

Vision Zero



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AGENDA

1. Background
2. KPMG Analysis
3. Fehr & Peers Analysis
4. Next Steps

Background

August 24, 2015

Executive Directive # 10 (Garcetti Series)

Background | Goals

1

Reduce traffic fatalities Citywide by **20% by 2017**

compared to 2016, prioritizing pedestrian fatalities involving older adults and children

2

Reduce traffic fatalities Citywide to **zero by 2025**

Background | Problem

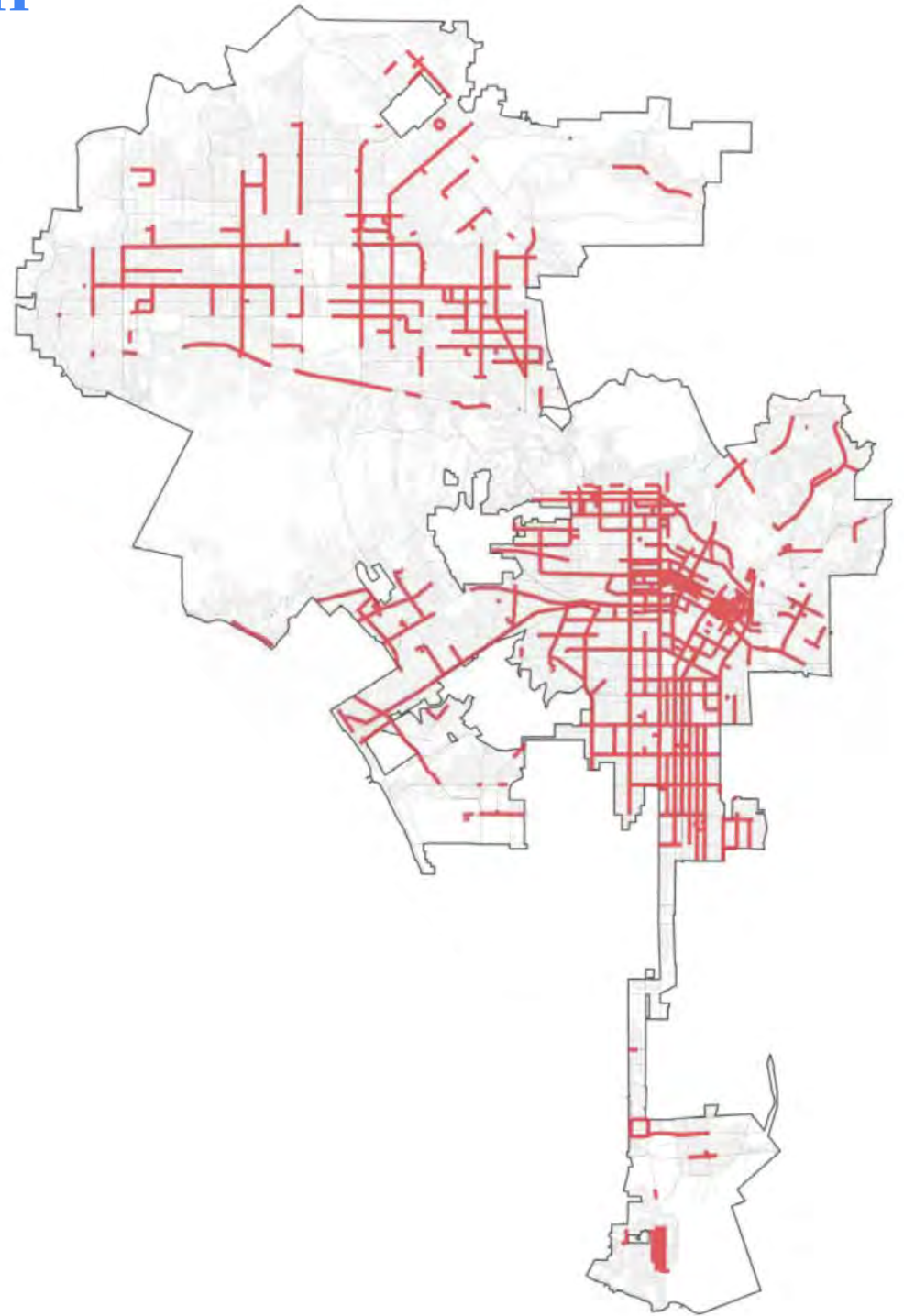
65%

of all severe and
fatal collisions

occur on

6%

of City streets



Background | LADOT Vision Zero Implementation

7,000+

individual treatments on the High Injury Network (HIN)

20 miles

of redesigned HIN streets

4 + 2

Complete Streets Projects

Background | Problem

Vision Zero has been in place for over 9 years.

The City has allocated over \$334M towards road safety efforts.

