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November 3, 2020

TO: Each Supervisor

FROM: Barbara Ferrer, Ph.D., M.P.H., M.Ed.
Director of Public Health

Mark Pestrella
Director of Public Works

SUBJECT: **ADOPTING VISION ZERO LOS ANGELES COUNTY: A PLAN FOR SAFER ROADWAYS (ITEM 17, BOARD AGENDA OF AUGUST 4, 2020)**

On August 4, 2020, your Board adopted *Vision Zero Los Angeles County: A Plan for Safer Roadways* (Plan) and instructed the Directors of Public Health and Public Works to co-lead the implementation of the Plan, including establishing a Steering Committee and providing annual updates; develop cost estimates and identify funding needs and potential opportunities to support the implementation of pilot programs on three or more Collision Concentration Corridors (CCCs) located in different communities identified in the Plan; develop cost estimates to support enhanced data collection and analysis for these pilot programs; and report back to the Board in 90 days with the findings. The following are responses to this Board request.

PILOT PROGRAM STRATEGIC APPROACH

Vision Zero Los Angeles County: A Plan for Safer Roadways identifies CCCs, which are approximately 3.8% or 125 miles of unincorporated community roadways managed by the County where 50 percent of fatal and severe injury collisions occurred between 2013 and 2017. Achieving the County's goal of eliminating traffic fatalities will require a community-specific approach.

Pilot programs will be developed and focus on three of the Top 30 CCCs: Normandie Avenue in Westmont, Norwalk Boulevard in West Whittier-Los Nietos, and Pacific Boulevard in Walnut Park. The purpose of these pilot projects is to construct traffic safety enhancements while actively engaging each community in planning, implementing, and evaluating the projects.

The approach for implementing pilot programs on the identified CCCs will be influenced by each neighborhood's unique context and by community input regarding needs and preferences. However, the general implementation framework of each pilot program will be similar.

The following outlines the proposed approach to Vision Zero pilot program implementation at the community level:

- Coordinate with Vision Zero stakeholders
- Conduct ongoing data analysis, surveillance, and evaluation
- Provide diverse and inclusive community engagement opportunities
- Implement effective traffic safety enhancements
- Advance culture change through media and education

Coordinate with Vision Zero Stakeholders

Public Health and Public Works will work collaboratively in leading the pilot program development and implementation with the Plan's guiding principles: health equity, data-driven process, and transparency. Maintaining regular communications with partner County departments and agencies will help ensure program goals and timelines are met.

Conduct Ongoing Data Analysis, Surveillance, and Evaluation

The pilot programs will rely heavily on data analysis to identify effective interventions. Public Works currently receives traffic collision data from the California Highway Patrol (CHP) to conduct traffic engineering studies. However, continual analysis at the population level, traditionally performed by Public Health professionals, can provide insights into trends among impacted communities and the effectiveness of any traffic safety enhancements implemented. Enhanced analysis can also indicate to decision-makers where additional education and outreach efforts are needed.

Provide Diverse and Inclusive Community Engagement Opportunities

Community members are the most knowledgeable about what is happening in their communities and where traffic safety is a concern. Vision Zero requires sustained community engagement to ensure support for traffic safety projects and programs in the three pilot communities. Experiences in the County and neighboring jurisdictions have shown that advanced involvement in the planning process can increase community members' overall receptiveness and ownership of a project. Additional support is needed to facilitate this broad public dialogue and coordinate with residents, community groups, school districts, and local businesses. Therefore, Public Health and Public Works will look to enlist local community-based organizations' assistance in facilitating public participation.

Implement Effective Traffic Safety Enhancements

Public Works has commenced traffic safety enhancement scoping on Normandie Avenue and will soon begin scoping the other pilot corridors. Public Works is initially planning to deploy a

variety of traffic safety enhancements along the pilot corridors that can provide immediate safety benefits, such as shorter crossing distances at intersections using paint and flexible posts or bollards to extend the curb, pedestrian signal timing modifications, high-visibility crosswalks, and pedestrian warning devices. Public Works may apply for funding for more permanent traffic safety enhancements, such as concrete curb extensions, once the effectiveness of the initial enhancements are evaluated, and feedback from the communities is received.

Advance Culture Change through Media and Education

Creating a culture of traffic safety requires broad-based and ongoing public media campaigns. The public health field led the successful change in public perceptions about smoking in California. Through impactful educational marketing campaigns alongside policy changes, public health activities helped reduce smoking by 51 percent between 1988 and 2014. Today California has the second-lowest adult smoking prevalence rate in the United States at under 12 percent.

Similar educational mass media campaigns are needed to create culture change related to traffic safety. Public Health and Public Works will launch multilingual public media campaigns focused on the most unsafe driving behaviors. The campaigns will be tailored for the pilot program communities and can be expanded to other unincorporated communities.

COST ESTIMATES AND FUNDING NEEDS

Implementation of the Vision Zero Action Plan supports the implementation of the first Los Angeles Countywide Sustainability Plan, *OurCounty*, adopted in August 2019. The Chief Sustainability Office identified implementing the Vision Zero Action Plan as a priority in the February 14, 2020, report back requested by the Board of Supervisors. Allocating funding for the needs described in this report will help the County take steps toward a more sustainable future.

Public Works anticipates the ability to implement the infrastructure component of the Vision Zero pilot programs and support a portion of the pilot outreach and communication efforts through existing transportation funding sources. Public Works' cost estimates for the pilot programs are provided in Attachment I.

The following provides funding needs and justification for the Department of Public Health. Cost estimates outlined in this section will support enhanced Vision Zero data collection and analysis and community engagement and are provided in the Public Health budget request in Attachment II. Public Health previously submitted this as an Unmet Need request as part of the FY 20-21 Recommended Budget. The request was for the same four staff items and further described below, plus services and supplies (S&S), and totaled \$1.273M. CEO approved two of the staff items and provided Public Health with \$0.356M in NCC to fund the items in the FY 20-21 Recommended Budget. At that time, CEO also agreed to revisit the remaining portion of the VZ request (two staff items and S&S) in a future budget phase. Subsequently, the pandemic and the economic downturn prompted CEO to pull the

NCC funding for Public Health Vision Zero staff in the FY 20-21 Final Changes budget. To move this important work forward, Public Health is resubmitting this request.

Epidemiologist and Epidemiology Analyst

An Epidemiologist and Epidemiology Analyst are needed at Public Health to conduct Vision Zero surveillance, research, and evaluation. The Epidemiologist will be dedicated to supporting all County Vision Zero Action Plan items; the Epidemiology Analyst will support the Epidemiologist and conduct surveillance and analysis for local cities, creating momentum for reducing traffic deaths countywide. Both staff positions will conduct in-depth surveillance of traffic deaths and severe injuries in Westmont/West Athens, Walnut Park, and West Whittier-Los Nietos as part of the pilot programs and unincorporated areas countywide.

They will develop reports, maps, and infographics summarizing findings for use by County staff, partner agencies such as the CHP, and community organizations. Staff will identify where there are concentrations of the most prevalent moving violations (e.g., speeding, impaired driving, etc.), contributing to fatal and severe injury collisions. Staff will also identify inequities in traffic deaths and severe injuries by race, socioeconomic status, and geographic area, and describe disproportionate burdens on disadvantaged communities. They will identify performance metrics, support community and corridor-level evaluation studies to understand the impacts of interventions and prepare summary reports.

In addition, Public Health's work extends into nearly all 88 cities in Los Angeles County. These two staff positions will support cities around the County by identifying the CCCs or high injury networks. Given that Pasadena and Long Beach have their own public health departments, any traffic safety efforts in those cities will be closely coordinated with public health colleagues in those jurisdictions. This work will support County Vision Zero efforts as the County shares jurisdiction of roadways with many cities, and coordination across jurisdictional boundaries is integral to reducing traffic deaths and severe injuries. These staff will provide more direct assistance to the cities in the county working on their own Vision Zero initiatives, such as the City of Los Angeles, to evaluate the effectiveness of their interventions and identify joint research projects to explore issues such as the high rate of traffic mortality among people experiencing homelessness. Funding in the amount of \$285,829 is needed annually to support these new staff positions.

Outreach Coordinators

Public Health is requesting funding for two multilingual outreach coordinators (Two Health Program Analyst I (HPA I) positions) to plan, implement, and coordinate ongoing and significant Vision Zero engagement and education activities. The two new staff positions will conduct ongoing outreach and engagement in the pilot project communities. They will work with residents to create a community-driven and neighborhood-level approach to implementing this traffic safety initiative. Their work will ensure activities align with community needs, foster collective decision-making regarding traffic safety activities, and promote empathy for all road users. They will also help generate support for upcoming Public Works infrastructure projects and implement other County outreach programs.

These staff positions will also help coordinate traffic safety education provided by the CHP. Currently, most education programs offered by the CHP, such as senior driver safety training, car seat inspections, etc. are held at their stations. The CHP is willing to provide its services in the community but needs assistance with securing locations and ensuring community participation. In addition, the proposed Public Health staff positions can engage community members in conversations with CHP about potential new enforcement efforts that may be planned. Utilizing best practices from other Vision Zero jurisdictions, staff will do outreach in advance of any new enforcement efforts to ensure community members and stakeholders are aware of what is proposed in their community. Funding in the amount of \$311,993 is needed annually to support these new staff positions.

Contracts with Community Based Organizations

As demonstrated by the Countywide Parks and Recreation Needs Assessment completed by the Department of Parks and Recreation in 2016 and the *OurCounty* Los Angeles Countywide Sustainability Plan, community-based organizations can help the County engage constituents that do not typically participate in government processes. These efforts can help elevate community voices, ensuring equitable decision-making at the local level. Providing financial resources to community-based organizations to participate ensures there is capacity at the community level to engage in the topics that impact the day-to-day wellbeing of stakeholders.

To ensure broad community support for traffic safety enhancements, Public Health secured a grant from the California Office of Traffic Safety (OTS), of which \$150,000 is to contract with community-based organizations (CBOs). CBOs will assist with in-depth community engagement and bicycle and pedestrian traffic safety education in the communities of Walnut Park, Westmont-West Athens, and West Whittier-Los Nietos. The OTS grant is limited to a period of one year and does not provide funding for staff. Because of the short grant timelines and limitations on reimbursement, additional funding is needed to ensure long-term, sustained engagement. Funding in the amount of \$495,000 is needed over a three-year period to contract with CBOs for engagement and education.

FUNDING OPPORTUNITIES

Grant funding will continue to be pursued. Attachment III provides an overview of grant opportunities and requests recently made by Public Health and Public Works to support the implementation of pilot programs and the overall Vision Zero initiative.

ANNUAL REPORT

Progress on implementation of the Vision Zero initiative will be reported to your Board annually beginning August 4, 2021, including progress on the implementation of the pilot programs.

CONCLUSION

The proposed approach contained in this report aims to advance *Vision Zero Los Angeles County: A Plan for Safer Roadways* and focus investments on corridors and in communities with higher concentrations of fatal and severe injury traffic collisions. The approach is modeled on best practices from other Vision Zero jurisdictions. It will establish the County systems and

staffing resources needed to be able to address this pressing health threat over the long term, including assisting the other 88 jurisdictions in the County.

If you have any questions related to Public Works, please contact Mark Pestrella at (626) 458-4001 or your staff may contact David MacGregor at (626) 458-4018 or dmacgreg@pw.lacounty.gov. For questions related to Public Health, please contact Dr. Barbara Ferrer at (213) 240-8117 or Megan McClaire at (213) 288-8036 or mcclaire@ph.lacounty.gov.

Attachment I – Public Works Pilot Programs Cost Estimates

Public Works anticipates the ability to implement the infrastructure component of the Vision Zero pilot programs as well as support a portion of the pilot outreach and communication efforts through existing transportation funding sources. Anticipated pilot outreach and communication support will entail Public Works' staff time to develop collateral materials (e.g. flyers), participate in community meetings and events, and review related messaging.

The following table outlines Public Works' budget for the implementation of three pilot programs through the Road Maintenance and Rehabilitation Account.

Los Angeles County Public Works Vision Zero Pilot Program Budget Normandie Avenue, Norwalk Boulevard, Pacific Avenue	Estimated Amount (\$)
Outreach and Communications	\$575,000
Engineering	\$1,110,000
Construction Costs	\$2,855,000
Subtotal	\$4,540,000
10% Contingency	\$454,000
Total	\$4,994,000

Road Maintenance and Rehabilitation Account

Senate Bill 1, Chapter 5, Statutes of 2017, created the Road Maintenance and Rehabilitation Program to address deferred maintenance on the State Highway System and the local street and road system, and the Road Maintenance and Rehabilitation Account (RMRA) to deposit funds to the program. A percentage of RMRA funding is apportioned to eligible counties and cities for basic road maintenance, rehabilitation, and critical safety projects. The County's funds are allocated based on countywide needs and approved by the Board of Supervisors annually. The County uses these funds for concrete repair; pavement preservation, rehabilitation, and reconstruction; sidewalk repair; drainage repair; traffic signals and traffic control devices; guardrail installation and repair; and Vision Zero programs.

Attachment II –Public Health Budget Request

Staffing and Resources

To support the implementation of Vision Zero pilot programs and the full initiative, the Department of Public Health is requesting resources to support data analysis and evaluation, community engagement, and education. The positions and contracts will be housed in the Division of Chronic Disease and Injury Prevention.

Vision Zero will initially require four new staff positions at Public Health to carry out the initiative's core functions.

Data and Surveillance Team (Epidemiologist and Epidemiology Analyst)

They will conduct Vision Zero surveillance, research, and evaluation. These staff will conduct epidemiological analysis countywide and develop reports, maps, and infographics summarizing in-depth surveillance of traffic deaths and severe injuries for focus corridors as part of the pilot programs, for use by County staff and community residents. They will support neighboring cities in conducting data analysis and identifying city CCCs that connect to CCCs in unincorporated communities. They will identify the most prevalent moving violations (e.g., speeding and failure to yield), contributing to fatal and severe injury collisions on specific corridors. The team will help implement the Action Plan's emphasis on health equity as a principle that guides decision making, including identifying inequities by race, socioeconomic status, and geographic area and describing the disproportionate burden of traffic deaths and severe injuries on the most disadvantaged communities.

In collaboration with Public Works, the Public Health Data and Surveillance team will identify performance metrics and support the development of community and corridor-level evaluation studies to understand the impact of Vision Zero infrastructure and programmatic interventions. As projects are completed, they will develop reports summarizing preliminary results from projects and programs implemented within the initiative's first few years. In addition, the Data and Surveillance team will coordinate sharing data and findings with partners such as the California Highway Patrol to ensure that enforcement efforts focus on traffic violations most likely to lead to deaths and severe injuries, such as speeding, impaired driving, and failure-to-yield while turning. They will also evaluate and report on the effectiveness of enforcement activities.

Community Outreach and Engagement Team (two Health Program Analyst I (HPA I) Positions, and three Contracted Community-Based Organizations)

They will conduct deep and sustained community outreach and engagement regarding traffic safety as part of the pilot programs. Multilingual resources are needed for effective virtual and in-person engagement activities in focus communities for the pilot programs as allowed by the Health Officer Order. Public Health will prioritize hiring Spanish-speaking HPA Is for these two positions. Utilizing funding from the Office of Traffic Safety (OTS), Public Health will also contract with up to three community-based organizations to assist with leading in-depth community engagement on the previously identified Collision Concentration Corridors and

surrounding communities. The two Spanish-speaking HPA Is will manage and collaborate with these and future contracted organizations and coordinate engagement and education efforts across partner departments and agencies to ensure that Vision Zero is implemented in an organized, community-centered manner. The team will work with residents to craft a community-driven approach to implementing traffic safety initiatives in their neighborhoods, ensuring that activities are aligned with community needs, fostering collective decision-making regarding traffic safety activities, and promoting culture change and empathy for all road users.

The team will engage with residents in schools and senior centers, conduct walk audits to identify traffic safety issues, and coordinate the provision of traffic safety education programs in the community. The team will also identify creative ways to engage community residents on traffic safety issues, collaborate with artists on creative traffic safety messaging, and work with youth to develop culturally relevant messages. The team will also conduct extensive outreach and build awareness about specific traffic safety issues (speeding, impaired driving) before any new enforcement efforts begin to understand how to best conduct enforcement activities and ensure community support and awareness.

Los Angeles County Department of Public Health Division of Chronic Disease and Injury Prevention Vision Zero Annual Budget*		Estimated Annual Amount (\$)
Personnel		
Epidemiologist		\$108,754
Epidemiology Analyst		\$79,522
Health Program Analyst I		\$102,755
Health Program Analyst I		\$102,755
Total		\$393,786
Salaries		
County Fringe Benefits		
Fringe Benefits (59.684%)		\$235,027
Total Personnel		\$628,814
Operating Expenses		
Project Supplies		\$22,000
Rent		\$17,600
Parking		\$2,000
Total Operating Expenses		\$41,600
Mileage/Travel		
Mileage		\$5,000
Total Travel/Mileage		\$5,000
Subcontracts		
Community partners for engagement and education		\$165,000
Total Subcontracts		\$165,000
SUBTOTAL DIRECT COST FOR BUDGET PERIOD		\$840,414
Indirect Cost (31.015% (Total Salaries only, excluding Fringe Benefits))		\$122,133
Total		\$962,546

*budget reflects FY 20/21 salary and overhead amounts

Attachment III – Grant Funding Opportunities

Public Health and Public Works will continue to collaborate on grant proposals to the following local, state, and federal funding opportunities:

Measure M Multi-Year Subregional Programs

The Traffic Improvement Plan Ordinance (Measure M) was passed by Los Angeles County voters in November 2016 and levies a half-cent County sales tax to improve transportation and ease traffic congestion. The funds are administered by the Los Angeles County Metropolitan Transportation Authority, with a portion allocated to most but not all subregions according to specific Multi-Year Subregional Programs (MSP). Use of the MSP funds are determined by each subregion, which has the authority to determine distribution among its members. Some subregions function through existing local Councils of Government.

Public Works has successfully obtained Active Transportation MSP funds from the South Bay and North County Subregions to implement portions of the Westmont/West Athens and Lake Los Angeles Pedestrian Plans, including improvements on four Collision Concentration Corridors and other roadways. Public Works anticipates seeking funding to implement additional safety projects throughout the County, from various MSPs and subregions, as funding becomes available.

Highway Safety Improvement Program

The Highway Safety Improvement Program is a Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on public roads. The program is administered by the State of California Department of Transportation on behalf of the Federal Highway Administration.

Public Works regularly applies for engineering projects through this funding source. Competitive projects show high safety benefits, such as high crash reduction factors compared to project cost. During past calls for projects, Public Works secured funding for Vision Zero safety enhancements, including protected left-turn signal phasing, high-visibility crosswalks, and curve warning signs.

