may include using evolving technology, on a semi-permanent basis and obtain community input on the design and implementation before permanent enhancements are implemented.	Lead: Public Works Support: DPH, DPR, CHP, LASD	At least one annually, secure funding	At least one annually where funding has been secured
C-3: Identify strategies for integrating art and culture into Vision Zero outreach and projects.	Lead: Arts, DPH Support: Public Works	Identify art strategies and begin implementation	Ongoing
C-4: Assess environmental conditions associated with impaired driving and promote policies and programs for prevention.	Lead: DPH	-	Initiate action
Strengthen public knowledge of traffic safety best practices			
C-5: Update traffic calming informational materials that highlight the benefits and implementation guidelines of various features.	Lead: Public Works	Materials updated and translated into dominant languages of unincorporated communities, secure funding	Materials updated as needed where funding has been secured
C-6: Educate community members about Vision Zero during community and area planning efforts and encourage the use of Vision Zero concepts in the planning process.	Lead: DRP Support: Public Works, DPH, DPR	Initiate action	Ongoing action

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 roadways 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, LACFD, 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 checkpoints (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 the IDTF to 2 additional areas based on data analysis Number of DUI citations per deployment	Annually deploy the IDTF to 2 additional areas based on data analysis Number of DUI citations per deployment
D-11: Continue leading the Street Racing Task Force aimed at reducing roadway 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: 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

Action	Partners	Year 1	Years 2-5
D-13: Expand driver safety training to all employees who drive for County business.	Lead: CEO Support: Public Works, DPH, LACFD, LASD, DRP, DPR, County Counsel, ISD	Initiate action	100% of departments require training 100% of staff complete training biannually
D-14: 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

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, LACFD, 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: Conduct regular data analysis on motor vehicle collision injuries and deaths to identify populations impacted and trends.	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, LACFD, CHP, Public Works	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 Support: DRP, CHP	Initiate action	Implement survey
E-6: Enhance the existing database of traffic safety infrastructure to include geocoding 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: LACFD, 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 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 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, LACFD, DRP, ISD, CEO	Yearly reports, secure funding	Yearly reports where funding has been secured
E-13: Create a publicly available data dashboard to visually communicate traffic safety metrics, trends, and maps.	Lead: ISD Support: CIO, DPH, Public Works, CHP, LACFD, 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 Information 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, various committees worked on gathering information and making decisions.

- Key Staff from Public Works and Public Health (Policies for Livable Active Communities and Environments (PLACE) Program in the Division of Chronic Disease and Injury Prevention) 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

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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
- 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. Vision Zero Los Angeles County - A Plan for Safer Roadways, 2020 to 2025; November 2019. Available at VisionZeroLACounty.com.

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

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VISION ZERO

LOS ANGELES COUNTY

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2020-2025