But there has been no real reduction in traffic deaths:

In 2023, there was an average of

One

Traffic Death

Per Day

Background | Program Evaluation

CAO

Funding in FY
2022-23 Budget
By KPMG

FY 2015-16 to
FY 2023-24

LADOT

Grant Received
December 2020 /
Study launched
January 2023

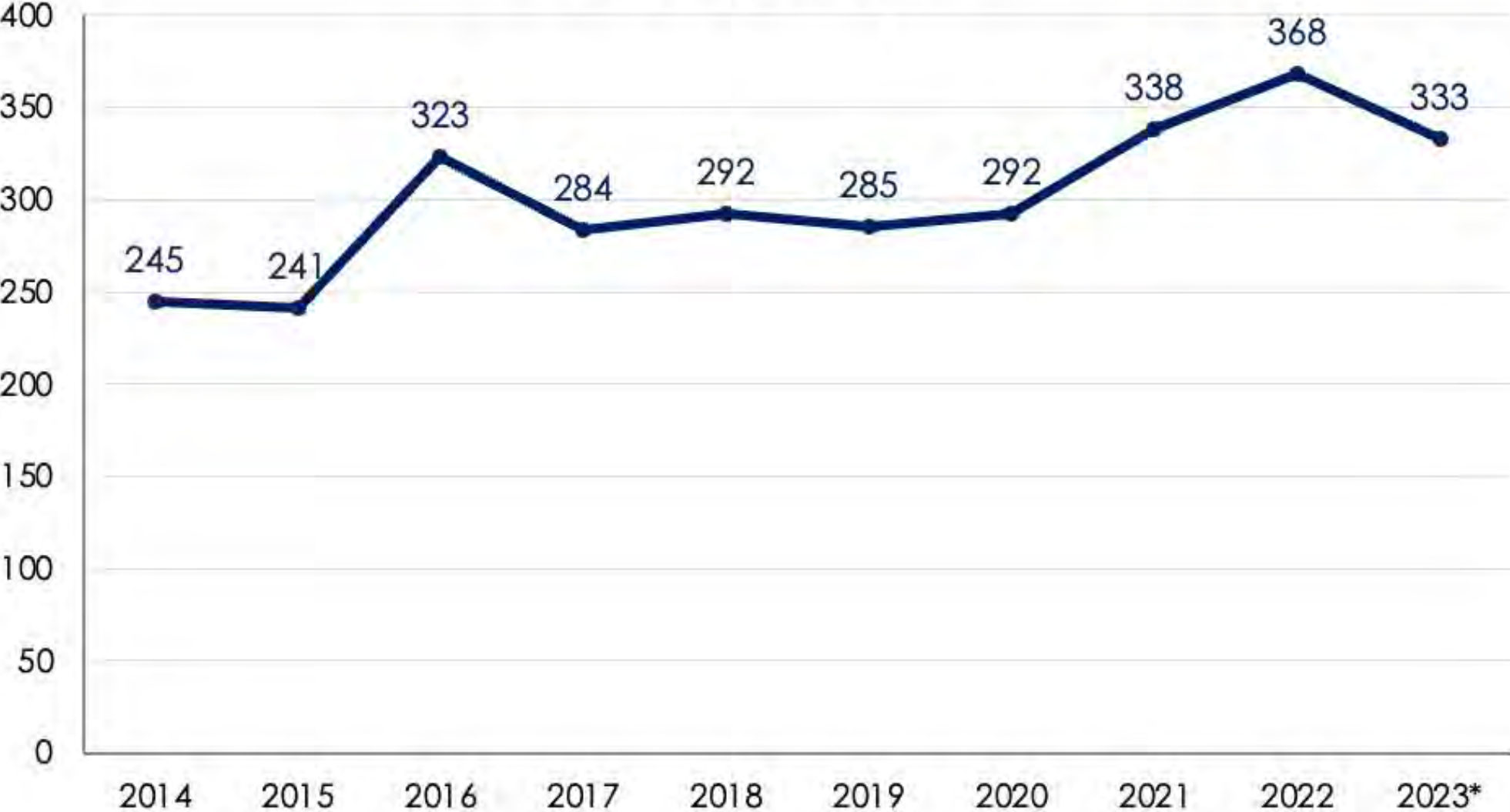
By Fehr & Peers
2017-2021

KPMG

**Traffic
Fatality
Data**

Traffic Death Trends

All Fatalities

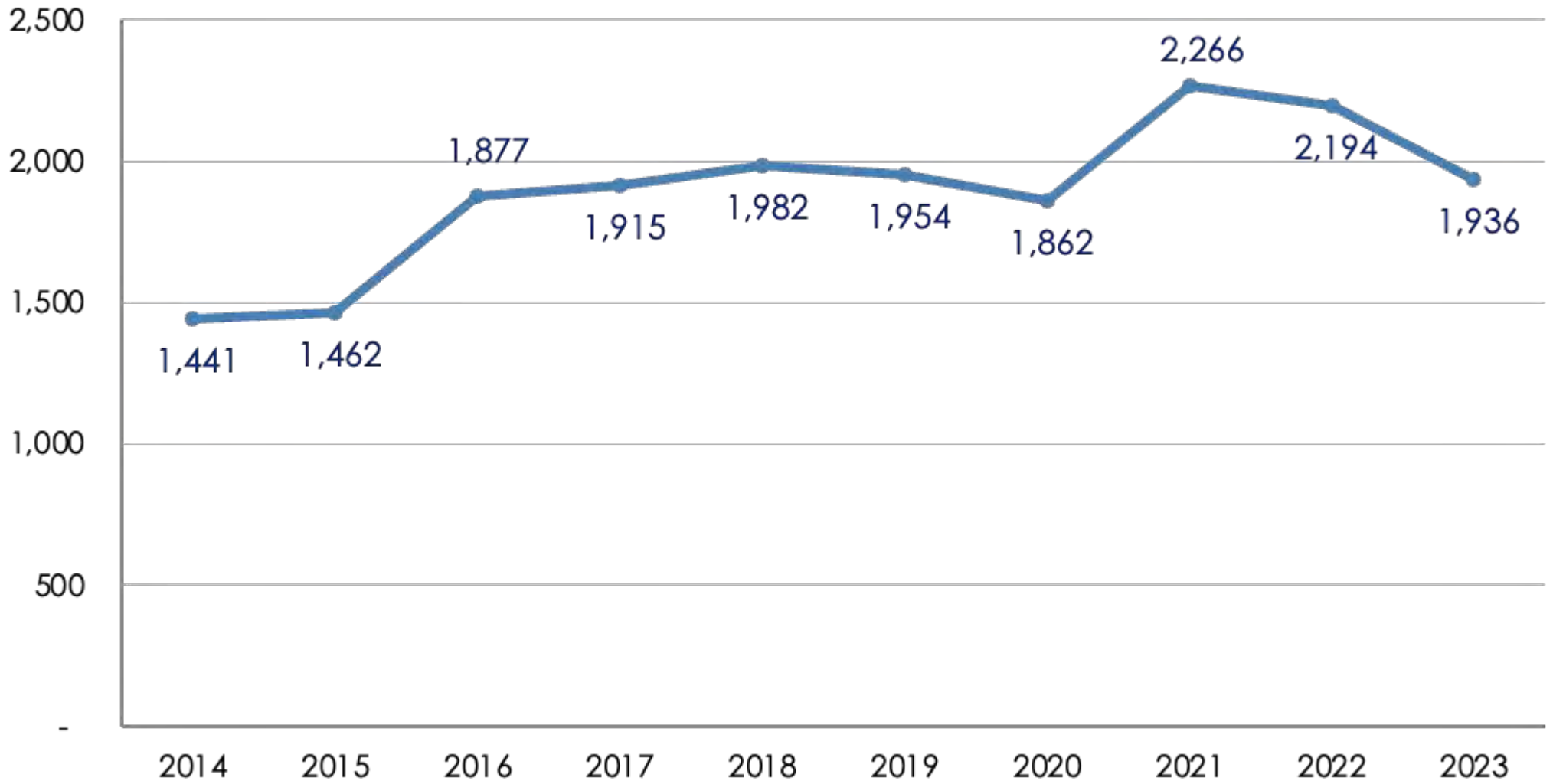


* The data for 2023 was not available at the time that KPMG completed their report. This data is pulled from the SWITRS database.



Traffic Death Trends

Fatalities & Serious Injuries



Source: SWITRS.



KPMG

Vision Zero Budget

Vision Zero Budget

Annual Funding | includes staffing costs in addition to project costs



KPMG

Findings

Key Findings | the Four Es

Education

Enforcement

Engineering

Evaluation

Key Findings | Decline in Effectiveness

- **Lack of a balanced approach** as funding was allocated mainly for engineering activities, with minimal funding towards education, enforcement, and evaluation;
- Lack of clear **governance** of this Citywide program and priorities between the different stakeholders that were not always in alignment;
- Tools to **monitor and manage** the program were not implemented, impacting transparency and justification for Departmental budget requests;
- A **decline in participation** of key stakeholders.