Office of Traffic Safety Grants

The California Office of Traffic Safety (OTS) offers one-year grants to address distracted driving, alcohol-impaired driving, motorcycle safety, and pedestrian and bicycle safety. OTS grants are a primary source of funding for the traffic safety programs administered by CHP and Sheriff's Department, as well as Public Health's Child Passenger Safety Seat Program.

Public Works has historically utilized this funding source to support Safe Routes to School and Bicycle and Pedestrian Education efforts.

In 2020, Public Health was awarded three one-year grants from OTS. A \$248,597 grant will support the Child Passenger Safety Seat Program. A second grant for \$250,000 of which,

\$150,000 will be used to contract with a community-based organization(s) to assist with community engagement and provide bicycle and pedestrian education for adults in Westmont/West Athens, Walnut Park, and West Whittier-Los Nietos. The remaining \$100,000 will be used to implement corridor-specific traffic safety campaigns on Normandie Avenue, Norwalk Boulevard., and Pacific Boulevard. Public Health will contract with a media services agency to deploy tailored traffic safety messages along each pilot corridors. The campaign will consist of bus shelter advertisements, street light pennants, billboards, lawn signs, and posters that will be distributed by County staff and contractors to residents and local businesses and community centers. A third grant will enable Public Health to do research and education on distracted driving. All three grants end on September 30, 2021, and Public Health will continue to pursue this funding annually. However, given that funding is not guaranteed and cannot be used to cover the cost of existing staff, OTS grants do not provide a sustainable source of funding for education and outreach activities.

Active Transportation Program

The Active Transportation Program (ATP) is administered by the California Department of Transportation (Caltrans). The purpose of the ATP is to encourage increased use of active modes of transportation (e.g. walking and bicycling), among all ages, and aims to increase the safety and mobility of non-motorized users through non-infrastructure programs and engineering projects.

Past ATP funding was awarded to the County to develop *Step-by-Step Los Angeles County*, which includes community-level pedestrian plans for Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos. ATP Cycle 4 funding was awarded in 2019 to develop community pedestrian plans for East Los Angeles, Florence-Firestone, Willowbrook/West Rancho Dominguez/Victoria, and East Rancho Dominguez.

ATP Cycle 5 applications were submitted in September 2020, and the County pursued funding for the following projects to assist with implementing Vision Zero:

- Development of community-level pedestrian plans for Alondra Park, Lennox, South San Jose Hills, and Sun Village/Unincorporated Palmdale
- Implementation of some improvements identified in the Los Nietos Pedestrian Plan
- Implementation of safety enhancements at three A Line stations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) administers a Sustainability Planning Grant Program, which provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable the implementation of the regional Sustainable Communities Strategy, *Connect SoCal*. Funds may be used for planning and media campaigns related to active transportation, integrated land use, and green region initiatives. The limitation with this funding opportunity is that it does not provide funding for agency staff.

Public Works was awarded a technical assistance grant in November 2016 to support the development of the Vision Zero Action Plan. More recently, in April 2019, Public Works was awarded a technical support grant to study the impact of potential safety enhancements on

three north-south corridors in Walnut Park, two of which, Santa Fe Avenue and Pacific Boulevard, are Collision Concentration Corridors.

In August 2020, Public Works also leveraged SCAG's Go Human campaign by installing multilingual safety messaging on 24 bus shelters throughout 11 unincorporated County communities, including Athens Village, Bassett, East Los Angeles, El Camino Village, Florence-Firestone, Lennox, Walnut Park, West Puente Valley, West Rancho Dominguez, Willowbrook, and Wiseburn.



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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August 4, 2021

IN REPLY PLEASE

REFER TO FILE: TPP-9
10206-2-1

TO: Each Supervisor

FROM: Mark Pestrella, PE
Director of Public Works

Barbara Ferrer, Ph.D., M.P.H., M.Ed.
Director of Public Health

BOARD MOTION OF AUGUST 4, 2020, AGENDA ITEM 17 – ADOPTING VISION ZERO LOS ANGELES COUNTY: A PLAN FOR SAFER ROADWAYS 2020 ANNUAL REPORT

On August 4, 2020, the Board approved a motion (Attachment I), adopting the Vision Zero Action Plan: A Plan for Safer Roadways, and instructed the Departments of Public Health and Public Works to:

- Implement the recommended strategies and actions described in the Vision Zero Action Plan in collaboration with other County departments, the California Highway Patrol, and community partners and establish a Vision Zero Steering Committee and appropriate subcommittees.
- Identify funding needs and potential opportunities to support the implementation of pilot programs on three or more collision concentration corridors (CCCs).
- Provide an annual progress report on the implementation of the Plan.

Public Health and Public Works submitted a report to your Board dated November 3, 2020, (Attachment II) that outlined funding needs and potential opportunities to support pilot programs on three CCCs: Normandie Avenue in Westmont, Norwalk Boulevard in West Whittier-Los Nietos, and Pacific Boulevard in Walnut Park.

This report provides a summary of fatal collision trends on County-maintained roadways and an overview of Vision Zero efforts in 2020.

FATAL COLLISION TRENDS ON COUNTY-MAINTAINED ROADWAYS

Based on California Highway Patrol collision data provided to Public Works, 83 fatal collisions occurred on County-maintained roadways in 2020. This number represents over a 15 percent increase from 72 overall fatal collisions in 2019. Table 1 represents a breakdown of fatal injury collisions by mode from 2013 to 2020. These numbers may change as additional collisions are reported to Public Works.

Table 1. Fatal Collisions on County-maintained Roadways by Mode (2013-2020)

	2013	2014	2015	2016	2017	2018	2019	2020	Percent Change in 2020
Fatal Collisions (All Modes)	58	63	73	77	81	76	72	83	15.3%
Pedestrian Fatal Collisions	15	15	17	20	23	21	26	27	3.8%
Bicycle Fatal Collisions	1	3	6	3	4	0	4	2	-50.0%
Motorcycle Fatal Collisions	12	13	16	14	11	11	12	10	-16.7%

The National Highway Traffic Safety Administration¹ preliminarily projects that an estimated 38,680 people died nationally in motor vehicle traffic crashes in 2020. The number of deaths represents an estimated increase of about 7.2 percent compared to 2019 although vehicle miles traveled decreased as a result of the COVID-19 pandemic. The National Highway Traffic Safety Administration reports that the primary behaviors that drove this increase included impaired driving, speeding, and failure to wear a seat belt.²

¹ Early Estimate of Motor Vehicle Traffic Fatalities in 2020. US DOT the National Highway Traffic Safety Administration, May 2021. Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813115> (Accessed June 24, 2021)

² 2020 Fatality Data Show Increased Traffic Fatalities During Pandemic. June 3, 2021. Available at <https://www.nhtsa.gov/press-releases/2020-fatality-data-show-increased-traffic-fatalities-during-pandemic> (Accessed June 24, 2021)

2020 VISION ZERO EFFORT OVERVIEW

Due to the COVID-19 pandemic, the Vision Zero Steering Committee and Subcommittees, (see Attachment III for the committee structure which was transmitted to the Board in December 2019), did not convene in 2020. Despite not formally meeting, coordination among Vision Zero partner agencies and Departments occurred as needed and traffic safety implementation and planning occurred. The Steering Committee will convene in 2021 to further coordinate Vision Zero implementation efforts.

Vision Zero Slow Streets Program

In response to the pandemic, Public Works launched a Slow Streets Program on July 2, 2020, to promote traffic calming, help communities comply with social distancing requirements, and encourage physical activity in neighborhoods. An application process was developed that allowed constituents to request the installation of temporary signs with slow down messaging at key intersections throughout their unincorporated community.

As part of the program in 2020 the County implemented 397 slow street signs (290 new signs and 107 replacements) at 259 locations across unincorporated communities. The Slow Street Program served nearly 18,000 residents³ in 2020.

Information on the Slow Streets Program, including the program guidelines, application, informational flyer, and frequently asked questions is available at [VisionZeroLACounty.com](https://www.visionzerolacounty.com).

Implementation of the Vision Zero Action Plan

Public Health, Public Works, and other Vision Zero partner agencies and departments made progress on implementing the actions contained in the County's Vision Zero Action Plan. The Vision Zero Action Plan, which can be viewed at [VisionZeroLACounty.com](https://www.visionzerolacounty.com) includes 63 actions to promote and enhance traffic safety throughout the unincorporated communities.

Below are action implementation highlights from 2020. Progress on the complete list of actions is detailed in Attachment IV.

³ Represents an estimated value that was calculated by multiplying the number of residences along a roadway within a designated Slow Street network by the average persons per household (according to 5-year Census estimates from 2015-2019 for Los Angeles, California, this value is 2.99, <https://www.census.gov/quickfacts/losangelescountycalifornia>).

Implementing and Planning Effective Traffic Safety Enhancements

Over the past year, Public Works implemented three traffic signals, six pedestrian flashing beacons, and one pedestrian signal.⁴ Public Works also installed 67 high-visibility crosswalks (including seven on CCCs, Action B-10) and left-turn signal phasing at five intersections (including two on CCCs, Action B-14).⁵

In 2020 a wide variety of planning efforts took place that will lead to the implementation of various traffic safety enhancements along CCCs in future years. The amount of planned enhancements identified as Actions B-10 through B-14 are noted in Attachment IV.

Public Works began developing pilot projects that focus on three of the top 25 CCCs identified in the Vision Zero Action Plan: Normandie Avenue in Westmont, Norwalk Boulevard in West Whittier-Los Nietos, and Pacific Boulevard in Walnut Park. The purpose of these pilot projects is to construct traffic safety enhancements while actively engaging each community in planning, implementing, and evaluating the projects.

Public Works is planning to deploy, where appropriate, a variety of traffic safety enhancements along the pilot corridors that can provide immediate safety benefits, such as shorter crossing distances at intersections using paint and flexible posts or bollards to extend the curb (curb extensions), signal timing modifications, high-visibility crosswalks, and pedestrian warning devices. The proposed pilot project approach, cost estimates, and funding needs are outlined in the November 3, 2020, report to the Board.

Additionally, scoping for a Vision Zero traffic safety enhancement project along Firestone Boulevard, the top CCC, continued. Similar traffic safety enhancements that are being developed for the pilot projects are also envisioned along this corridor.

Implementation of infrastructure enhancements along the pilot corridors and Firestone Boulevard are expected to begin in summer 2022. These schedules largely depend on the final scope, level of community support, and contracting methods.

Public Works also continued design work on the Compton Boulevard, et al., project in East Rancho Dominguez. The multibenefit project is scheduled to start construction in summer 2022 and will resurface 2.8 miles of roadways, provide parkway improvements, upgrade curb ramps, incorporate stormwater improvement elements, and implement

⁴ Traffic safety enhancement installation totals are based on available inventory records as of June 25, 2021.

⁵ Traffic safety enhancement installation totals are based on available inventory records as of June 25, 2021.

traffic safety enhancements. Where feasible and appropriate planned traffic safety enhancements include high-visibility crosswalks, a pedestrian activated warning beacon, and curb extensions at various locations along Compton Boulevard, a top 20 CCC. The project also includes, at various locations, signal modifications to add left-turn phasing and leading pedestrian intervals which provide pedestrians a walk signal several seconds before the vehicle signal turns green to allow pedestrians a head start to cross the roadway.

Consistent with Action A-9, various traffic safety enhancements were also added into planned Public Works projects along the following top 20 CCCs: Alameda Street, El Segundo Boulevard, Vermont Avenue, Western Avenue, and Wilmington Avenue.

Additionally, Public Works reviewed and updated its traffic control device inventories and geocoded the locations of all traffic signs and markings for the top 20 Vision Zero CCCs and all traffic signals Countywide. Enhancing the database of traffic safety infrastructure to include geocoding will enable Public Works to easily measure the effectiveness of the infrastructure in reducing fatal and severe injury collisions.

Advancing Culture Change through Art and Messaging

Creating a culture of traffic safety requires broad-based and ongoing public messaging efforts and campaigns. Aligned with Action C-3, through a series of workshops, Public Health's Vision Zero Artist-in-Residence, Clement Hanami, developed community-informed temporary public art with messages to raise awareness about pedestrian safety. These art installations were placed on billboards and bus shelters in the Westmont/West Athens community in the fall of 2020 (see Attachment V) and a second round of billboards and art displays is being planned for this community.

Additionally, Public Works leveraged Southern California Association of Governments' (SCAG) Go Human campaign by installing multilingual safety messaging on 24 bus shelters throughout 11 unincorporated County communities, including Athens Village, Bassett, East Los Angeles, El Camino Village, Florence-Firestone, Lennox, Walnut Park, West Puente Valley, West Rancho Dominguez, Willowbrook, and Wiseburn (see Attachment VI). This effort was aligned with Action D-1.

Addressing Health Inequities

Action B-5 calls for the establishment of a Safe Routes to Parks Program to support safe and equitable access to parks. With the support of a planning grant from the National Recreation and Park Association, the Los Angeles County Department of Parks and Recreation completed the Westmont/West Athens 10-Minute Walk to a Park Plan in

September 2020. The park plan's implementation will increase the percentage of Westmont residents within a 10-minute walk to a park from 35 percent to 70 percent by 2023 through new parks, community engagement, and partnerships. The park plan was recognized with an Award of Excellence in the Opportunity and Empowerment category from the American Planning Association, Los Angeles Section.

Education and Training through the California Highway Patrol and the Los Angeles County Sheriff's Department

Action D-5 calls for the development of a series of traffic safety trainings for the Sheriff's Department's regular shift briefings. A program was developed by the Sheriff's Department called, "Get There, Safe," which entails a series of splash screens, landing pages, posters, and briefings developed to encourage deputies to arrive at their destinations safely.

Action D-11 aims to reduce street racing regionally by coordinating among law enforcement agencies and communities through the Street Racing Task Force. In December 2020 the California Highway Patrol trained 15 of their officers and 15 Sheriff deputies. Street Racing Task Force enforcement details totaled 99 throughout the year and 23 driver safety and awareness presentations were completed with an attendance of about 2,900 high school students.

VISION ZERO RELATED EFFORTS

With the support of a technical assistance grant from SCAG, Public Works kicked off the Walnut Park North-South Corridor Study. The study will evaluate the feasibility of active transportation and safety enhancements along the north-south corridors of Santa Fe Avenue, Pacific Boulevard, and Seville Avenue in addition to evaluating potential upgrades to intersections and repurposing existing street space. The feasible traffic safety enhancements will be programmed as project opportunities become available.

Additionally, Public Works piloted a rest in red signal operation at two intersections during overnight hours to accommodate traffic flow at a controlled pace. The rest in red operation causes a traffic signal to display red indications in all directions until a vehicle is detected at the intersection, at which time a green indication would be given. Once vehicles are no longer detected, the lights would turn back to red indications in all directions. Beginning on May 5, 2020, the traffic signal at the intersection of Avalon Boulevard and 132nd Street in the unincorporated community of West Rancho Dominguez and on May 11, 2020, at the intersection of Angeles Vista Boulevard and Verdun Avenue in the unincorporated community of View Park/Windsor Hills, the rest in

red operation was implemented. An evaluation of the effectiveness of this signal operation will take place after the pilot concludes which is anticipated to be in fall 2021.

Furthermore, Public Works led efforts to develop green street standard plans and design guidelines to streamline multibenefit project development in the unincorporated communities. The standard plans and guidelines detail the process to incorporate stormwater quality components into transportation projects in unincorporated communities while also considering other benefits, including traffic and pedestrian safety, community enhancements, and sustainable practices. The implementation of green street projects can leverage diverse project funding sources and is a key component to achieving County sustainability and safety goals.

FUNDING

The California Office of Traffic Safety awarded three 1-year grants totaling \$485,462 to Public Health. The grant program runs from October 1, 2020, to September 30, 2021. These grants support the Vision Zero initiative by providing Car Seat Safety Clinics (Action B-7); virtual workshops regarding road safety; and virtual and in-person bicycle and pedestrian safety presentations and workshops to constituents (including seniors, Action B-6) in the unincorporated County communities of Walnut Park, Westmont-West Athens, and West Whittier-Los Nietos. Outdoor traffic safety messaging installed on billboards and bus shelters along three top 25 Vision Zero CCCs (Pacific Boulevard, Normandie Avenue, and Norwalk Avenue) will also be funded by these grants. The traffic safety messaging is anticipated to be installed in summer 2021.

Additionally, Public Health and Public Works submitted applications for technical assistance from the SCAG Sustainable Communities Program to develop Pedestrian Plans for the unincorporated community of Lennox and a Countywide Safe Routes to School Program (consistent with Action B-4), respectively. Public Health successfully secured funding for the Lennox Pedestrian Plans and the County will continue to seek alternative funding sources for Safe Routes to School efforts.

Furthermore, Public Health and Public Works submitted three grant applications to the California State Active Transportation Program, Cycle 5. These projects would implement improvements from the West Whittier-Los Nietos Pedestrian Plan, implement improvements from the Metro A Line First Last Mile Plan, and develop pedestrian plans for the unincorporated communities of Lennox, El Camino Village, San Jose Hills, and Sun Village-Palmdale. Each of these projects would develop or implement traffic safety enhancements that can contribute to reducing severe injuries and fatalities on unincorporated County-maintained roadways. While these projects did not receive

Each Supervisor
August 4, 2021
Page 8

funding through the initial round of project awards, they may receive funding if the State budget includes funding for additional projects.

Although Public Health and Public Works will continue to apply for grant opportunities, additional resources will be necessary to implement the various actions within the Vision Zero Action Plan. Funding needs outlined in the November 3, 2020, report to the Board remain unmet. For example, Public Health activities related to Vision Zero data collection, management, analysis, and surveillance cannot be implemented without the data staff requested.

The next report will be provided to the Board no later than August 4, 2022. If you have any questions related to Public Works, please contact me or your staff may contact David B. MacGregor at (626) 458-4018 or dmacgreg@pw.lacounty.gov. For questions related to Public Health, please contact Dr. Barbara Ferrer at (213) 240-8117 or Megan McClaire at (213) 288-8036 or mmcclaire@ph.lacounty.gov.

MD:yr

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Attach.

cc: Chief Executive Office
County Counsel
Executive Office

AGN. NO. 17

MOTION BY SUPERVISORS HILDA L. SOLIS
AND JANICE HAHN

August 4, 2020

Adopting Vision Zero Los Angeles County: A Plan for Safer Roadways

Between 2013 and 2017 more than 3,400 people lost their lives in traffic collisions on roadways in Los Angeles County; approximately 383 of these deaths occurred in unincorporated communities. During this time, traffic fatalities increased by nearly 28 percent on unincorporated County roadways. Countywide, motor vehicle collisions are the leading cause of death for children aged 5 to 14 years, and the second leading cause of death for youth ages 15 to 24.

In 2017 the Board of Supervisors unanimously adopted Supervisor Hilda L. Solis' motion and directed Public Works and the Department of Public Health to prepare a Vision Zero Action Plan to develop the strategies and actions the County will prioritize to reduce traffic deaths and severe injuries in County unincorporated communities. Vision Zero is an international movement that emphasizes a data-driven approach to traffic safety, acknowledging that people make mistakes and focusing on practices, policies, and designs to lessen the severity of collisions.