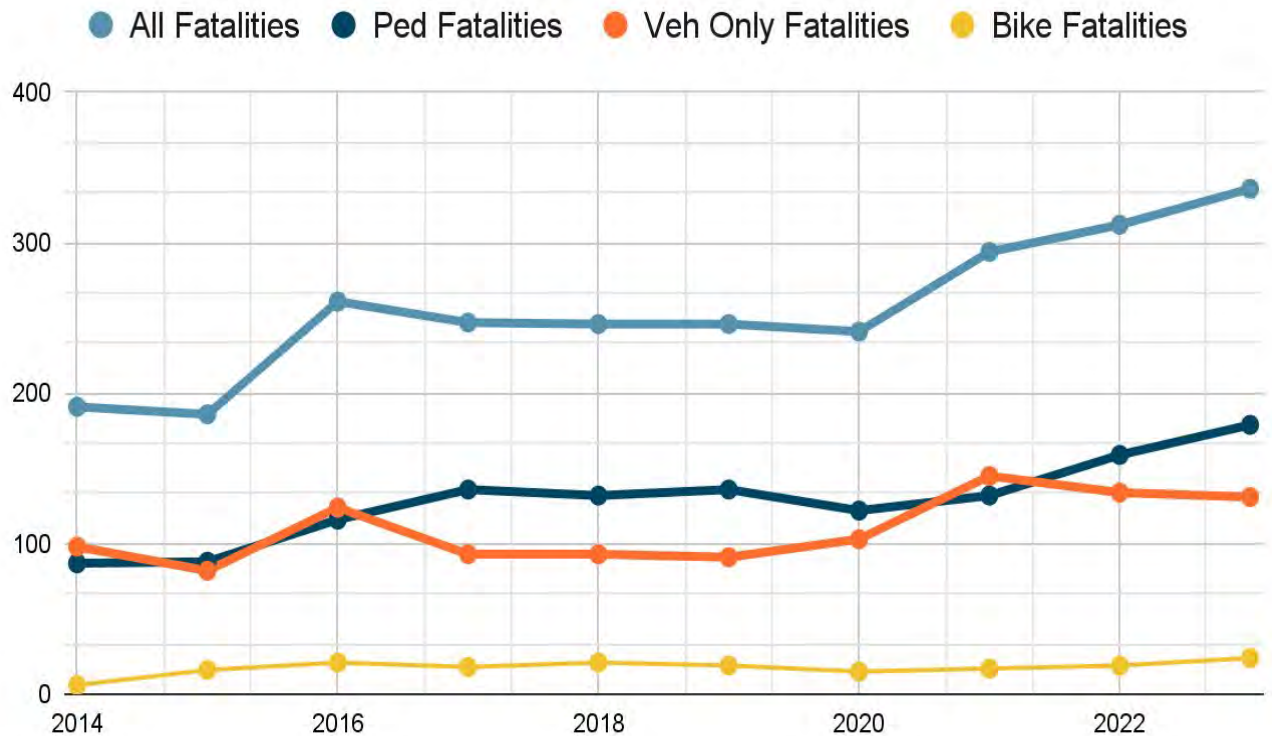
Fehr & Peers

**Vision Zero
Safety Study**

Status: 2023

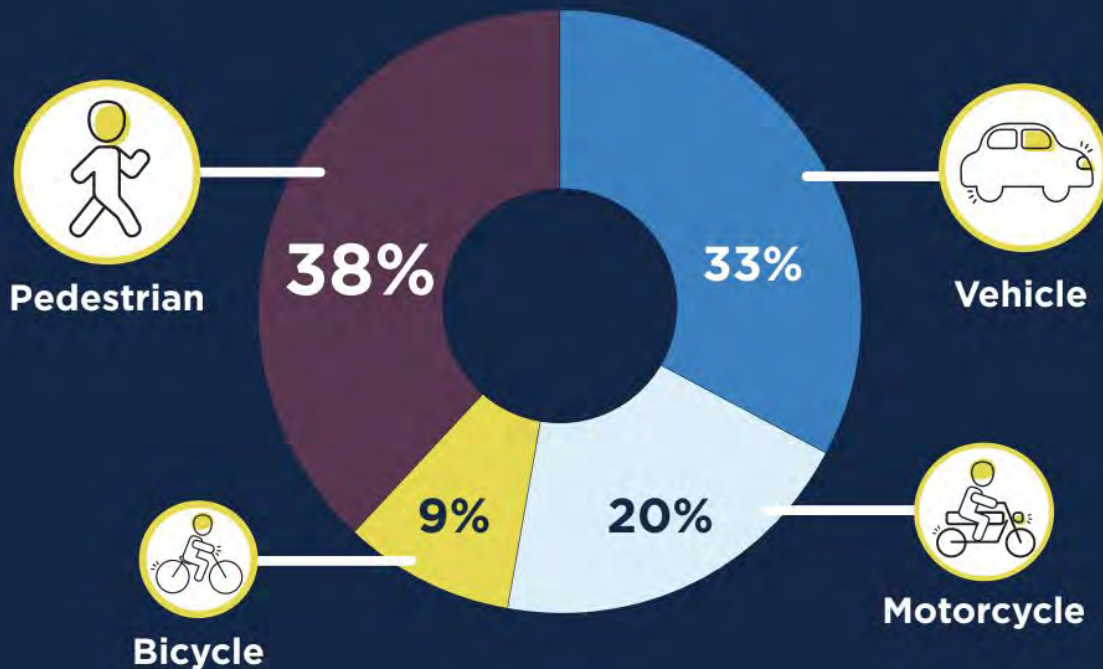
- Fatalities had been relatively steady from 2016 to 2020, but then started to climb.
- 336 people killed in 2023.
- The recent uptick is due to increase in pedestrian/bike fatalities.
 - Since 2021, ped fatals have **increased by 35.6%**.
 - Since 2021, bike fatals have **increased by 41.2%**.
 - Since 2021, vehicle-only fatals have **decreased by 9.7%**.

Traffic Fatalities in LA (2014 - 2023)



Vision Zero Safety Study (2017–2021)

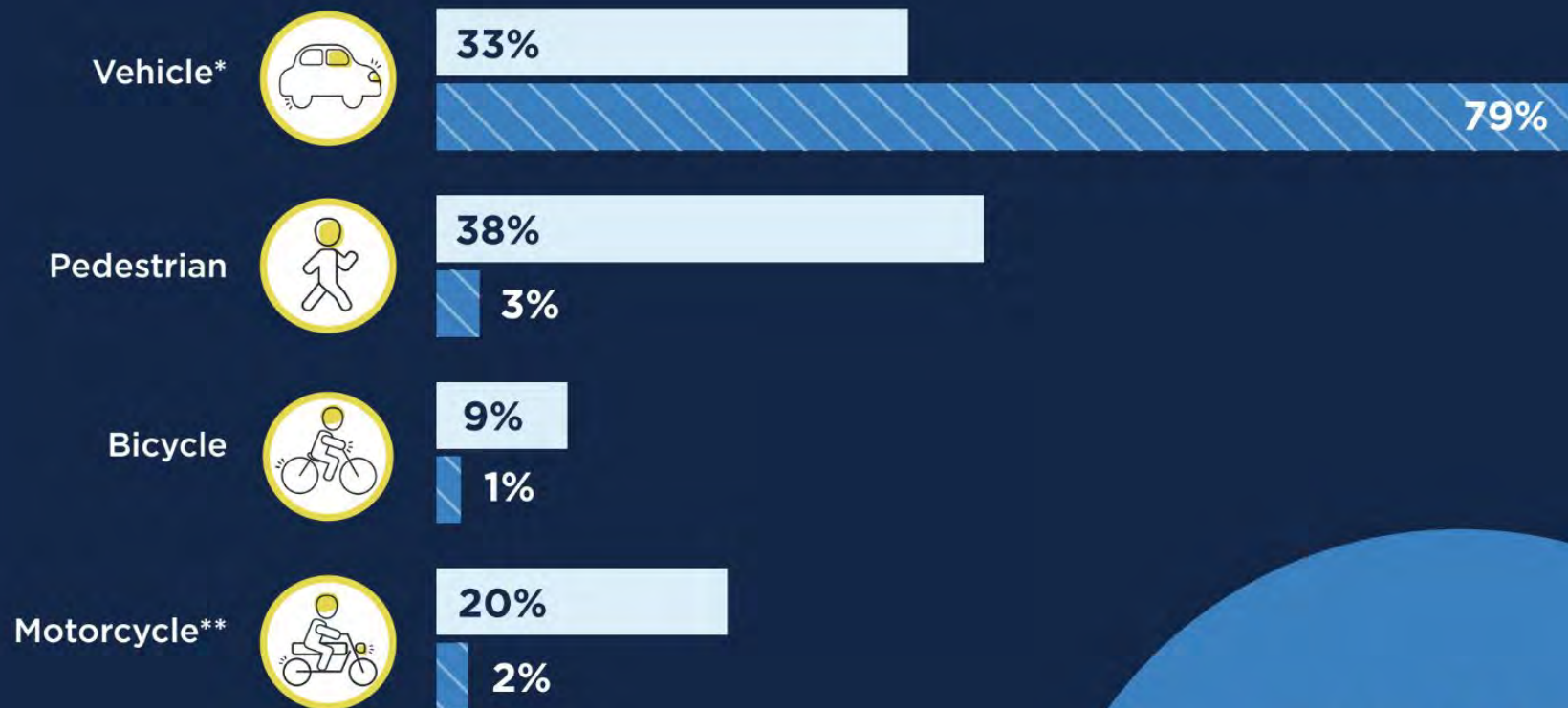
Share of KSI Collisions by Mode



Pedestrian KSI collisions made up **38%** of crashes during 2017–2021.

- **This increase in ped share of KSI collisions is part of a nationwide trend... Driving has been getting safer, while walking has not.**

Vision Zero Safety Study (2017-2021)



■ Percent of KSI Collisions (2017-2021)

▨ Commute Modeshare (2019)**

*Includes drove alone and carpool commutes

**Commute data includes taxi and other modes

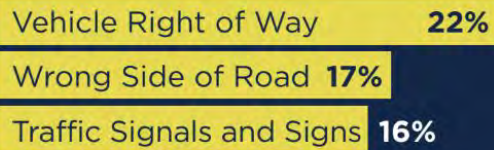
While just **3%** of residents walk to work, pedestrians make up **38%** of KSI collisions

Vision Zero Safety Study (2017-2021)