MOTION

SOLIS _____

RIDLEY-THOMAS _____

KUEHL _____

HAHN _____

BARGER _____

In response to the Board's request, Public Works and the Department of Public Health, in collaboration with the California Highway Patrol, various stakeholder groups, and other County Departments, created an ambitious 5-year action plan to guide the County's efforts to eliminate traffic deaths on unincorporated County roadways by 2035. *Vision Zero Los Angeles County: A Plan for Safer Roadways* (Plan) identifies a multi-disciplinary approach to enhancing traffic safety, including engineering enhancements, policy changes, promoting a culture of traffic safety, and focusing enforcement to address unsafe behaviors such as speeding and impaired driving. The Plan describes the importance of data-driven processes, health equity, and transparency, and emphasizes the importance of tailoring traffic safety outreach, engagement, and education to the unique context of each community.

The Plan also supports the County's sustainability goals. Transportation emissions from on-and off-road vehicles are the source of 42 percent of greenhouse gas emissions in unincorporated Los Angeles County. By providing opportunities to provide safe, appealing, and reliable alternatives to driving, Vision Zero can help reduce this percentage.

Reducing the number of traffic fatalities and severe injuries is vital to creating and sustaining communities that thrive. By enhancing the safety of our roadways, the County's Vision Zero Initiative can help realize healthier, safer, and more sustainable lifestyles for those who live and visit unincorporated Los Angeles County.

WE, THEREFORE, MOVE that the Board of Supervisors adopt *Vision Zero Los Angeles County: A Plan for Safer Roadways* as the strategic vision and action plan for traffic safety for the unincorporated communities of Los Angeles County;

WE FURTHER MOVE that the Board of Supervisors:

1. Instruct the Directors of the Public Works and the Department of Public Health to co-lead the implementation of *Vision Zero Los Angeles County: A Plan for Safer Roadways*, in collaboration with relevant County departments, the California Highway Patrol, and community partners, and establish a Vision Zero Steering Committee and appropriate subcommittees to coordinate implementation;
2. Instruct the Directors of Public Works and the Department of Public Health, in consultation with the Chief Executive Office, to develop cost estimates and identify funding needs and potential opportunities to support the implementation of pilot programs on three or more Collision Concentration Corridors located in different communities identified in *Vision Zero Los Angeles County: A Plan for Safer Roadways*, develop cost estimates to support enhanced data collection and analysis for these pilot programs, and report back to the Board in 90 days with the findings; and
3. Direct Public Works and the Department of Public Health to work with County departments and the California Highway Patrol to provide an annual progress report on implementation of *Vision Zero Los Angeles County: A Plan for Safe Roadways*.

#

HLS:mr



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Kathryn Barger
Fifth District

November 3, 2020

TO: Each Supervisor

FROM: Barbara Ferrer, Ph.D., M.P.H., M.Ed.
Director of Public Health

Mark Pestrella
Director of Public Works

SUBJECT: **ADOPTING VISION ZERO LOS ANGELES COUNTY: A PLAN FOR SAFER ROADWAYS (ITEM 17, BOARD AGENDA OF AUGUST 4, 2020)**

On August 4, 2020, your Board adopted *Vision Zero Los Angeles County: A Plan for Safer Roadways* (Plan) and instructed the Directors of Public Health and Public Works to co-lead the implementation of the Plan, including establishing a Steering Committee and providing annual updates; develop cost estimates and identify funding needs and potential opportunities to support the implementation of pilot programs on three or more Collision Concentration Corridors (CCCs) located in different communities identified in the Plan; develop cost estimates to support enhanced data collection and analysis for these pilot programs; and report back to the Board in 90 days with the findings. The following are responses to this Board request.

PILOT PROGRAM STRATEGIC APPROACH

Vision Zero Los Angeles County: A Plan for Safer Roadways identifies CCCs, which are approximately 3.8% or 125 miles of unincorporated community roadways managed by the County where 50 percent of fatal and severe injury collisions occurred between 2013 and 2017. Achieving the County's goal of eliminating traffic fatalities will require a community-specific approach.

Pilot programs will be developed and focus on three of the Top 30 CCCs: Normandie Avenue in Westmont, Norwalk Boulevard in West Whittier-Los Nietos, and Pacific Boulevard in Walnut Park. The purpose of these pilot projects is to construct traffic safety enhancements while actively engaging each community in planning, implementing, and evaluating the projects.

The approach for implementing pilot programs on the identified CCCs will be influenced by each neighborhood's unique context and by community input regarding needs and preferences. However, the general implementation framework of each pilot program will be similar.

The following outlines the proposed approach to Vision Zero pilot program implementation at the community level:

- Coordinate with Vision Zero stakeholders
- Conduct ongoing data analysis, surveillance, and evaluation
- Provide diverse and inclusive community engagement opportunities
- Implement effective traffic safety enhancements
- Advance culture change through media and education

Coordinate with Vision Zero Stakeholders

Public Health and Public Works will work collaboratively in leading the pilot program development and implementation with the Plan's guiding principles: health equity, data-driven process, and transparency. Maintaining regular communications with partner County departments and agencies will help ensure program goals and timelines are met.

Conduct Ongoing Data Analysis, Surveillance, and Evaluation

The pilot programs will rely heavily on data analysis to identify effective interventions. Public Works currently receives traffic collision data from the California Highway Patrol (CHP) to conduct traffic engineering studies. However, continual analysis at the population level, traditionally performed by Public Health professionals, can provide insights into trends among impacted communities and the effectiveness of any traffic safety enhancements implemented. Enhanced analysis can also indicate to decision-makers where additional education and outreach efforts are needed.

Provide Diverse and Inclusive Community Engagement Opportunities

Community members are the most knowledgeable about what is happening in their communities and where traffic safety is a concern. Vision Zero requires sustained community engagement to ensure support for traffic safety projects and programs in the three pilot communities. Experiences in the County and neighboring jurisdictions have shown that advanced involvement in the planning process can increase community members' overall receptiveness and ownership of a project. Additional support is needed to facilitate this broad public dialogue and coordinate with residents, community groups, school districts, and local businesses. Therefore, Public Health and Public Works will look to enlist local community-based organizations' assistance in facilitating public participation.

Implement Effective Traffic Safety Enhancements

Public Works has commenced traffic safety enhancement scoping on Normandie Avenue and will soon begin scoping the other pilot corridors. Public Works is initially planning to deploy a

variety of traffic safety enhancements along the pilot corridors that can provide immediate safety benefits, such as shorter crossing distances at intersections using paint and flexible posts or bollards to extend the curb, pedestrian signal timing modifications, high-visibility crosswalks, and pedestrian warning devices. Public Works may apply for funding for more permanent traffic safety enhancements, such as concrete curb extensions, once the effectiveness of the initial enhancements are evaluated, and feedback from the communities is received.

Advance Culture Change through Media and Education

Creating a culture of traffic safety requires broad-based and ongoing public media campaigns. The public health field led the successful change in public perceptions about smoking in California. Through impactful educational marketing campaigns alongside policy changes, public health activities helped reduce smoking by 51 percent between 1988 and 2014. Today California has the second-lowest adult smoking prevalence rate in the United States at under 12 percent.

Similar educational mass media campaigns are needed to create culture change related to traffic safety. Public Health and Public Works will launch multilingual public media campaigns focused on the most unsafe driving behaviors. The campaigns will be tailored for the pilot program communities and can be expanded to other unincorporated communities.

COST ESTIMATES AND FUNDING NEEDS

Implementation of the Vision Zero Action Plan supports the implementation of the first Los Angeles Countywide Sustainability Plan, *OurCounty*, adopted in August 2019. The Chief Sustainability Office identified implementing the Vision Zero Action Plan as a priority in the February 14, 2020, report back requested by the Board of Supervisors. Allocating funding for the needs described in this report will help the County take steps toward a more sustainable future.

Public Works anticipates the ability to implement the infrastructure component of the Vision Zero pilot programs and support a portion of the pilot outreach and communication efforts through existing transportation funding sources. Public Works' cost estimates for the pilot programs are provided in Attachment I.

The following provides funding needs and justification for the Department of Public Health. Cost estimates outlined in this section will support enhanced Vision Zero data collection and analysis and community engagement and are provided in the Public Health budget request in Attachment II. Public Health previously submitted this as an Unmet Need request as part of the FY 20-21 Recommended Budget. The request was for the same four staff items and further described below, plus services and supplies (S&S), and totaled \$1.273M. CEO approved two of the staff items and provided Public Health with \$0.356M in NCC to fund the items in the FY 20-21 Recommended Budget. At that time, CEO also agreed to revisit the remaining portion of the VZ request (two staff items and S&S) in a future budget phase. Subsequently, the pandemic and the economic downturn prompted CEO to pull the

NCC funding for Public Health Vision Zero staff in the FY 20-21 Final Changes budget. To move this important work forward, Public Health is resubmitting this request.

Epidemiologist and Epidemiology Analyst

An Epidemiologist and Epidemiology Analyst are needed at Public Health to conduct Vision Zero surveillance, research, and evaluation. The Epidemiologist will be dedicated to supporting all County Vision Zero Action Plan items; the Epidemiology Analyst will support the Epidemiologist and conduct surveillance and analysis for local cities, creating momentum for reducing traffic deaths countywide. Both staff positions will conduct in-depth surveillance of traffic deaths and severe injuries in Westmont/West Athens, Walnut Park, and West Whittier-Los Nietos as part of the pilot programs and unincorporated areas countywide.

They will develop reports, maps, and infographics summarizing findings for use by County staff, partner agencies such as the CHP, and community organizations. Staff will identify where there are concentrations of the most prevalent moving violations (e.g., speeding, impaired driving, etc.), contributing to fatal and severe injury collisions. Staff will also identify inequities in traffic deaths and severe injuries by race, socioeconomic status, and geographic area, and describe disproportionate burdens on disadvantaged communities. They will identify performance metrics, support community and corridor-level evaluation studies to understand the impacts of interventions and prepare summary reports.

In addition, Public Health's work extends into nearly all 88 cities in Los Angeles County. These two staff positions will support cities around the County by identifying the CCCs or high injury networks. Given that Pasadena and Long Beach have their own public health departments, any traffic safety efforts in those cities will be closely coordinated with public health colleagues in those jurisdictions. This work will support County Vision Zero efforts as the County shares jurisdiction of roadways with many cities, and coordination across jurisdictional boundaries is integral to reducing traffic deaths and severe injuries. These staff will provide more direct assistance to the cities in the county working on their own Vision Zero initiatives, such as the City of Los Angeles, to evaluate the effectiveness of their interventions and identify joint research projects to explore issues such as the high rate of traffic mortality among people experiencing homelessness. Funding in the amount of \$285,829 is needed annually to support these new staff positions.

Outreach Coordinators

Public Health is requesting funding for two multilingual outreach coordinators (Two Health Program Analyst I (HPA I) positions) to plan, implement, and coordinate ongoing and significant Vision Zero engagement and education activities. The two new staff positions will conduct ongoing outreach and engagement in the pilot project communities. They will work with residents to create a community-driven and neighborhood-level approach to implementing this traffic safety initiative. Their work will ensure activities align with community needs, foster collective decision-making regarding traffic safety activities, and promote empathy for all road users. They will also help generate support for upcoming Public Works infrastructure projects and implement other County outreach programs.

These staff positions will also help coordinate traffic safety education provided by the CHP. Currently, most education programs offered by the CHP, such as senior driver safety training, car seat inspections, etc. are held at their stations. The CHP is willing to provide its services in the community but needs assistance with securing locations and ensuring community participation. In addition, the proposed Public Health staff positions can engage community members in conversations with CHP about potential new enforcement efforts that may be planned. Utilizing best practices from other Vision Zero jurisdictions, staff will do outreach in advance of any new enforcement efforts to ensure community members and stakeholders are aware of what is proposed in their community. Funding in the amount of \$311,993 is needed annually to support these new staff positions.

Contracts with Community Based Organizations

As demonstrated by the Countywide Parks and Recreation Needs Assessment completed by the Department of Parks and Recreation in 2016 and the *OurCounty* Los Angeles Countywide Sustainability Plan, community-based organizations can help the County engage constituents that do not typically participate in government processes. These efforts can help elevate community voices, ensuring equitable decision-making at the local level. Providing financial resources to community-based organizations to participate ensures there is capacity at the community level to engage in the topics that impact the day-to-day wellbeing of stakeholders.

To ensure broad community support for traffic safety enhancements, Public Health secured a grant from the California Office of Traffic Safety (OTS), of which \$150,000 is to contract with community-based organizations (CBOs). CBOs will assist with in-depth community engagement and bicycle and pedestrian traffic safety education in the communities of Walnut Park, Westmont-West Athens, and West Whittier-Los Nietos. The OTS grant is limited to a period of one year and does not provide funding for staff. Because of the short grant timelines and limitations on reimbursement, additional funding is needed to ensure long-term, sustained engagement. Funding in the amount of \$495,000 is needed over a three-year period to contract with CBOs for engagement and education.

FUNDING OPPORTUNITIES

Grant funding will continue to be pursued. Attachment III provides an overview of grant opportunities and requests recently made by Public Health and Public Works to support the implementation of pilot programs and the overall Vision Zero initiative.

ANNUAL REPORT

Progress on implementation of the Vision Zero initiative will be reported to your Board annually beginning August 4, 2021, including progress on the implementation of the pilot programs.

CONCLUSION

The proposed approach contained in this report aims to advance *Vision Zero Los Angeles County: A Plan for Safer Roadways* and focus investments on corridors and in communities with higher concentrations of fatal and severe injury traffic collisions. The approach is modeled on best practices from other Vision Zero jurisdictions. It will establish the County systems and

staffing resources needed to be able to address this pressing health threat over the long term, including assisting the other 88 jurisdictions in the County.

If you have any questions related to Public Works, please contact Mark Pestrella at (626) 458-4001 or your staff may contact David MacGregor at (626) 458-4018 or dmacgreg@pw.lacounty.gov. For questions related to Public Health, please contact Dr. Barbara Ferrer at (213) 240-8117 or Megan McClaire at (213) 288-8036 or mcclaire@ph.lacounty.gov.

Attachment I – Public Works Pilot Programs Cost Estimates

Public Works anticipates the ability to implement the infrastructure component of the Vision Zero pilot programs as well as support a portion of the pilot outreach and communication efforts through existing transportation funding sources. Anticipated pilot outreach and communication support will entail Public Works' staff time to develop collateral materials (e.g. flyers), participate in community meetings and events, and review related messaging.

The following table outlines Public Works' budget for the implementation of three pilot programs through the Road Maintenance and Rehabilitation Account.

Los Angeles County Public Works Vision Zero Pilot Program Budget Normandie Avenue, Norwalk Boulevard, Pacific Avenue	Estimated Amount (\$)
Outreach and Communications	\$575,000
Engineering	\$1,110,000
Construction Costs	\$2,855,000
Subtotal	\$4,540,000
10% Contingency	\$454,000
Total	\$4,994,000

Road Maintenance and Rehabilitation Account

Senate Bill 1, Chapter 5, Statutes of 2017, created the Road Maintenance and Rehabilitation Program to address deferred maintenance on the State Highway System and the local street and road system, and the Road Maintenance and Rehabilitation Account (RMRA) to deposit funds to the program. A percentage of RMRA funding is apportioned to eligible counties and cities for basic road maintenance, rehabilitation, and critical safety projects. The County's funds are allocated based on countywide needs and approved by the Board of Supervisors annually. The County uses these funds for concrete repair; pavement preservation, rehabilitation, and reconstruction; sidewalk repair; drainage repair; traffic signals and traffic control devices; guardrail installation and repair; and Vision Zero programs.

Attachment II –Public Health Budget Request

Staffing and Resources

To support the implementation of Vision Zero pilot programs and the full initiative, the Department of Public Health is requesting resources to support data analysis and evaluation, community engagement, and education. The positions and contracts will be housed in the Division of Chronic Disease and Injury Prevention.

Vision Zero will initially require four new staff positions at Public Health to carry out the initiative's core functions.

Data and Surveillance Team (Epidemiologist and Epidemiology Analyst)

They will conduct Vision Zero surveillance, research, and evaluation. These staff will conduct epidemiological analysis countywide and develop reports, maps, and infographics summarizing in-depth surveillance of traffic deaths and severe injuries for focus corridors as part of the pilot programs, for use by County staff and community residents. They will support neighboring cities in conducting data analysis and identifying city CCCs that connect to CCCs in unincorporated communities. They will identify the most prevalent moving violations (e.g., speeding and failure to yield), contributing to fatal and severe injury collisions on specific corridors. The team will help implement the Action Plan's emphasis on health equity as a principle that guides decision making, including identifying inequities by race, socioeconomic status, and geographic area and describing the disproportionate burden of traffic deaths and severe injuries on the most disadvantaged communities.

In collaboration with Public Works, the Public Health Data and Surveillance team will identify performance metrics and support the development of community and corridor-level evaluation studies to understand the impact of Vision Zero infrastructure and programmatic interventions. As projects are completed, they will develop reports summarizing preliminary results from projects and programs implemented within the initiative's first few years. In addition, the Data and Surveillance team will coordinate sharing data and findings with partners such as the California Highway Patrol to ensure that enforcement efforts focus on traffic violations most likely to lead to deaths and severe injuries, such as speeding, impaired driving, and failure-to-yield while turning. They will also evaluate and report on the effectiveness of enforcement activities.

Community Outreach and Engagement Team (two Health Program Analyst I (HPA I) Positions, and three Contracted Community-Based Organizations)

They will conduct deep and sustained community outreach and engagement regarding traffic safety as part of the pilot programs. Multilingual resources are needed for effective virtual and in-person engagement activities in focus communities for the pilot programs as allowed by the Health Officer Order. Public Health will prioritize hiring Spanish-speaking HPA Is for these two positions. Utilizing funding from the Office of Traffic Safety (OTS), Public Health will also contract with up to three community-based organizations to assist with leading in-depth community engagement on the previously identified Collision Concentration Corridors and

surrounding communities. The two Spanish-speaking HPA Is will manage and collaborate with these and future contracted organizations and coordinate engagement and education efforts across partner departments and agencies to ensure that Vision Zero is implemented in an organized, community-centered manner. The team will work with residents to craft a community-driven approach to implementing traffic safety initiatives in their neighborhoods, ensuring that activities are aligned with community needs, fostering collective decision-making regarding traffic safety activities, and promoting culture change and empathy for all road users.

The team will engage with residents in schools and senior centers, conduct walk audits to identify traffic safety issues, and coordinate the provision of traffic safety education programs in the community. The team will also identify creative ways to engage community residents on traffic safety issues, collaborate with artists on creative traffic safety messaging, and work with youth to develop culturally relevant messages. The team will also conduct extensive outreach and build awareness about specific traffic safety issues (speeding, impaired driving) before any new enforcement efforts begin to understand how to best conduct enforcement activities and ensure community support and awareness.

Los Angeles County Department of Public Health Division of Chronic Disease and Injury Prevention Vision Zero Annual Budget*		Estimated Annual Amount (\$)
Personnel		
Epidemiologist		\$108,754
Epidemiology Analyst		\$79,522
Health Program Analyst I		\$102,755
Health Program Analyst I		\$102,755
Total		\$393,786
Salaries		
County Fringe Benefits		
Fringe Benefits (59.684%)		\$235,027
Total Personnel		\$628,814
Operating Expenses		
Project Supplies		\$22,000
Rent		\$17,600
Parking		\$2,000
Total Operating Expenses		\$41,600
Mileage/Travel		
Mileage		\$5,000
Total Travel/Mileage		\$5,000
Subcontracts		
Community partners for engagement and education		\$165,000
Total Subcontracts		\$165,000
SUBTOTAL DIRECT COST FOR BUDGET PERIOD		\$840,414
Indirect Cost (31.015% (Total Salaries only, excluding Fringe Benefits))		\$122,133
Total		\$962,546

*budget reflects FY 20/21 salary and overhead amounts

Attachment III – Grant Funding Opportunities

Public Health and Public Works will continue to collaborate on grant proposals to the following local, state, and federal funding opportunities:

Measure M Multi-Year Subregional Programs

The Traffic Improvement Plan Ordinance (Measure M) was passed by Los Angeles County voters in November 2016 and levies a half-cent County sales tax to improve transportation and ease traffic congestion. The funds are administered by the Los Angeles County Metropolitan Transportation Authority, with a portion allocated to most but not all subregions according to specific Multi-Year Subregional Programs (MSP). Use of the MSP funds are determined by each subregion, which has the authority to determine distribution among its members. Some subregions function through existing local Councils of Government.

Public Works has successfully obtained Active Transportation MSP funds from the South Bay and North County Subregions to implement portions of the Westmont/West Athens and Lake Los Angeles Pedestrian Plans, including improvements on four Collision Concentration Corridors and other roadways. Public Works anticipates seeking funding to implement additional safety projects throughout the County, from various MSPs and subregions, as funding becomes available.

Highway Safety Improvement Program

The Highway Safety Improvement Program is a Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on public roads. The program is administered by the State of California Department of Transportation on behalf of the Federal Highway Administration.

Public Works regularly applies for engineering projects through this funding source. Competitive projects show high safety benefits, such as high crash reduction factors compared to project cost. During past calls for projects, Public Works secured funding for Vision Zero safety enhancements, including protected left-turn signal phasing, high-visibility crosswalks, and curve warning signs.

Office of Traffic Safety Grants

The California Office of Traffic Safety (OTS) offers one-year grants to address distracted driving, alcohol-impaired driving, motorcycle safety, and pedestrian and bicycle safety. OTS grants are a primary source of funding for the traffic safety programs administered by CHP and Sheriff's Department, as well as Public Health's Child Passenger Safety Seat Program.

Public Works has historically utilized this funding source to support Safe Routes to School and Bicycle and Pedestrian Education efforts.

In 2020, Public Health was awarded three one-year grants from OTS. A \$248,597 grant will support the Child Passenger Safety Seat Program. A second grant for \$250,000 of which,

\$150,000 will be used to contract with a community-based organization(s) to assist with community engagement and provide bicycle and pedestrian education for adults in Westmont/West Athens, Walnut Park, and West Whittier-Los Nietos. The remaining \$100,000 will be used to implement corridor-specific traffic safety campaigns on Normandie Avenue, Norwalk Boulevard, and Pacific Boulevard. Public Health will contract with a media services agency to deploy tailored traffic safety messages along each pilot corridors. The campaign will consist of bus shelter advertisements, street light pennants, billboards, lawn signs, and posters that will be distributed by County staff and contractors to residents and local businesses and community centers. A third grant will enable Public Health to do research and education on distracted driving. All three grants end on September 30, 2021, and Public Health will continue to pursue this funding annually. However, given that funding is not guaranteed and cannot be used to cover the cost of existing staff, OTS grants do not provide a sustainable source of funding for education and outreach activities.

Active Transportation Program

The Active Transportation Program (ATP) is administered by the California Department of Transportation (Caltrans). The purpose of the ATP is to encourage increased use of active modes of transportation (e.g. walking and bicycling), among all ages, and aims to increase the safety and mobility of non-motorized users through non-infrastructure programs and engineering projects.

Past ATP funding was awarded to the County to develop *Step-by-Step Los Angeles County*, which includes community-level pedestrian plans for Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos. ATP Cycle 4 funding was awarded in 2019 to develop community pedestrian plans for East Los Angeles, Florence-Firestone, Willowbrook/West Rancho Dominguez/Victoria, and East Rancho Dominguez.

ATP Cycle 5 applications were submitted in September 2020, and the County pursued funding for the following projects to assist with implementing Vision Zero:

- Development of community-level pedestrian plans for Alondra Park, Lennox, South San Jose Hills, and Sun Village/Unincorporated Palmdale
- Implementation of some improvements identified in the Los Nietos Pedestrian Plan
- Implementation of safety enhancements at three A Line stations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) administers a Sustainability Planning Grant Program, which provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable the implementation of the regional Sustainable Communities Strategy, *Connect SoCal*. Funds may be used for planning and media campaigns related to active transportation, integrated land use, and green region initiatives. The limitation with this funding opportunity is that it does not provide funding for agency staff.

Public Works was awarded a technical assistance grant in November 2016 to support the development of the Vision Zero Action Plan. More recently, in April 2019, Public Works was awarded a technical support grant to study the impact of potential safety enhancements on

three north-south corridors in Walnut Park, two of which, Santa Fe Avenue and Pacific Boulevard, are Collision Concentration Corridors.

In August 2020, Public Works also leveraged SCAG's Go Human campaign by installing multilingual safety messaging on 24 bus shelters throughout 11 unincorporated County communities, including Athens Village, Bassett, East Los Angeles, El Camino Village, Florence-Firestone, Lennox, Walnut Park, West Puente Valley, West Rancho Dominguez, Willowbrook, and Wiseburn.

Vision Zero Los Angeles County Implementation Partnership Structure



STEERING COMMITTEE

Leads and directs the Vision Zero initiative

STAKEHOLDER FORUMS

Serves as place for community and regional partners to provide input and collaborate where feasible on key Vision Zero efforts

DEPARTMENT/AGENCY VISION ZERO LEADS

Organizes and carries out assigned actions. Reports progress to the Steering Committee.

DATA & EVALUATION SUBCOMMITTEE

Leads data collection and analysis

SAFE STREETS SUBCOMMITTEE

Coordinates the scoping of traffic safety enhancements

COMMUNICATIONS SUBCOMMITTEE

Ensures consistent Vision Zero messaging

**Los Angeles County Vision Zero Action Plan
2020 Annual Progress Report**

Action	Partners	Metric / Benchmark		2020 Progress
		Year 1	Years 2-5	
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	Committees/ Subcommittees/ Work Group Meetings	A Steering Committee and Subcommittee Structure was developed and included in the Public Health and Public Works transmittal to the Board on December 2, 2019. A copy of the structure is attached. As a result of staff realignment due to the COVID-19 pandemic, the Vision Zero Steering Committee and Subcommittees did not convene in 2020. However, it is anticipated that the Steering Committee will meet in 2021 to further coordinate Vision Zero implementation efforts.
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	-
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 when funding has been secured	An On-Demand Personal Mobility Devices Pilot Program was developed and originally implemented from May 1, 2019 to June 30, 2020. However, due to the lack of responsive applicants, the Program has had no permitted operators. As a result, the Pilot Program was extended to June 30, 2021. Once a successful pilot has been implemented, a policy will be developed based on lessons learned. Analysis of creating policies/ordinances for those devices as it relates to the bike infrastructure is also included as part of the Bike Master Plan Update, which is expected to start in 2021. For more information regarding the pilot program, please visit https://dcba.lacounty.gov/eride/
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	-

**Los Angeles County Vision Zero Action Plan
2020 Annual Progress Report**

Action	Partners	Metric / Benchmark		2020 Progress
		Year 1	Years 2-5	
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	Public Works continued its work on updating the Highway Design Manual. The Manual is scheduled to be finalized before Summer 2022.
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	Public Works continued to screen transportation improvement projects proposed along CCCs for opportunities to incorporate traffic safety enhancements. Various traffic safety enhancements continued to be developed that will be implemented as Public Works projects in future years along the following top 20 CCC's: Alameda Street, Compton Boulevard, El Segundo Boulevard, Firestone Boulevard, Normandie Avenue, Pacific Boulevard, Vermont Avenue, Western Avenue, and Wilmington Avenue.
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 Livable Communities Design Guidelines, which incorporate multi-modal safety design measures, and hold trainings to education staff and the public	Lead: DRP Support: Public Works, Fire	Finalize Livable Communities Design Guidelines and present for approval, as recommended by County Counsel	Train 100% of applicable staff Hold trainings for the public	In September 2019, the finalized Livable Communities Design Guidelines were discussed with the Regional Planning Commission for use by the Design Evaluation Team (DET), a team from the Department of Regional Planning tasked with reviewing the design quality of proposed development projects and providing feedback to staff. As a guide, the DET used the Livable Communities Design Guidelines (Guidelines) throughout 2020 to align design comments and guide staff and developers toward consistency with the goals and policies of the Los Angeles County General Plan. These guidelines provide specific measures within a methodical checklist format providing certainty to developers in addressing staff comments. It is anticipated that by mid-2023 the Guidelines will be used to develop design standards.

**Los Angeles County Vision Zero Action Plan
2020 Annual Progress Report**

Action	Partners	Metric / Benchmark		2020 Progress
		Year 1	Years 2-5	
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	<p>In 2020, The California Office of Traffic Safety awarded three 1-year grants totaling \$485,462 to Public Health. The grant program runs from October 1, 2020, to September 30, 2021. These grants support the Vision Zero initiative by providing: Car Seat Safety Clinics (Action B-7); virtual workshops regarding road safety, and virtual and in-person bicycle and pedestrian safety presentations and workshops to constituents (including seniors, Action B-6) in the unincorporated County communities of Walnut Park, Westmont-West Athens, and West Whittier -Los Nietos. Outdoor traffic safety messaging installed on billboards and bus shelters along three, top-25 Vision Zero Collision Concentration Corridors (Pacific Boulevard, Normandie Avenue, and Norwalk Avenue) will also be funded by these grants. The traffic safety messaging is anticipated to be installed in Summer 2021.</p> <p>Additionally, Public Health and Public Works submitted applications for technical assistance from the Southern California Association of Governments, Sustainable Communities Program to develop Pedestrian Plans for the unincorporated community of Lennox and a Countywide Safe Routes to School Program (consistent with Action B-4), respectively. Public Health successfully secured funding for the Lennox Pedestrian Plans, and the County will continue to seek alternative funding sources for Safe Routes to School efforts.</p> <p>Furthermore, Public Health and Public Works submitted three grant applications to the California State Active Transportation Program, Cycle 5. These projects would implement improvements from the Los Nietos Pedestrian Plan, implement improvements from the Metro A Line First Last Mile Plan, and develop pedestrian plans for the unincorporated communities of Lennox, El Camino Village, San Jose Hills, and Sun Village-Palmdale. Each of these projects would develop or implement traffic safety enhancements that can contribute to reducing severe injuries and fatalities on unincorporated County maintained roadways. While these projects did not receive funding through the initial round of project awards, these projects may receive funding if additional awards are approved.</p>
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	<p>In early 2020, Public Health collaborated with a graduate student to analyze bicycle and pedestrian citation data provided by the Los Angeles County Sheriff's Department. The purpose was to understand where diversion classes would be most beneficial and identify which County Traffic Courts would be involved in initiating this type of program.</p> <p>The research included connecting with staff at the Los Angeles County District Attorney responsible for overseeing Traffic Administration Services, which administers the County's Court-Referred Community Service Program that provides information on Traffic Safety Schools.</p> <p>Due to the pandemic, Public Health staff leading this effort were reassigned and work has been deferred to following years.</p>

**Los Angeles County Vision Zero Action Plan
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Action	Partners	Metric / Benchmark		2020 Progress
		Year 1	Years 2-5	
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	-
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	Public Works submitted an application for technical assistance from the SCAG Sustainable Communities Program to develop a Countywide Safe Routes to School Program. Project funding was not awarded, however the County will continue to seek alternative funding sources for Safe Routes to School efforts.
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	With the support of a planning grant from the National Recreation and Park Association, the Los Angeles County Department of Parks and Recreation completed the Westmont/West Athens 10-Minute Walk to a Park Plan (Park Plan) in September 2020. The Park Plan's implementation will increase the percentage of Westmont residents within a 10-minute walk to a park from 35 percent to 70 percent by 2023 through new parks, community engagement, and partnerships. The Park Plan was recognized with an Award of Excellence in the Opportunity and Empowerment category from the American Planning Association – Los Angeles Section.
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)	Public Health secured a grant from the Office of Traffic Safety (OTS) to provide pedestrian safety education to adults and seniors in the unincorporated communities of Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos. Public Health contracted with community-based organizations to provide the education and engage adults and seniors around traffic safety enhancements planned for their community.
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	Public Health continued to hold car seat workshops in 2020 through online platforms due to the COVID-19 pandemic. Plans to expand the program and increase awareness were deferred due to the pandemic.

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Action	Partners	Metric / Benchmark		2020 Progress
		Year 1	Years 2-5	
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	Due to the COVID-19 pandemic, work on this action has been deferred to future years given the strain on hospital and Public Health staff in 2020.
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	Due to the COVID-19 pandemic, work on this action was deferred. Public Health plans to pursue grant funding to support updating communications regarding car seat installations, classes, and related resources.
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	67 high visibility crosswalks were installed Countywide in 2020, 7 of which were installed on Collision Concentration Corridors.* Planning efforts in 2020 included the addition of 98 high visibility crosswalks into future projects that include Collision Concentration Corridors. *Traffic safety enhancement installation totals are based on available inventory records as of June 25, 2021.
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	Planning efforts in 2020 included the addition of 20 Leading Pedestrian Intervals into future projects that include Collision Concentration Corridors.
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	Planning efforts in 2020 included the addition of 1 exclusive pedestrian operation into a future project.
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	Planning efforts in 2020 included the addition of 49 concrete curb extensions and 92 paint and bollard curb extensions into future projects that include Collision Concentration

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Action	Partners	Metric / Benchmark		2020 Progress
		Year 1	Years 2-5	
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	Left turn phasing was implemented at 5 intersections Countywide in 2020, 2 of which were installed on Collision Concentration Corridors.* Planning efforts in 2020 included the identification of 4 locations on Collision Concentration Corridors where future left turn phasing will be installed. *Traffic safety enhancement installation totals are based on available inventory records as of June 25, 2021.
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	-
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	Through a series of workshops, the Vision Zero Artist-in-Residence developed community-informed temporary public art with messages to raise awareness about pedestrian safety. These art installations were placed on billboards and bus shelters in the Westmont/West Athens community in Fall 2020, and a second round of billboards and art displays is being planned for this community.
C-4: Assess environmental conditions associated with impaired driving and promote policies and programs for prevention.	Lead: DPH	(years 2-5 goal)	-	Due to the COVID-19 pandemic, re-solicitation of contracted providers has been deferred to future years.
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	-

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2020 Annual Progress Report**

Action	Partners	Metric / Benchmark		2020 Progress
		Year 1	Years 2-5	
C-6: Educate community members about Vision Zero during community and area planning efforts of Vision Zero concepts in the planning process	Lead: DRP Support: Public Works, DPH, DPR	Initiate action	Ongoing action	In 2020, during the planning effort for the Florence-Firestone Transit-Oriented District Specific Plan, the Department of Regional Planning worked with Public Works to collect information regarding various Vision Zero implementation efforts that will occur in Florence-Firestone and provided that information to the community in outreach meetings.
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	Public Works leveraged Southern California Association of Governments(SGAG), Go Human campaign by installing multilingual safety messaging on 24 bus shelters throughout 11 unincorporated County communities, including Athens Village, Bassett, East Los Angeles, El Camino Village, Florence-Firestone, Lennox, Walnut Park, West Puente Valley, West Rancho Dominguez, Willowbrook, and Wiseburn. Additionally, Public Works engaged with SCAG regarding utilizing their "Kit of Parts", which are a set of temporary tools such as temporary bus platform, that can be used for the purposes of demonstration.
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	Public Health secured a grant from the Office of Traffic Safety (OTS) to collect local data on teen driving behaviors, which can inform future public education campaigns and programmatic work on the topic of distracted driving. Public Health is working with Impact Teen Drivers to administer a survey of teens. In addition, Public Health pursued another round of OTS funding, which if awarded, will help initiate work on this action. Award announcements are expected in September 2021.
D-3: Collaborate with Trauma Centers and other healthcare providers to raise awareness of traffic safety and the Vision Zero initiative.	Lead: CEO Support: DHS	Initiate action	Ongoing action	Due to the COVID-19 pandemic, work on this action has been deferred to future years given the strain on trauma center, healthcare providers, and Public Health staff in 2020.
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	Due to the COVID-19 pandemic, work on this action has been deferred to future years.
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	A program was developed called "Get There, Safe" which consists of a series of splash screens, landing pages, posters, and briefings to educate Los Angeles County Sheriff deputies on how to get to their destinations safely.
D-6: Update the Sheriff's 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	-

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Action	Partners	Metric / Benchmark		2020 Progress
		Year 1	Years 2-5	
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%	During the last quarter of 2020, the California Highway Patrol (CHP), Southern Division trained 20 CHP officers as new DRE's. It is anticipated that additional DRE's will be trained in 2021 within both the CHP and the Los Angeles Sheriff's Department.
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	In 2020, Southern Division hosted two Impaired Driving Task Force details, one was conducted in February and one was conducted in March.
D-11: Continue leading the Street Racing Task Force aimed at reducing street racing regionally by coordinating among law enforcement agencies and the community.	Lead: CHP Support: LASD	Train at least 200 additional Officers Conduct at least 10 Task Force deployments Conduct driver safety and awareness presentations to a minimum of 3,000 high school students	Ongoing action	In December 2020, the California Highway Patrol trained 15 of their officers and 15 Sheriff deputies from the Los Angeles Sheriff's Department. Street Racing Task Force enforcement details totaled 99 throughout the year and 23 driver safety and awareness presentations were completed with an attendance of about 2,900 high school students.