Most common violation types by mode



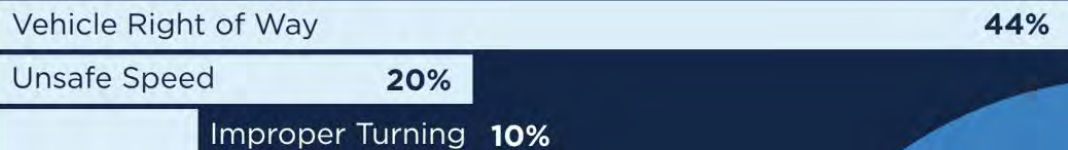
Bicycle



Pedestrian



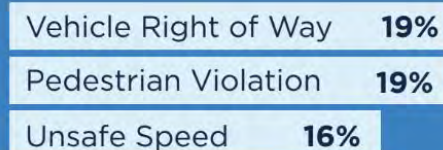
Motorcycle



Vehicle



All KSI



Who is Most Impacted?

37% of pedestrian KSI crashes occurred while a pedestrian was crossing in a crosswalk



37% occurred while a pedestrian was crossing outside of a crosswalk

Who is Most Impacted?



Highest-scoring communities in the Community Health & Equity Index make up **14%** of the city, but have a disproportionate share of KSI collisions



Pedestrian KSI 44%



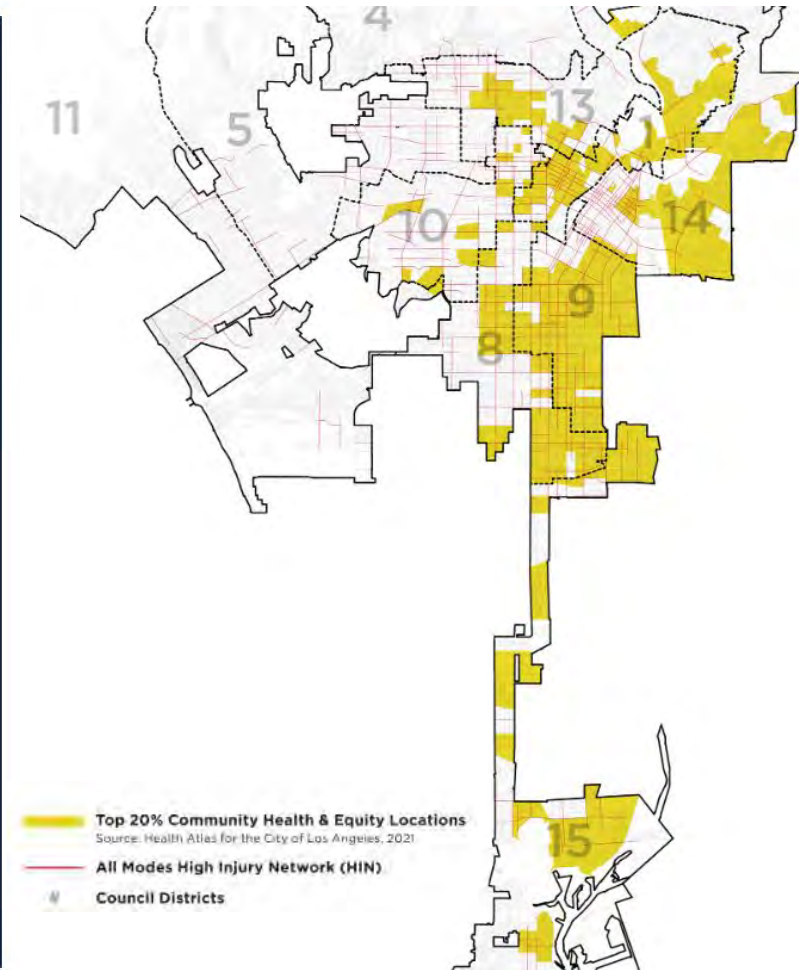
Bicycle KSI 43%



All KSI 39%

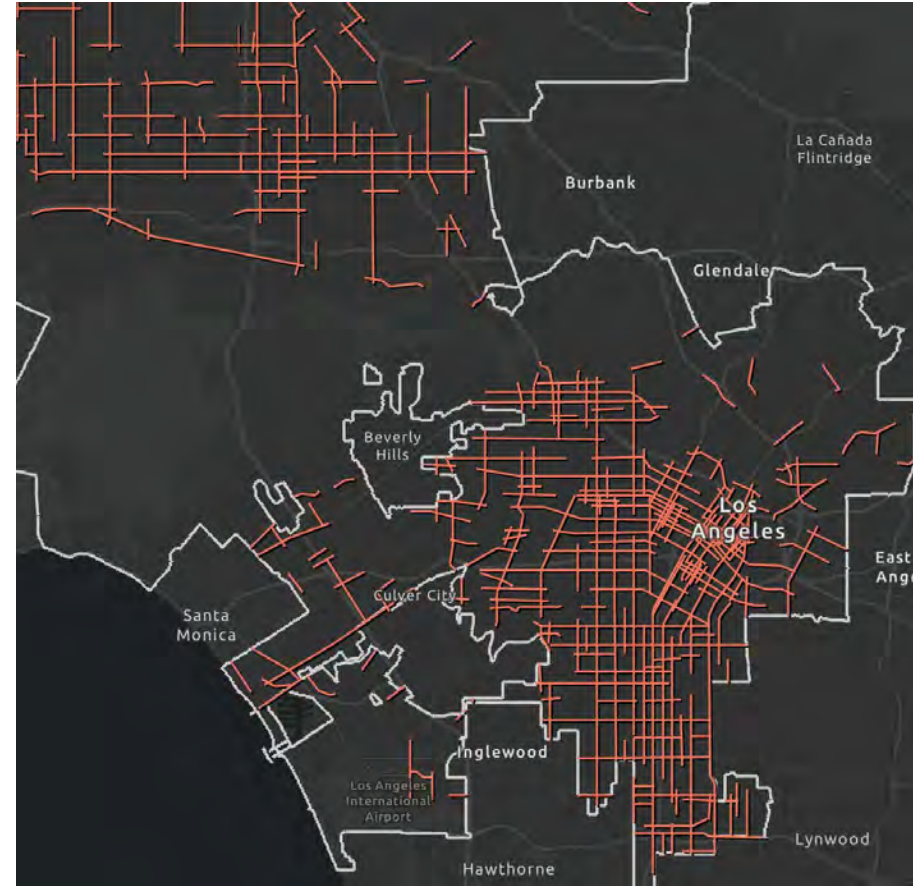


Equity Areas Share of City 14%



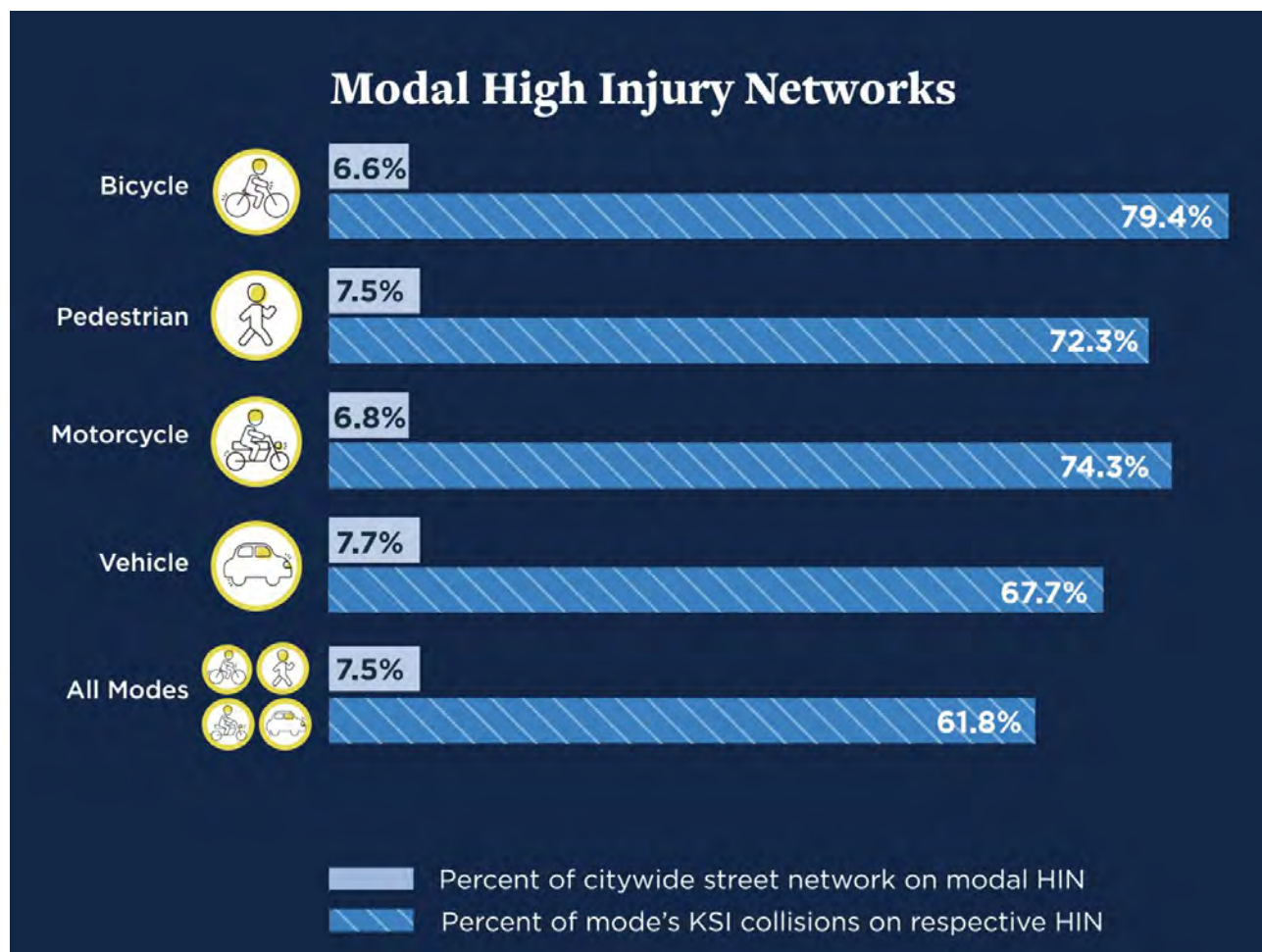
Priority Safety Corridors

- Based on collision data (2017 - 2021) but also incorporates additional weight for known roadway and contextual risk factors.
- Provides more proactive or opportunistic results, since it helps locate street segments that may not necessarily have seen a high number of KSIs during the study period, but have characteristics that make it more likely that these types of crashes could occur.
- LADOT will use the 2024 Priority Safety Corridors as a basis for where to proactively focus safety work before deaths or serious injuries occur.



Priority Safety Corridors

- LADOT also identified Priority Safety Corridors specific to KSI by mode type - vehicle, motorcycle, bicycle, and pedestrian.
- LADOT can now refer to mode-specific priority corridors when considering projects or safety countermeasures that specifically serve certain road users.



Safe Systems Approach

The Safe Systems Approach is a best practice framework for roadway safety work

Comprised of five design elements and six principles to create a safe roadway system