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Action	Partners	Metric / Benchmark		2020 Progress
		Year 1	Years 2-5	
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	-
D-13: Expand driver safety training to all employees who drive for County business	Lead: CEO Support: Public Works, DPH, Fire, LASD, DRP, County Counsel, ISD	Initiate action	100% of departments require training 100% of staff complete training biannually	Two driver safety training courses have been uploaded onto the County's Learning Net: a standard course and a comprehensive course. A memo to Department Heads was sent out in 2019 advising departments to implement the training requirement as they deemed appropriate for their workforce.
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-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	Due to lack of funding and staff capacity, this action has been deferred to future years.
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	Due to lack of funding and staff capacity, this action has been deferred to future years.

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		Year 1	Years 2-5	
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	Due to the COVID-19 pandemic, work on this action has been deferred to future years.
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	Due to the COVID-19 pandemic, work on this action has been deferred to future years.
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 where funding has been secured	Public Works reviewed and updated its traffic control device inventories and geocoded the location of all traffic signs and markings for the Top 20 Vision Zero Collision Concentration Corridors and all traffic signals countywide.
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 action	Due to lack of funding and staff capacity, this action has been deferred to future years.
E-9: Establish a process to conduct regular bicycle and pedestrian counts and identify count locations.	Lead: Public Works	Initiate action, 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	Due to lack of funding and staff capacity, this action has been deferred to future years.
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	VisionZeroLACounty.com was launched in 2019. However progress updates were not made in 2020.

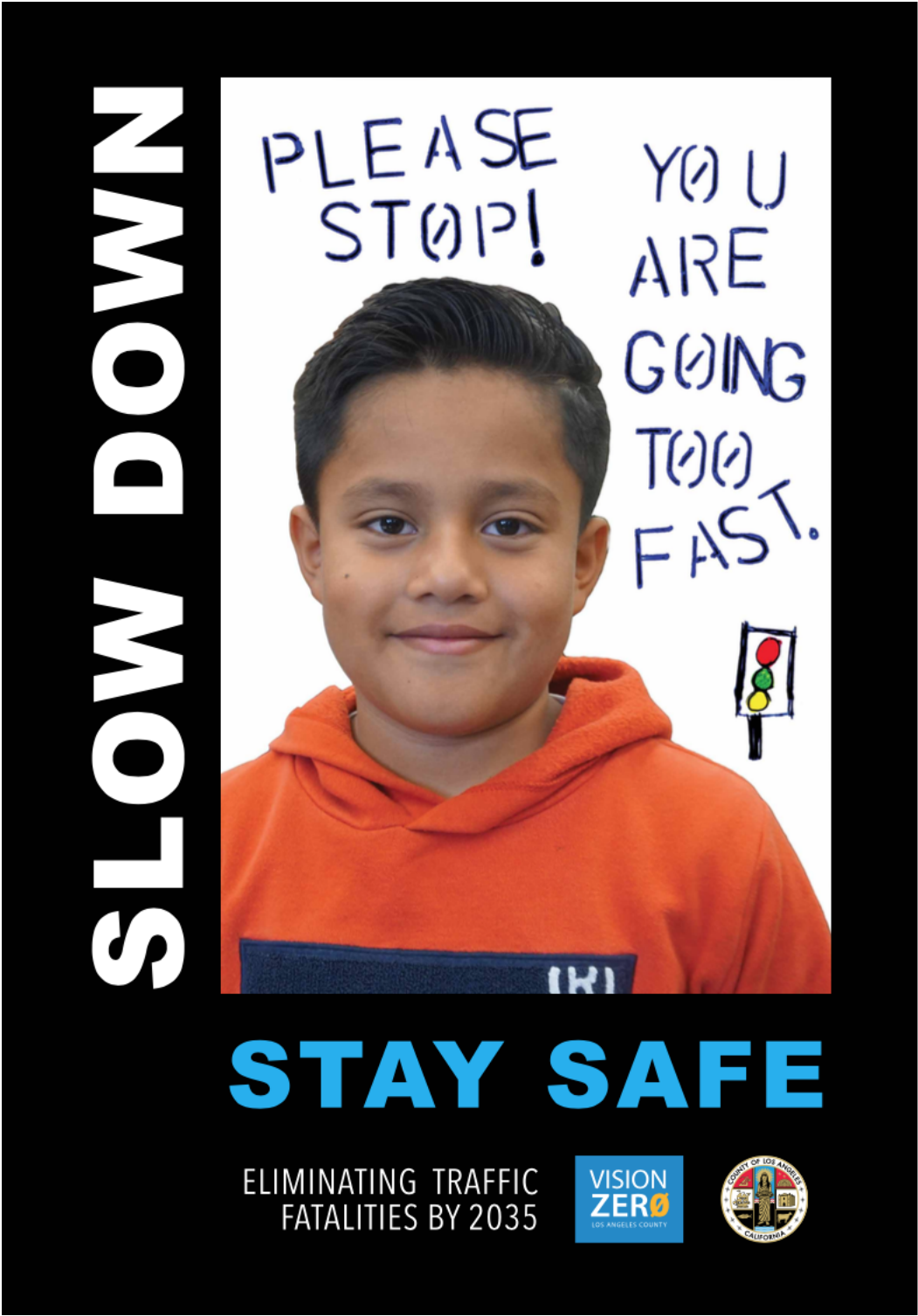
**Los Angeles County Vision Zero Action Plan
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Action	Partners	Metric / Benchmark		2020 Progress
		Year 1	Years 2-5	
E-12: Report on the progress of all Vision Zero activities annually and distribute findings publicly.	Lead: Public Works Support: DPH, CHP, LASD, LACFD, DRP, ISD, CEO	Yearly reports, secure funding	Yearly reports where funding has been secured	For 2020, this Annual Report shall serve as the report on the progress of Vision Zero activities.
E-13: Create a publicly available data dashboard to visually community traffic safety metrics, trends, and maps	Lead: ISD Support: CIO, DPH, Public Works, CHP, Fire, DHS, LASD, DRP	Complete dashboard	Ongoing updates	-
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	Researched existing programs at other County Departments involving fleet tracking technologies.
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	In 2020, the implementation of the a Risk Management Information System continued with two of the four modules being implemented. The remaining modules are expected to be implemented by September 2021.

Los Angeles County Public Health
Artist in Residence

Transit Shelter Artwork
Location: Century SS 100ft W/O Vermont Ave
Clear Channel 4420
Dimensions: 69" x 48"
Artwork supplied in pdf format

Artist: Clement Hanami
Contact: chanami@ph.lacounty.gov
Cell: 310.415.0513



TS 4420
Transit Shelter Artwork
Century SS 100ft W/O Vermont Ave

004420 – Los Angeles

Description: Century SS 100ft W/O Vermont Av F/W - 1	
TAB Panel ID: 419710	Media Type: Transit Shelters
Facing: W	Size: 69" x 48"
City: Los Angeles	Zip: 90044
Latitude: 33.945361	Longitude: -118.292233
Current Advertiser: Los Angeles County Dept of Public Works	

Weekly Impressions Los Angeles, CA (DMA)		
Demo	In Market	Total
18+ yrs - All	88,337	90,136

Los Angeles County Public Health
Artist in Residence

Transit Shelter Artwork
Location: Normandie WS 100ft S/O Imperial Hwy
Clear Channel 4427
Dimensions: 69" x 48"
Artwork supplied in pdf format

Artist: Clement Hanami
Contact: chanami@ph.lacounty.gov
Cell: 310.415.0513

SLOW DOWN



STAY SAFE


ELIMINATING TRAFFIC FATALITIES BY 2035



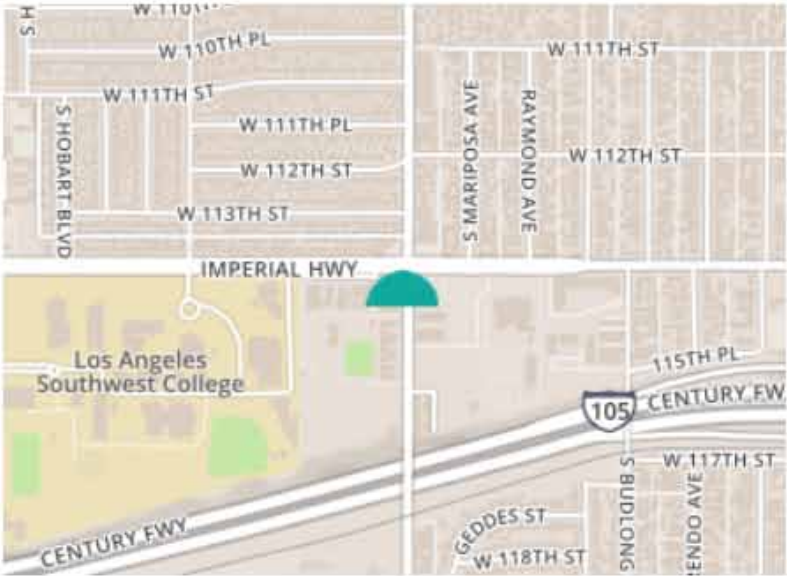
TS 4427

Transit Shelter Artwork
Normandie WS 100ft S/O Imperial Hwy

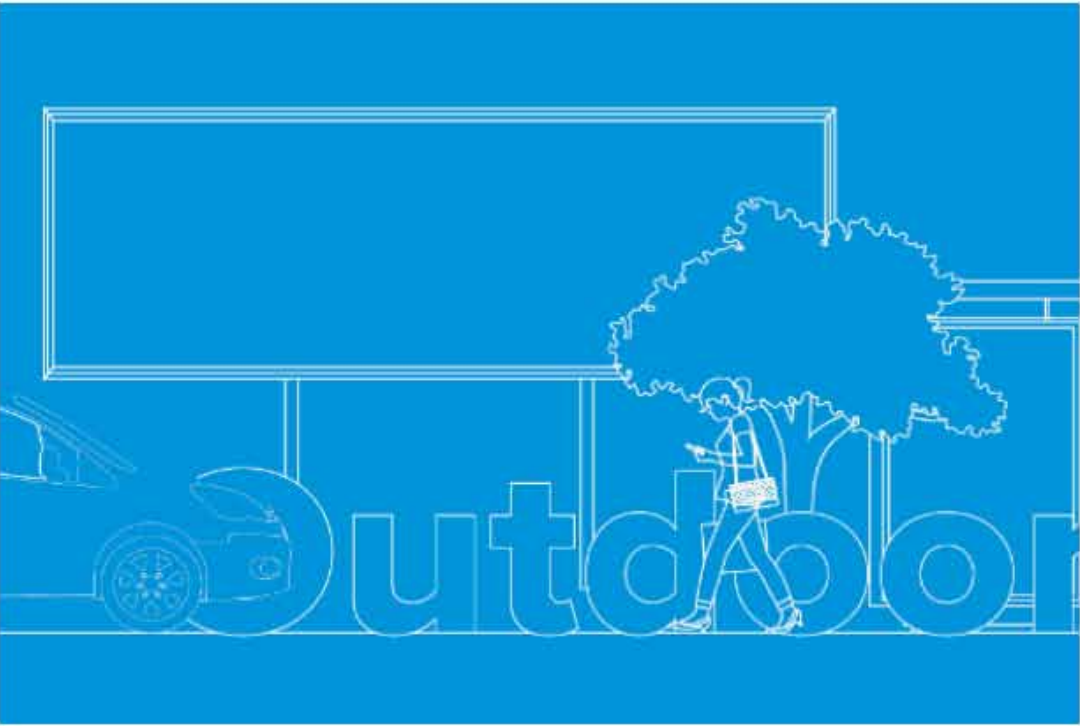
004427 – Los Angeles



Description: Normandie WS 100ft S/O Imperial Hwy F/S - 2		
TAB Panel ID: 419723	Media Type: Transit Shelters	
Facing: S	Size: 69" x 48"	
City: Los Angeles	Zip: 90047	
Latitude: 33.930584	Longitude: -118.300438	
Current Advertiser: Los Angeles County Dept of Public Works		



Weekly Impressions Los Angeles, CA (DMA)		
Demo	In Market	Total
18+ yrs - All	31,776	32,230



Los Angeles County Public Health
Artist in Residence

Transit Shelter Artwork
Location: Vermont WS 100ft N/O 121st St
Clear Channel 4440
Dimensions: 69" x 48"
Artwork supplied in pdf format

Artist: Clement Hanami
Contact: chanami@ph.lacounty.gov
Cell: 310.415.0513

DON'T TEXT AND DRIVE

if you are the one that is Driving with your phone please take away your phone!







STAY SAFE

ELIMINATING TRAFFIC FATALITIES BY 2035




TS 4440

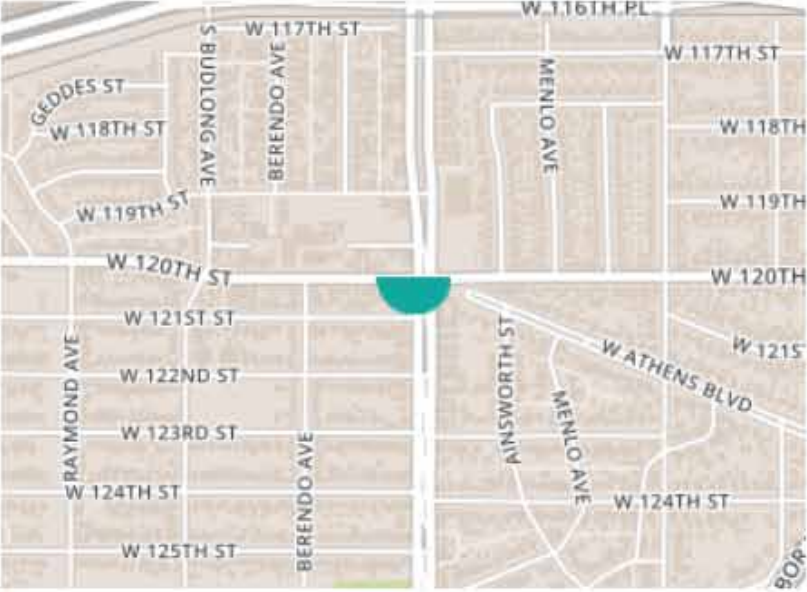
Transit Shelter Artwork

Vermont WS 100ft N/O 121st St

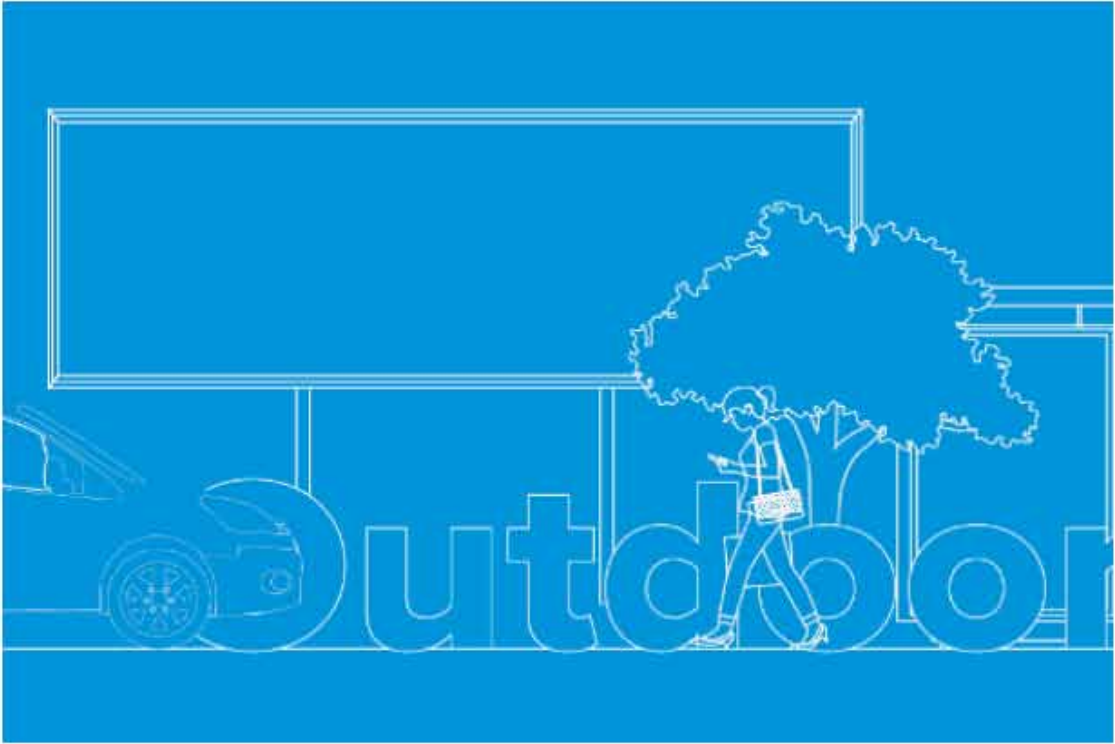
004440 – Los Angeles



Description: Vermont WS 100ft N/O 121st St F/N - 1	
TAB Panel ID: 419742	Media Type: Transit Shelters
Facing: N	Size: 69" x 48"
City: Los Angeles	Zip: 90044
Latitude: 33.923406	Longitude: -118.291907
Current Advertiser: 24 Hour Fitness USA Inc	



Weekly Impressions Los Angeles, CA (DMA)		
Demo	In Market	Total
18+ yrs - All	41,652	41,652





TS 6114
Transit Shelter Artwork
Normandie WS 100ft N/O 104th St

Los Angeles County Public Health
Artist in Residence

Transit Shelter Artwork
Location: Normandie 100ft N/O 104th St
Clear Channel 6114
Dimensions: 69" x 48"
Artwork supplied in pdf format

Artist: Clement Hanami
Contact: chanami@ph.lacounty.gov
Cell: 310.415.0513

006114 – Los Angeles

Description: Normandie WS 100ft N/O 104th St F/S - 2	
TAB Panel ID: 421802	Media Type: Transit Shelters
Facing: S	Size: 69" x 48"
City: Los Angeles	Zip: 90047
Latitude: 33.942541	Longitude: -118.3004
Current Advertiser: California Tobacco Control Program	

Weekly Impressions Los Angeles, CA (DMA)		
Demo	In Market	Total
18+ yrs - All	24,640	25,014

TS 6116

Transit Shelter Artwork
Vermont WS 100ft N/O Century Blvd

Weekly Impressions Los Angeles, CA (DMA)		
Demo	In Market	Total
18+ yrs - All	46,113	47,036

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ELIMINATING TRAFFIC
FATALITIES BY 2035



Los Angeles County Public Health
Artist in Residence

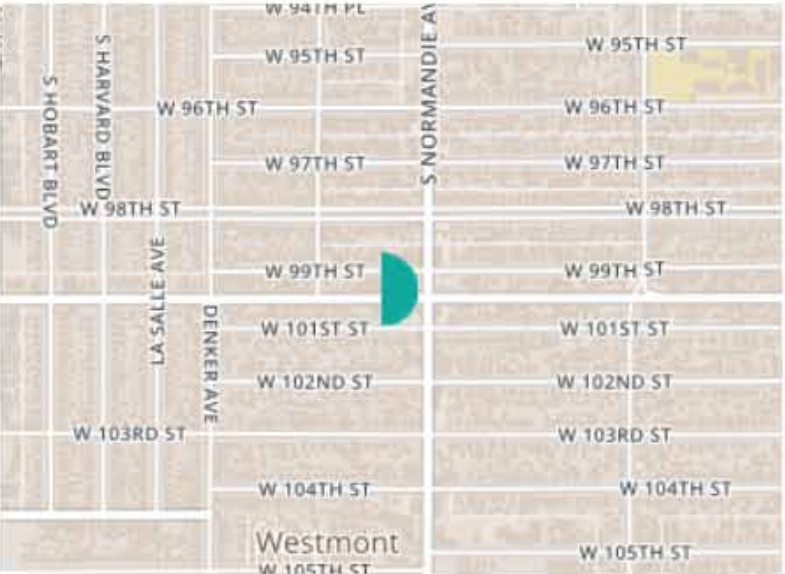
Billboard Artwork
Location: Century NS 120ft W/O Normandie
Clear Channel 2362
Dimensions: 10' - 5" x 22' - 8"
Artwork supplied in tiff format

Artist: Clement Hanami
Contact: chanami@ph.lacounty.gov
Cell: 310.415.0513

002362 – Los Angeles

Clear Channel Outdoor

Description: Century NS 120ft W/O Normandie FW - 1	
TAB Panel ID: 417488	Media Type: Posters
Facing: W	Size: 10'5" x 22'8"
City: Los Angeles	Zip: 90047
Latitude: 33.945634	Longitude: -118.30084
Current Advertiser: International Offset Corporation	

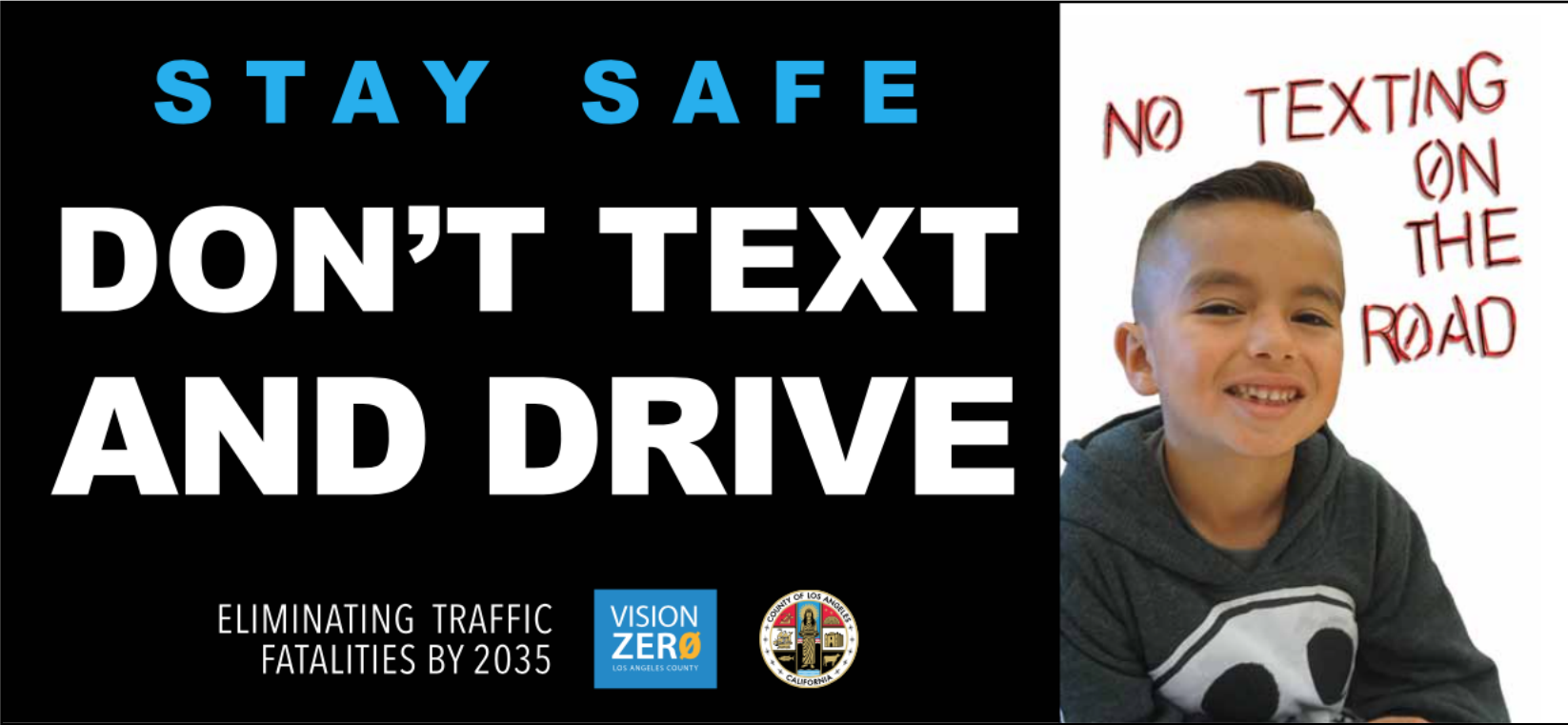


Weekly Impressions Los Angeles, CA (DMA)		
Demo	In Market	Total
18+ yrs - All	87,197	88,370

BB 2362

Billboard Artwork

Century NS 120ft W/O Normandie



Los Angeles County Public Health
Artist in Residence

Billboard Artwork
Location: Normandie ES 60ft N/O 104th
Clear Channel 3004
Dimensions: 10' - 5" x 22' - 8"
Artwork supplied in tiff format

Artist: Clement Hanami
Contact: chanami@ph.lacounty.gov
Cell: 310.415.0513

003004 – Los Angeles

Clear Channel Outdoor

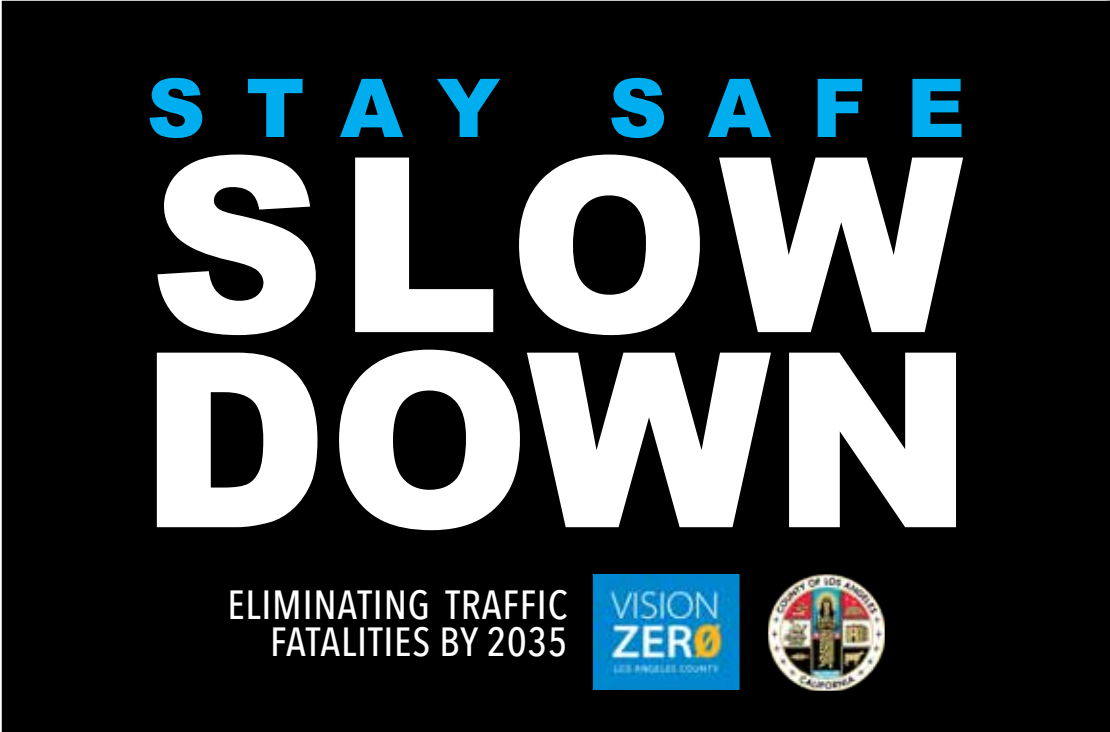
Description: Normandie ES 60ft N/O 104th F/N - 1	
TAB Panel ID: 418260	Media Type: Posters
Facing: N	Size: 10'5" x 22'8"
City: Los Angeles	Zip: 90044
Latitude: 33.942546	Longitude: -118.300079
Current Advertiser: Christian Aid Ministries	



Demo	Weekly Impressions	
	Los Angeles, CA (DMA)	
18+ yrs - All	In Market	Total
	40,120	40,729

BB 3004

Billboard Artwork
Normandie ES 60ft N/O 104th



Los Angeles County Public Health
Artist in Residence

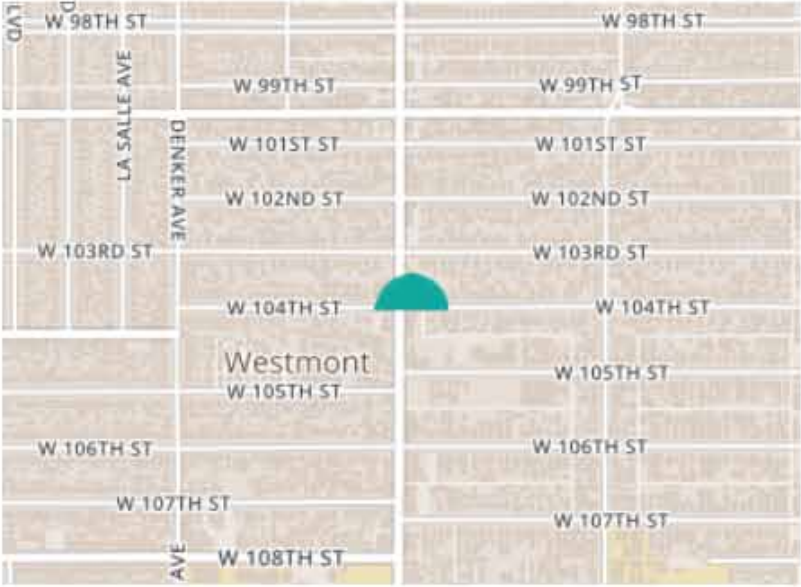
Billboard Artwork
Location: Normandie ES 60ft N/O 104th
Clear Channel 3005
Dimensions: 10' - 5" x 22' - 8"
Artwork supplied in tiff format

Artist: Clement Hanami
Contact: chanami@ph.lacounty.gov
Cell: 310.415.0513

003005 – Los Angeles

Clear Channel Outdoor

Description: Normandie ES 60ft N/O 104th F/S - 2	
TAB Panel ID: 418263	Media Type: Posters
Facing: S	Size: 10'5" x 22'8"
City: Los Angeles	Zip: 90044
Latitude: 33.942548	Longitude: -118.300073
Current Advertiser: California Complete Count -Census 2020	

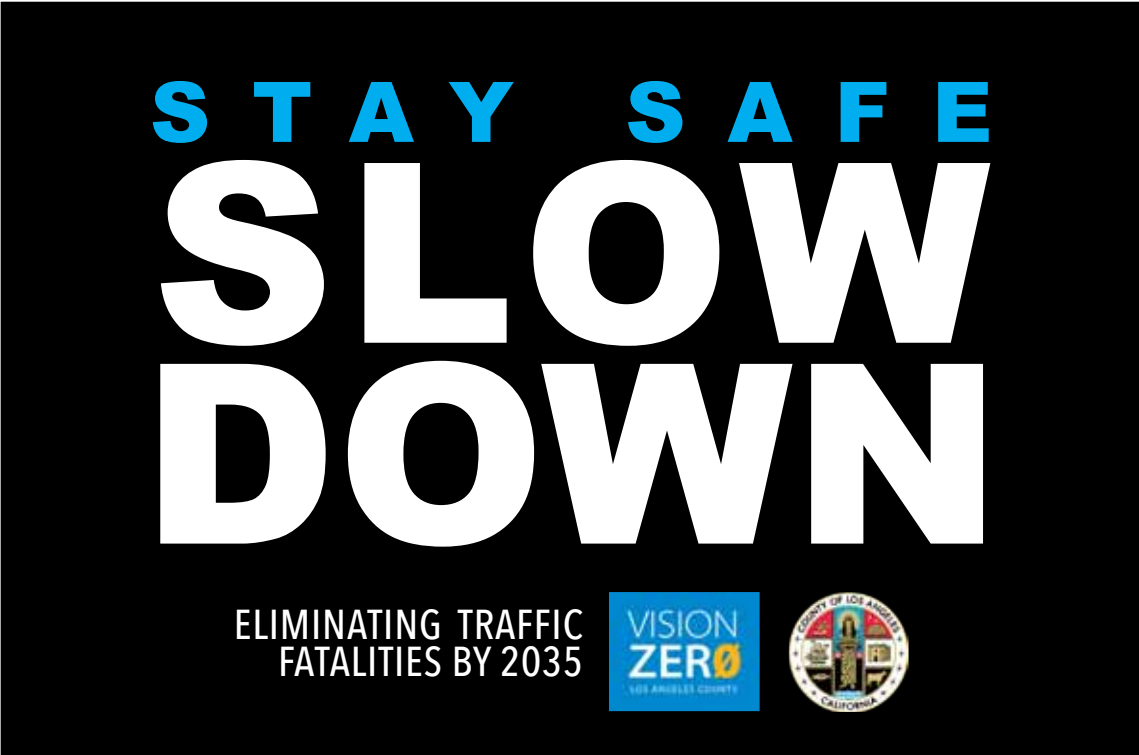


Weekly Impressions Los Angeles, CA (DMA)		
Demo	In Market	Total
18+ yrs - All	51,810	52,596

BB 3005

Billboard Artwork

Normandie ES 60ft N/O 104th



Los Angeles County Public Health
Artist in Residence

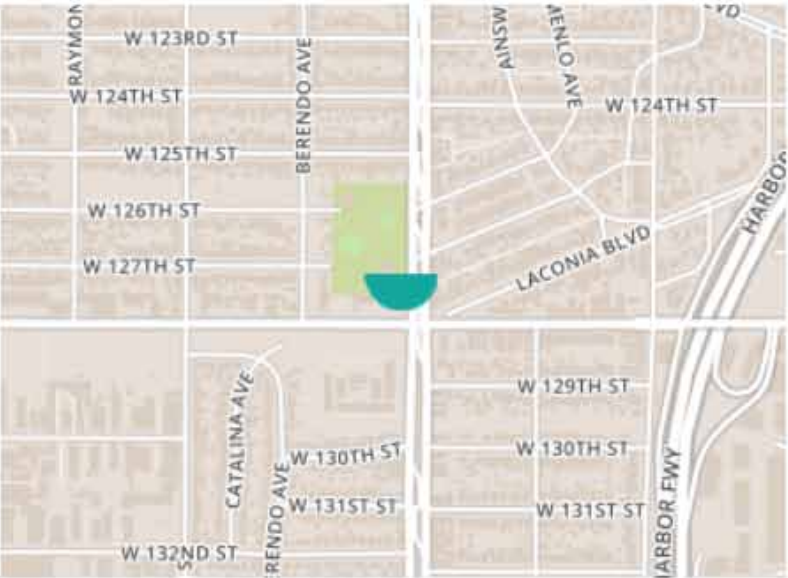
Billboard Artwork
Location: Vermont WS 150ft N/O El Segundo
Clear Channel 3514
Dimensions: 10' - 5" x 22' - 8"
Artwork supplied in tiff format

Artist: Clement Hanami
Contact: chanami@ph.lacounty.gov
Cell: 310.415.0513

003514 – Los Angeles

Clear Channel Outdoor

Description: Vermont WS 150ft N/O El Segundo F/N - 1	
TAB Panel ID: 418795	Media Type: Posters
Facing: N	Size: 10'5" x 22'8"
City: Los Angeles	Zip: 90044
Latitude: 33.91697	Longitude: -118.292051
Current Advertiser: Prolife Across America	



BB 3514

Billboard Artwork

Vermont WS 150ft N/O El Segundo

Weekly Impressions Los Angeles, CA (DMA)		
Demo	In Market	Total
18+ yrs - All	55,613	55,613

**2020 Vision Zero traffic safety campaign, October 26, 2020 to December 3, 2020
Westmont/West Athens communities
Developed by Public Health Artist-in-Residence, Clement Hanami with local youth**

Normandie Avenue (westerly side) 100 feet south of Imperial Highway:



Vermont Avenue (westerly side) 150 feet north of El Segundo Boulevard:



Attachment V

Normandie Avenue (westerly side) 100 feet north of 104th Street:



Normandie Avenue (easterly side) 60 feet north of 104th Street:



Attachment V

Century Boulevard (northly side) 120 feet west of Normandie Avenue:



**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
GO-HUMAN TRAFFIC SAFETY CAMPAIGN
IN CONJUNCTION WITH THE COUNTY OF LOS ANGELES**

In August 2020 Public Works leveraged Southern California Association of Governments' Go-Human campaign by installing safety messaging on 24 bus shelters throughout 11 unincorporated County communities, including Athens Village, Bassett, East Los Angeles, El Camino Village, Florence-Firestone, Lennox, Walnut Park, West Puente Valley, West Rancho Dominguez, Willowbrook, and Wiseburn.

Sample bus shelter messaging:



Bus Shelter Locations

Street	Cross Street
1st Street	Mednik Avenue
1st Street	Marianna Avenue
Amar Road	Sunset Avenue
Amar Road	Vineland Avenue
Atlantic Boulevard	Union Pacific Avenue
Cesar E. Chavez Avenue	Mednik Avenue
Cesar E. Chavez Avenue	Marianna Avenue
Eastern Avenue	Gleason Street
Olympic Boulevard	Atlantic Boulevard
Pacific Boulevard	Live Oak Street
Pacific Boulevard	Grand Avenue
Sunset Avenue	Amar Avenue
Whittier Boulevard	Leonard Avenue
Whittier Boulevard	Findlay Avenue
Avalon Boulevard	Rosecrans Avenue
Avalon Boulevard	El Segundo Boulevard
El Segundo Boulevard	McKinley Avenue
El Segundo Boulevard	Central Avenue
El Segundo Boulevard	Avalon Boulevard
El Segundo Boulevard	Ocean Gate Avenue
Firestone Boulevard	Fir Avenue
Lennox Boulevard	Hawthorne Boulevard
Manhattan Beach Boulevard	Doty Avenue
Santa Fe Avenue	Live Oak Street
Wilmington Avenue	123rd Street



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>


ADDRESS ALL CORRESPONDENCE
TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

August 4, 2022

IN REPLY PLEASE
REFER TO FILE: TPP-9
10206-2-2

TO: Each Supervisor

FROM: Mark Pestrella, PE 
Director of Public Works

Barbara Ferrer, Ph.D., M.P.H., M.Ed.
Director of Public Health 

BOARD MOTION OF AUGUST 4, 2020, AGENDA ITEM 17 – ADOPTING VISION ZERO LOS ANGELES COUNTY: A PLAN FOR SAFER ROADWAYS 2021 ANNUAL REPORT

On August 4, 2020, the Board approved a motion (Attachment 1), adopting the Vision Zero Action Plan. A Plan for Safer Roadways, and instructed the Departments of Public Health and Public Works to:

- Implement the recommended strategies and actions described in the Vision Zero Action Plan in collaboration with other County departments, the California Highway Patrol, and community organizations and establish a Vision Zero Steering Committee and appropriate subcommittees.
- Identify funding needs and potential opportunities to support the implementation of pilot programs on three or more collision concentration corridors (CCCs).
- Provide an annual progress report on the implementation of the Plan.