Embedded in this approach is anticipating human mistakes by designing and managing road infrastructure to keep the risk of mistakes low; and, **when a mistake leads to a crash, the result is not a fatality or serious injury.**



Source:
Fehr & Peers
for FHWA

Fehr & Peers

**Vision Zero
Implementation**

Vision Zero Corridors

Several recent VZ Corridor projects have resulted in significant **reduction** in KSI crashes...

N Figueroa Street

- LPIs, intersections tightening and nighttime flashing yellow
- 26% reduction in all KSI collisions



Temple Street

- Speed tables and protected left turns
- 30% reduction in pedestrian KSI collisions



W Adams Boulevard

- Lane reduction and RRFBs, community driven project
- 61% reduction in pedestrian KSI collisions



Vision Zero Treatments

Locations where individual VZ treatments were installed have experienced a **reduction** in serious pedestrian crashes...

Pedestrian Hybrid Beacons

- 100% reduction in ped injury collisions



Left Turn Signal Phasing

- 77% reduction in ped injury collisions



Leading Pedestrian Intervals

- 57% reduction in ped injury collisions



Next Steps

Next Steps

Program Governance

LADOT, LAPD, and other appropriate departments

Update the 2018 Action Plan, provide quarterly reports to ED9 subcommittee, and provide annual progress reports to the Council and Mayor (recommendations 9 & 10)

Next Steps

Program Management & Budgeting

LADOT and CAO

Report on expenditures and encumbrance of all VZ funds for all Fiscal Years (recommendation 2)

LAPD and LAFD

Report on improved data collection to better understand collisions and inform interventions (recommendation 4)

LADOT, LAPD, and CAO

Report with a funding and implementation plan to implement Safety Study countermeasures to address pedestrian fatalities (recommendation 11)