This report provides a summary of fatal collision trends on County-maintained roadways and an overview of Vision Zero efforts in 2021.

FATAL COLLISION TRENDS ON COUNTY-MAINTAINED ROADWAYS

Based on California Highway Patrol collision data provided to Public Works, 103 fatal collisions occurred on County-maintained roadways throughout the unincorporated

communities in 2021. This number represents a 22 percent increase from 84 overall fatal collisions in 2020. Attachment 2 shows a breakdown of fatal injury collisions by mode from 2013 to 2021 both graphically and in tabular form. These numbers may change as additional collisions are reported to Public Works.

The National Highway Traffic Safety Administration preliminarily projects that an estimated 46,020 people died in motor vehicle crashed nationally in 2021¹. The number of deaths represents an estimated increase of about 9 percent compared to 2020. The National Highway Traffic Safety Administration reports that the primary behaviors that drove this increase included vehicle miles traveled, speeding, and failure to wear a seat belt².

2021 VISION ZERO EFFORT OVERVIEW

Throughout 2021 coordination among Vision Zero partner agencies and departments occurred as needed to plan and implement traffic safety enhancements throughout the unincorporated communities. Work on many actions outlined in the Plan continued, grants were pursued, and previously established programs, such as the Slow Streets Program provided a temporary traffic calming solution to neighborhoods.

A goal in 2022 is to formally establish the Vision Zero Steering Committee and Subcommittees that were originally envisioned during the development of the Plan (see Attachment 3 for the committee structure that was transmitted to the Board in December 2019). Since the adoption of the Plan in 2020 many staff reassignments have taken place at Vision Zero partner agencies. However, once again bringing together core contacts to serve on a Steering Committee can help drive the County's Vision Zero initiative forward.

Vision Zero Slow Streets Program

In response to the pandemic, Public Works launched a Slow Streets Program on July 2, 2020, to promote traffic calming, help communities comply with social distancing requirements, and encourage physical activity in neighborhoods. An application process was developed that allowed constituents to request the installation of temporary signs with slow down messaging at key intersections throughout their unincorporated community.

¹ Early Estimate of Motor Vehicle Traffic Fatalities And Fatality Rate by Sub-Categories in 2021. US DOT NHTSA, May 2022. Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298>

² 2020 Fatality Data Show Increased Traffic Fatalities During Pandemic. Web. 16 Jun. 2021. <https://www.nhtsa.gov/press-releases/2020-fatality-data-show-increased-traffic-fatalities-during-pandemic>

In 2021 Slow Streets received 109 applications. Public Works installed 1,130 slow street signs (446 new signs and 684 replacements) at 418 locations across unincorporated communities. The Slow Streets Program served nearly 33,600 residents³ in 2021.

Table 1. Slow Street Program implementation totals by year

	Total signs installed	Total New Signs	Total signs replaced	New Sign Locations	Residents served ³
2020*	397	290	107	259	17,976
2021	1,130	446	684	418	33,596
2022**	347	83	264	75	7,531
Total	1874	819	1055	752	59,103

*Figures reflect totals from the Slow Streets Program establishment on July 2, 2020

**Figures reflect totals from January 1, 2022, to July 14, 2022

In 2021 Public Works began to brainstorm ideas for a potential permanent Slow Street Program.

Information on the Slow Streets Program, including the program guidelines, application, informational flyer, and frequently asked questions is available at [VisionZeroLACounty.com](https://www.visionzerolacounty.com).

Implementation of the Vision Zero Action Plan

Public Health, Public Works, and other Vision Zero partner agencies and departments made progress on implementing the actions contained in the County's Vision Zero Action Plan. The Vision Zero Action Plan which can be viewed at [VisionZeroLACounty.com](https://www.visionzerolacounty.com) includes 63 actions to promote and enhance traffic safety throughout the unincorporated communities.

Below are action implementation highlights from 2021. Progress on the complete list of actions is detailed in Attachment 4.

Implementing and Planning Effective Traffic Safety Enhancements

Over the past year, Public Works installed three traffic signals, four pedestrian flashing beacons, and four accessible pedestrian signals. Public Works also installed 34 high

³ Represents an estimated value that was calculated by multiplying the number of residences along a roadway within a designated Slow Street network by the average persons per household (according to 5-year Census estimates from 2015-2019 for Los Angeles, California, this value is 2.99, <https://www.census.gov/quickfacts/losangelescountycalifornia>)

visibility crosswalks (including 21 on CCCs, Action B-10), four curb extensions (including 1 on a CCC, Action B-13), left-turn signal phasing at 6 intersections (including 3 on CCCs, Action B-14), and leading pedestrian intervals at 16 locations⁴.

In 2021 a wide variety of planning efforts took place that will lead to the implementation of various traffic safety enhancements along CCCs in future years. For example, Public Works continued to leverage existing programs, such as the Pavement Program to plan for traffic safety infrastructure installations in conjunction with ongoing pavement projects. Similarly, ongoing and planned stormwater quality projects were also reviewed in 2021 for opportunities to incorporate traffic safety enhancements within the public right-of-way.

Scoping of traffic safety enhancements continued along CCCs identified in the Vision Zero Action Plan, including those on the Top 20 list. For example, in 2021 work on the Walnut Park North-South Corridor study continued and will help inform the future pilot project along Pacific Boulevard. Additionally, scoping of the traffic safety enhancements began along Crenshaw Boulevard in El Camino Village, El Segundo Boulevard, Normandie Avenue in Westmont/West Athens, and Firestone Boulevard in Florence-Firestone.

A Vision Zero traffic safety quick-build enhancement project at two intersections along Firestone Boulevard, the top CCC, began design in 2021 and will be ready for implementation pending additional community outreach during summer 2022. The project will deploy traffic safety enhancements (paint and flexible post curb extensions and high-visibility crosswalks) at two key intersections, one near a park and one near a school. The proposed improvements will provide immediate safety benefits and complement other ongoing transportation work along the corridor.

Furthermore, in 2021 Public Works completed a systemic safety analysis that identified countermeasures to address frequently occurring collision types at seven intersections and three roadway segments throughout the County. The analysis will help inform future projects along CCCs.

Another report completed in 2021, which may help shape the development of future traffic safety enhancements was in response to a Board motion regarding safely accessing the San Gabriel Mountains. Public Works collaborated with the United States Forest Service, California Highway Patrol, Regional Planning, Sheriff, Fire, and the Cities

⁴ Traffic safety enhancement installation totals are based on available inventory records as within Traffic Safety and Mobility Division as of June 22, 2022.

of Arcadia, Azusa, Claremont, Duarte, Glendora, La Cañada Flintridge, La Verne, Los Angeles, Monrovia, Pasadena, Santa Clarita, and Sierra Madre to analyze data and provide potential improvements and opportunities for various challenges, such as excess speeding.

Advancing Culture Change through Art and Messaging

Action C-3 calls to identify strategies for integrating art and culture into Vision Zero outreach and projects. In the fall of 2021 a second run of the community-informed traffic safety messages developed with the Vision Zero Artist-in-Residence were installed on billboards in the Westmont community. In addition, an artist designed bike rack that included traffic safety messages developed by youth from the community and a display of work developed by youth were installed in Woodcrest Library. The Vision Zero Artist-in-Residence tenure ended in 2021. Public Health and Public Works continue to coordinate with the Department of Arts and Culture to identify opportunities to incorporate art into future Vision Zero efforts.

Addressing Health Inequities

Action B-5 calls for the establishment of a Safe Routes to Parks Program to support safe and equitable access to parks. The Los Angeles County Department of Parks and Recreation secured a federal grant from the Los Angeles County Development Authority to help with the implementation of the planned 95th and Normandie Pocket Park. When completed in 2023 the park will increase the percentage of Westmont residents within a 10-minute walk to a park from 57 percent (after Woodcrest Play Park opened in 2019) to over 70 percent.

Decriminalizing Mobility

Aligned with Action B-2 and in response to the Nov 16, 2021, Board motion, Decriminalizing Mobility through Implementation of the Vision Zero Action Plan, Public Health submitted a report to the Board on April 21, 2022, which summarized efforts to-date to identify the processes and partners for establishing a diversion program. Public Health determined a diversion program would be most feasible and that staff resources are needed to manage a program as well as to contract with organizations experienced in providing Spanish and English bicycle and pedestrian safety education. Public Health applied for an Office of Traffic Safety (OTS) grant that would help support contracting with the aforementioned types of organizations. A notification of grant award is anticipated in September of 2022; however, resources are still needed to provide dedicated Public Health staff to manage, evaluate, and promote a program.

Each Supervisor
August 4, 2022
Page 6

Action B-3 calls to identify a process and partners to consider revising the Los Angeles County Municipal Code to allow the operation of bicycles on sidewalks. The report submitted by Public Health to the Board on April 21, 2022, also summarized efforts led by Public Works, in coordination with County Counsel and Public Health to update Los Angeles County Code Section 15.076.080, which currently prohibits the use of bicycles on sidewalks in unincorporated County communities. A draft ordinance that would allow the use of bicycles on sidewalks was drafted and upon direction from the Board, County Counsel will commence a full review of the draft ordinance. Once completed, Public Works will submit a Board letter to place the ordinance on a future Board agenda.

Education and Training through the California Highway Patrol and the Los Angeles County Sheriff's Department

Action D-5 calls for the development of a series of traffic safety trainings for the Sheriff Department's regular shift briefings. In 2021, the Get There, Safe Program was continued by the Sheriff's Department, which entails a series of splash screens, landing pages, posters, and briefings developed to encourage deputies to arrive at their destinations safely.

Action D-11 aims to reduce street racing regionally by coordinating among law enforcement agencies and communities through the Street Racing Task Force. In 2021 the California Highway Patrol trained 140 of their officers and 18 Sheriff deputies. The Street Racing Task Force enforcement details totaled 99 throughout the year and 26 driver safety and awareness presentations were completed with an attendance of about 2,554 high school students.

VISION ZERO RELATED EFFORTS

Public Works is resurfacing 1.5 miles of roadway, repairing parkway concrete, and upgrading curb ramps along City Terrace Drive. Since City Terrace Drive is identified as a Vision Zero CCC, complete street enhancements are being developed to be included in the resurfacing project. A variety of traffic safety enhancements are being considered, such as a roadway reconfiguration along City Terrace Drive (1 lane in each direction with a bike lane), intersection tightening (paint and flexible posts or bollard curb extensions), signal timing modifications, high-visibility crosswalks, pedestrian warning devices, and artwork, such as decorative traffic signal cabinets. It is anticipated that the complete street elements can be incorporated into the existing project, which is scheduled to begin construction in February 2023.

FUNDING

Applying for grant funding for traffic safety enhancements and Vision Zero related activities continues to be a focus of Public Health and Public Works.

In 2021 Public Health completed efforts funded by OTS that began in the last reporting period and was completed on September 30, 2021. These grants supported the Vision Zero initiative by providing Car Seat Safety Clinics (Action B-7); virtual workshops regarding road safety; and virtual and in-person bicycle and pedestrian safety presentations and workshops to constituents, including seniors (Action B-6) in the unincorporated County communities of Walnut Park, Westmont-West Athens, and West Whittier-Los Nietos. Outdoor traffic safety messaging installed on billboards and bus shelters along three top 25 Vision Zero CCCs (Pacific Boulevard, Normandie Avenue, and Norwalk Avenue) was also funded by these grants. Public Health submitted another OTS grant during this reporting period that will continue education efforts if awarded. Notification of award is anticipated in September of 2022.

In 2021 Public Works also applied for and was awarded a Federal Lands assistance grant from the Federal Highway Administration to enhance Mount Baldy Road, an identified CCC.

Additionally, Public Works submitted a grant application through the South Bay Cities Council of Governments for Measure M Multi-Year Subregional Program funding for the El Camino Village Traffic and Pedestrian Safety Enhancements. The project includes traffic safety enhancements and pedestrian access improvements in the unincorporated County community of El Camino Village.

In 2021 preliminary planning began for grant submissions under the California State Active Transportation Program Cycle 6.

Although Public Health and Public Works will continue to apply for grant opportunities, additional resources will be necessary to implement the various actions within the Vision Zero Action Plan.

Each Supervisor
August 4, 2022
Page 8

The next report will be provided to the Board no later than August 4, 2023. If you have any questions related to Public Works, please contact me or your staff may contact Steve Burger at (626) 458-4018 or sburger@pw.lacounty.gov. For Public Health related questions, please contact Dr. Barbara Ferrer at (213) 240-8117 or Megan McClaire at (213) 288-8036 or mmcclaire@ph.lacounty.gov.

MD:yr

P:\Pdpubl\BOARD REPORT\VISION ZERO 7-11-22\2022-07-20 2021 VZ ANNUAL REPORT

Attach.

cc: Chief Executive Officer
County Counsel
Executive Office

MOTION BY SUPERVISORS HILDA L. SOLIS
AND JANICE HAHN

August 4, 2020

Adopting Vision Zero Los Angeles County: A Plan for Safer Roadways

Between 2013 and 2017 more than 3,400 people lost their lives in traffic collisions on roadways in Los Angeles County; approximately 383 of these deaths occurred in unincorporated communities. During this time, traffic fatalities increased by nearly 28 percent on unincorporated County roadways. Countywide, motor vehicle collisions are the leading cause of death for children aged 5 to 14 years, and the second leading cause of death for youth ages 15 to 24.

In 2017 the Board of Supervisors unanimously adopted Supervisor Hilda L. Solis' motion and directed Public Works and the Department of Public Health to prepare a Vision Zero Action Plan to develop the strategies and actions the County will prioritize to reduce traffic deaths and severe injuries in County unincorporated communities. Vision Zero is an international movement that emphasizes a data-driven approach to traffic safety, acknowledging that people make mistakes and focusing on practices, policies, and designs to lessen the severity of collisions.

MOTION

SOLIS	_____
RIDLEY-THOMAS	_____
KUEHL	_____
HAHN	_____
BARGER	_____

In response to the Board's request, Public Works and the Department of Public Health, in collaboration with the California Highway Patrol, various stakeholder groups, and other County Departments, created an ambitious 5-year action plan to guide the County's efforts to eliminate traffic deaths on unincorporated County roadways by 2035. *Vision Zero Los Angeles County: A Plan for Safer Roadways* (Plan) identifies a multi-disciplinary approach to enhancing traffic safety, including engineering enhancements, policy changes, promoting a culture of traffic safety, and focusing enforcement to address unsafe behaviors such as speeding and impaired driving. The Plan describes the importance of data-driven processes, health equity, and transparency, and emphasizes the importance of tailoring traffic safety outreach, engagement, and education to the unique context of each community.

The Plan also supports the County's sustainability goals. Transportation emissions from on-and off-road vehicles are the source of 42 percent of greenhouse gas emissions in unincorporated Los Angeles County. By providing opportunities to provide safe, appealing, and reliable alternatives to driving, Vision Zero can help reduce this percentage.

Reducing the number of traffic fatalities and severe injuries is vital to creating and sustaining communities that thrive. By enhancing the safety of our roadways, the County's Vision Zero Initiative can help realize healthier, safer, and more sustainable lifestyles for those who live and visit unincorporated Los Angeles County.

WE, THEREFORE, MOVE that the Board of Supervisors adopt *Vision Zero Los Angeles County: A Plan for Safer Roadways* as the strategic vision and action plan for traffic safety for the unincorporated communities of Los Angeles County;

WE FURTHER MOVE that the Board of Supervisors:

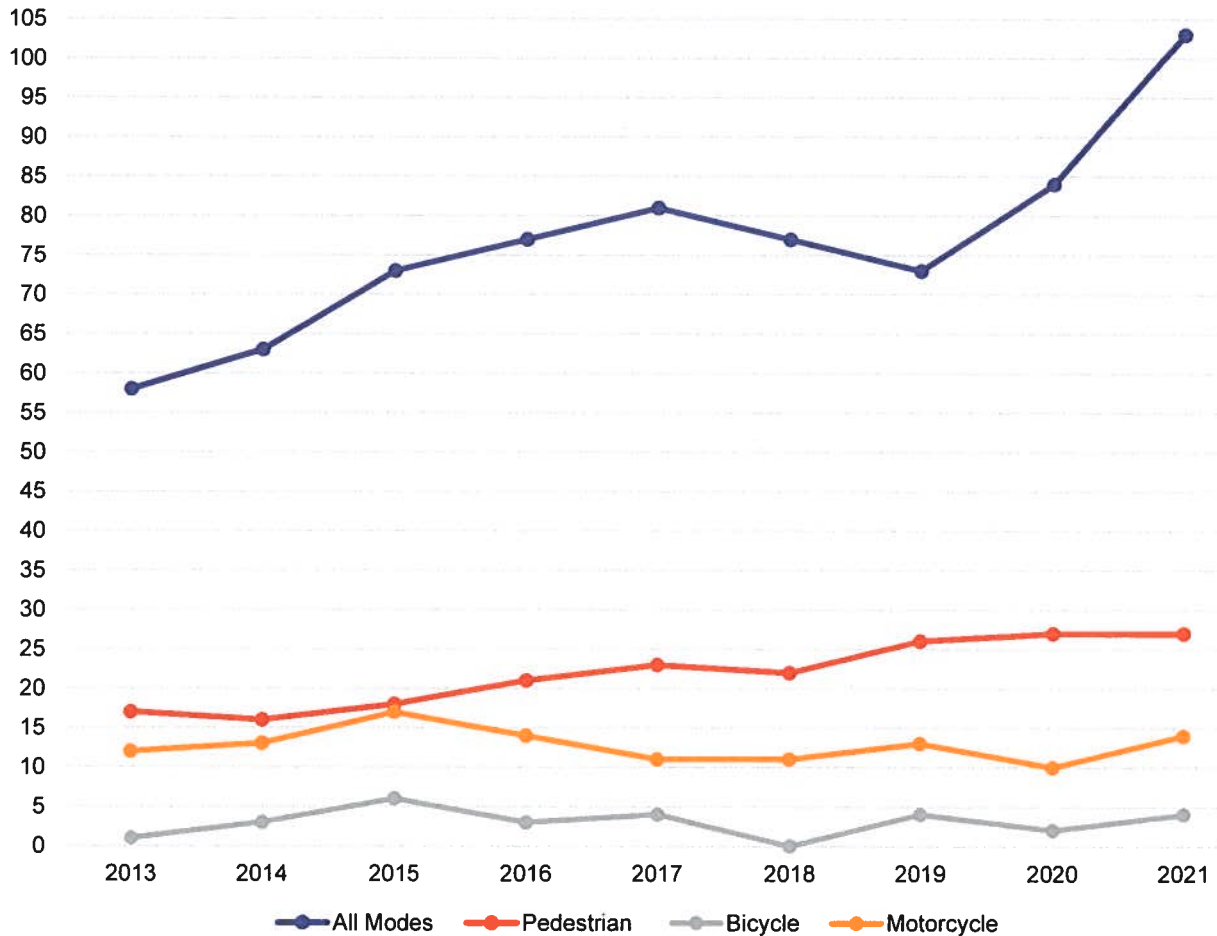
1. Instruct the Directors of the Public Works and the Department of Public Health to co-lead the implementation of *Vision Zero Los Angeles County: A Plan for Safer Roadways*, in collaboration with relevant County departments, the California Highway Patrol, and community partners, and establish a Vision Zero Steering Committee and appropriate subcommittees to coordinate implementation;
2. Instruct the Directors of Public Works and the Department of Public Health, in consultation with the Chief Executive Office, to develop cost estimates and identify funding needs and potential opportunities to support the implementation of pilot programs on three or more Collision Concentration Corridors located in different communities identified in *Vision Zero Los Angeles County: A Plan for Safer Roadways*, develop cost estimates to support enhanced data collection and analysis for these pilot programs, and report back to the Board in 90 days with the findings; and
3. Direct Public Works and the Department of Public Health to work with County departments and the California Highway Patrol to provide an annual progress report on implementation of *Vision Zero Los Angeles County: A Plan for Safe Roadways*.