Next Steps

Balanced Es

Education

LADOT

Report back on a safety education and awareness campaign, and encumber \$500,000 to implement (recommendations 1a & 13)

Next Steps

Balanced Es

Enforcement

LAPD

Report back on strategies to prioritize compliance with traffic laws that contribute most to crashes that result in death and injury (recommendation 3)

LADOT, LAPD, and City Attorney

Report on potential benefits or reinstating the City's red light camera enforcement program (recommendation 5)

Next Steps

Balanced Es

Enforcement (cont.)

City Attorney

Update ordinances to reflect recent changes to State law so that they can be enforced to improve safety and report back on proposed ordinance(s) to enforce Assembly Bill 2147, The Freedom to Walk Act, to ensure pedestrian safety (recommendation 6)

LADOT

Encumber \$300,000 to implement speed safety camera pilot and report back in accordance with CF 23-1168 (recommendations 12 + 1c)

Next Steps

Balanced Es

Engineering

Approve the 2024 Priority Safety corridors methodology to prioritize investments in traffic safety, and direct LADOT +ED9 subcommittee to report back with recommendations to prioritize investments in historically disadvantaged communities with the highest needs (recommendations 7 + 8)

BOE

Encumber \$900,000 to complete its Street Design Guide Manual updates (recommendation 1b)

Next Steps

Balanced Es

Evaluation

LADOT, LAPD, and CAO *(with the appropriate depts)*

Provide regular progress reports to Mayor, Council, and ED9 subcommittee on Action Plan progress and funding allocations (recommendations 2, 9, 10)

Next Steps

Program Participation

BOE, BSL, BSS and LAPD

Report on how they can incorporate the findings of the Safety Study into their work plans to improve traffic safety outcomes (recommendation 14)