#

HLS:mr

Attachment 2

**Fatal Collision Trends on County-Maintained Roadways
by Mode (2013-2021)**

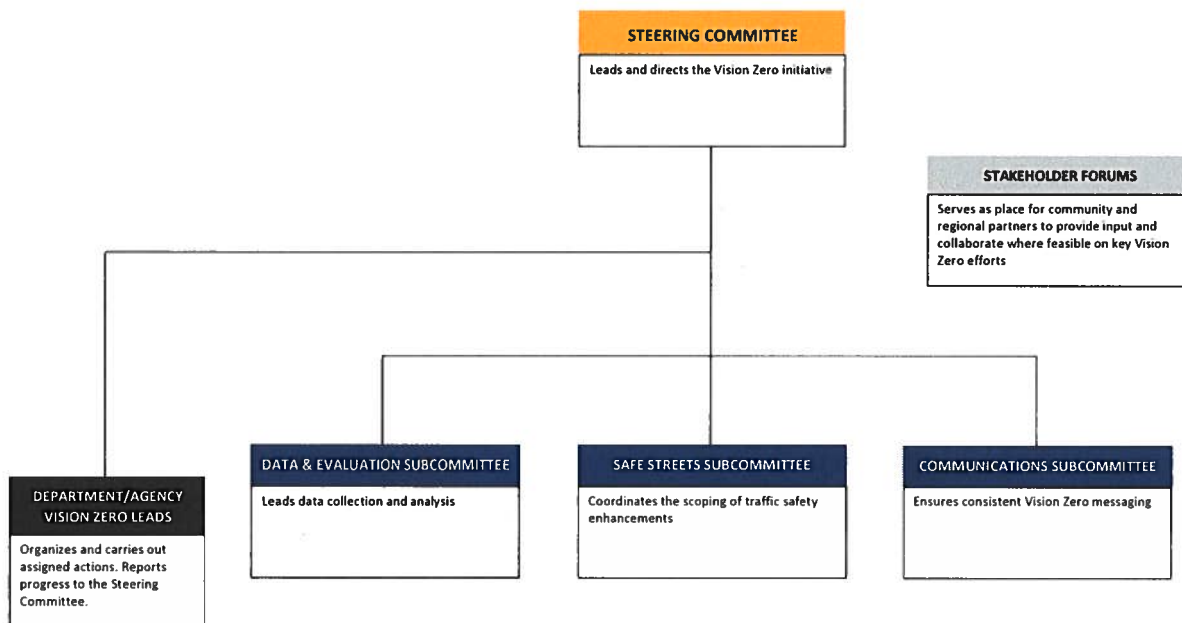


	2013	2014	2015	2016	2017	2018	2019	2020	2021	Percent Change 2020 to 2021
All Modes	58	63	73	77	81	77	73	84	103	22.6%
Pedestrian Involved	17	16	18	21	23	22	26	27	27	0.0%
Bicycle Involved	1	3	6	3	4	0	4	2	4	100.0%
Motorcycle Involved	12	13	17	14	11	11	13	10	14	40.0%

Attachment 3



Vision Zero Los Angeles County Implementation Partnership Structure



**Los Angeles County Vision Zero Action Plan
2021 Annual Report**

Action	Partners	Metric / Benchmark		2021 Progress
		Year 1	Years 2-5	
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	Committees/ Subcommittees/ Work Group Meetings	Throughout 2021 coordination among Vision Zero partner agencies and Departments occurred as needed to plan and implement traffic safety enhancements throughout the unincorporated communities. A goal in 2022 is to formally establish the Vision Zero Steering Committee and Subcommittees, that were originally envisioned during the development of the Plan. Since the adoption of the Plan in 2020 many staff reassignments have taken place at Vision Zero partner agencies. However, once again bringing together core contacts to serve on a Steering Committee can help drive Los Angeles County's Vision Zero initiative forward.
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	
A-3: Continue to support legislative efforts related to setting and enforcing speed limits.	Lead: Public Works Support: DPH, CEO	Ongoing	Ongoing	In 2021 Assembly Bill 43 was reviewed in the State of California's Legislature and was passed into law on January 1, 2022. AB 43 includes provisions that may allow local authorities to set lower speed limits below the 85th percentile speed in certain circumstances as part of establishing radar-enforceable speed limits through Engineering and Traffic Surveys. There are also provisions that will allow for additional consideration for vulnerable road users, such as pedestrians and bicyclists. However, many of these provisions are not in effect yet or will require County Code amendments and/or revisions by the State Department of Transportation to the California Manual on Uniform Traffic Control Devices before they are able to be implemented.
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	Public Works will research and identify potential funding opportunities through the Bipartisan Infrastructure Law to support the development of connected and autonomous vehicle technology in the County. Grant opportunities that focus on smart cities and advancing technology for mobility solutions include programs such as: Research, Development, Demonstration and Deployment Projects, Strengthening Mobility and Revolutionizing Transportation (SMART) Grants, and Advanced Transportation Technologies & Innovative Mobility Deployment. The SMART Grant funding will become available the second half of 2022 and the availability of the other grant funding opportunities are still to be determined.
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 when funding has been secured	An On-Demand Personal Mobility Devices Pilot Program was developed and originally implemented from May 1, 2019, to June 30, 2020. However, due to the lack of responsive applicants, the Program had no permitted operators. As a result, the Pilot Program was extended to June 30, 2021. As of July 20, 2022, there remains no permitted operators. Once a successful pilot has been implemented, a policy will be developed based on lessons learned. Analysis of creating policies/ordinances for those devices as it relates to the bike infrastructure will also be included as part of the Bike Master Plan Update. In 2021 consultant proposals were reviewed for the Bike Master Plan Update and necessary Board Actions to onboard a consultant took place. For more information regarding the pilot program, please visit https://dcba.lacounty.gov/eride/
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	-

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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	Public Works began to discuss funding and staff resources for this task in 2021. Efforts began on analyzing traffic safety guidelines in July 2022.
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	Public Works continued its work on updating the Highway Design Manual. The Manual is scheduled to be finalized by the end of 2022. Public Works finalized Green Infrastructure Guidelines, which include details for incorporating green infrastructure into roadways, including within traffic calming features, such as curb bulbouts.
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	Public Works continued to screen transportation improvement projects proposed along CCCs for opportunities to incorporate traffic safety enhancements. Various traffic safety enhancements continued to be developed that will be implemented as Public Works projects in future years along the following top 20 CCC's: Alameda Street, Compton Boulevard, Crenshaw Boulevard, El Segundo Boulevard, Firestone Boulevard, Normandie Avenue, Pacific Boulevard, Vermont Avenue, Western Avenue, and Wilmington Avenue.
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 Livable Communities Design Guidelines, which incorporate multi-modal safety design measures, and hold trainings to education staff and the public	Lead: DRP Support: Public Works, Fire	Finalize Livable Communities Design Guidelines and present for approval, as recommended by County Counsel	Train 100% of applicable staff Hold trainings for the public	In September 2019 the finalized Livable Communities Design Guidelines were discussed with the Regional Planning Commission for use by the Design Evaluation Team (DET), a team from the Department of Regional Planning tasked with reviewing the design quality of proposed development projects and providing feedback to staff. As a guide, the DET used the Livable Communities Design Guidelines (Guidelines) throughout 2020 and 2021 to align design comments and guide staff and developers toward consistency with the goals and policies of the Los Angeles County General Plan. These guidelines provide specific measures within a methodical checklist format providing certainty to developers in addressing staff comments. In 2021 Regional Planning Staff utilized the Guidelines to continue developing design standards which are anticipated to be completed by mid-2023.

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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	<p>In 2021 Public Health wrapped up efforts funded by the Office of Traffic Safety (OTS) started during the last reporting period, which lasted until September 30, 2021. These grants supported the Vision Zero initiative by providing Car Seat Safety Clinics (Action B-7); virtual workshops regarding road safety; and virtual and in-person bicycle and pedestrian safety presentations and workshops to constituents (including seniors, Action B-6) in the unincorporated County communities of Walnut Park, Westmont-West Athens, and West Whittier-Los Nietos. Outdoor traffic safety messaging installed on billboards and bus shelters along three top 25 Visio Zero CCCs (Pacific Boulevard, Normandie Avenue, and Norwalk Avenue) was also funded by these grants. Public Health submitted another OTS grant during this reporting period that will continue education efforts if awarded. Notification is anticipated in September of 2022.</p> <p>In 2021 Public Works applied for and was awarded a FLAP assistance grant from the Federal Highway Administration to enhance Mounty Baldy Road, an identified CCC.</p> <p>Additionally, Public Health and Public Works submitted applications for technical assistance from the Southern California Association of Governments, Sustainable Communities Program to develop Pedestrian Plans for the unincorporated community of Lennox and a Countywide Safe Routes to School Program (consistent with Action B-4), respectively. Public Health successfully secured funding for the Lennox Pedestrian Plans, and the County will continue to seek alternative funding sources for Safe Routes to School efforts.</p> <p>Public Works submitted a grant application through the South Bay Cities Council of Governments for Measure M MSP funding for the El Camino Village Traffic and Pedestrian Safety Enhancements. The project includes traffic safety enhancements and pedestrian access improvements in the unincorporated County community of El Camino Village.</p> <p>In 2021, preliminary planning began for grant submissions under the Active Transportation Program Cycle 6.</p>
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	In response to the Nov 16, 2021, motion "Decriminalizing Mobility Through Implementation of the Vision Zero Action Plan" Public Health submitted a Board report on April 21, 2022, which recommended this action be coordinated with other County entities such as the CEO ARDI unit, the Civilian Oversight Commission, and the Office of the Inspector General leading conversations around policing, especially in communities of color.
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	In response to the Nov 16, 2021, Board motion "Decriminalizing Mobility Through Implementation of the Vision Zero Action Plan" Public Health submitted a report to the Board of Supervisor on April 21, 2022, which summarized efforts to date to identify the processes and partners for establishing a diversion program. Public Health identified that a prefilling diversion program would be most feasible and that staff resources are needed in order to manage a program as well as to contract with organizations experienced in providing Spanish and English bicycle and pedestrian safety education. Public Health applied for an Office of Traffic Safety (OTS) grant that would help support contracting with the aforementioned types of organizations, notification is anticipated in September of 2022, however resources are still needed to provide dedicated Public Health staff to manager, evaluate and promote a program.

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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	In response to the Nov 16, 2021, Board motion "Decriminalizing Mobility Through Implementation of the Vision Zero Action Plan" Public Health submitted a report to the Board of Supervisor on April 21, 2022, which summarized efforts led by Public Works, in coordination with County Counsel and Public Health to update Los Angeles County Code Section 15.076.080 which currently prohibits the use of bicycles on sidewalks with Unincorporated County communities. A draft ordinance that would allow the use of bicycles on sidewalks was drafted and upon direction from the Board, County Counsel will commence a full review of the draft ordinance, once completed, Public Works will submit a Board Letter to place the ordinance on a future Board agenda.
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	In 2021 preliminary discussions were held regarding Active Transportation Program, Cycle 6 grant proposals. In 2022 Public Works submitted an application to the California State Active Transportation Program, Cycle 6. If awarded, this will develop and publish a Safe Routes to School (SRTS) Plan for the unincorporated communities, which will include a prioritization process, policies to reduce traffic fatalities and serious injuries among youth, and a community-informed approach for developing site-specific SRTS Plans at public schools.
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	In 2021 DPR secured \$650,000 in Federal Community Development Block Grant (CDBG) funding from the Los Angeles County Development Authority to help with the implementation of the planned 95th and Normandie Pocket Park. This brings the total project budget to about \$1.92 million. When completed in 2023, the park will increase the percentage of Westmont residents within a 10-minute walk to a park from 57 percent (after Woodcrest Play Park opened in 2019) to over 70 percent.
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)	Public Health wrapped up efforts funded by the Office of Traffic Safety (OTS), started during the last reporting period, which included providing traffic safety education and engaging seniors on traffic safety issues in their community. Public Health submitted another OTS grant during this reporting period that will continue education efforts if awarded. Notification is anticipated in September of 2022. The previous OTS grant funded the develop of a pedestrian safety presentation for older adults and a handout both of which are available in Spanish and English. Public Health continues to develop relationships with the WDACS staff that run County Community and Senior Centers and intends to continue to use both to support engagement with older adults at these facilities.
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	Public Health continued to hold car seat workshops in 2021/22 both in-person and virtually. During this reporting period Public Health hosted two certification technician trainings to increase the number of certified car seat technicians, a total of 26 people were trained. While two vendors dropped out of the program due to staffing issues, Public Health was able to identify two vendors to serve SPAs 1-2 and 6-8 by October 1. Demand for this programming has increased and Public Health has been in touch with Workforce Development, Aging and Community Services (WDACS) and other County partners to identify locations where it would be feasible to provide regular car seat check-up events over the course of the year so there is increased community awareness and utilization of these services.

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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	Public Health has been providing regular 2-hour virtual webinars to nurses and medical staff to obtain continuing education units (CEUs) for this topic. For those wanting more training, Public Health shares information about the 4-day child passenger certification class provided by SafetyBeltSafe USA.
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	Public Health is working internally to create content on a new site within ph.lacounty.gov/chronic for the Injury Prevention Program to focus on shared resources on the topic of teen distracted driving and child passenger safety. Migration of the new ph.lacounty.gov/ipp should be ready by September 30, 2022. Coordination with partners and stakeholders would be initiated once created so additional resources and events can be incorporated.
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	34 high visibility crosswalks were installed Countywide in 2021, 21 of which were installed on Collision Concentration Corridors.* *Traffic safety enhancement installation totals are based on available inventory records as within Traffic Safety and Mobility Division as of June 22, 2022.
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	16 Leading Pedestrian Intervals were installed Countywide in 2021. *Traffic safety enhancement installation totals are based on available inventory records as within Traffic Safety and Mobility Division as of June 22, 2022.
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	Four curb extensions were installed Countywide in 2021, 1 of which was installed on a CCC.* *Traffic safety enhancement installation totals are based on available inventory records as within Traffic Safety and Mobility Division as of June 22, 2022.

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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	Left turn phasing was implemented at six intersections Countywide in 2020, three of which were installed on CCCs.* *Traffic safety enhancement installation totals are based on available inventory records as within Traffic Safety and Mobility Division as of June 22, 2022.
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	In December 2021 planning for Vision Zero complete street treatments along City Terrace Drive in City Terrace began, and may include the addition of a separated bikeway or a class 2 buffered bike lane.
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	In 2021 Public Works applied through the Metro Open Streets grant program for funding for the South LA Open Streets: Expo to Jesse Owens (Park2Park) and Camina en Walnut Park: Domingos en Octubre, events. Both projects were awarded. Additionally, a demonstration project was installed on Loma Alta Drive and Sunset Ridge Road adjacent to Loma Alta Park in Altadena. Through the use of delineators, the sidewalks along these streets were extended to allow for additional space for constituents to walk.
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	In the fall of 2021, a second run of the community-informed traffic safety messages developed with the Vision Zero Artist-in-Residence were installed on billboards in the Westmont community. In addition, an artist designed bike rack that included traffic safety messages developed by youth from the community and a display of work developed by youth were installed in Woodcrest Library. The Vision Zero Artist-in-Residence tenure ended in 2021. Public Health and Public Works continue to coordinate with the Department of Arts and Culture to identify opportunities to incorporate art into Vision Zero efforts. Additionally, in 2021 Public Works began to develop Utility Box Beautification Guidelines which will set the stage for applicants to paint Public Works owned utility boxes within the public right-of-way.
C-4: Assess environmental conditions associated with impaired driving and promote policies and programs for prevention.	Lead: DPH	(years 2-5 goal)	-	While work on this action was initially deferred due to the COVID-19 pandemic, on July 1, 2022, Public Health will onboard a network of providers to assess environmental conditions associated with impaired driving and promote substance use prevention policies and programs.
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	-

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C-6: Educate community members about Vision Zero during community and area planning efforts of Vision Zero concepts in the planning process	Lead: DRP Support: Public Works, DPH, DPR	Initiate action	Ongoing action	In 2021 teams for the Metro Area Plan and the East San Gabriel Valley Area Plan included Vision Zero concepts into community outreach efforts. The area plans will be completed in mid-2023. https://planning.lacounty.gov/site/esgvap/ https://dev.ibiviz.com/usa/ca/esgv/ https://planning.lacounty.gov/site/metroareaplan/
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	Public Works leveraged Southern California Association of Governments(SCAG), Go Human campaign by installing multilingual safety messaging on bus shelters throughout the unincorporated communities. Additionally, Public Works engaged with SCAG regarding utilizing their "Kit of Parts", which are a set of temporary tools such as temporary bus platform, that can be used for the purposes of demonstration. In 2021, Public Works also collaborated with SCAG and supported efforts in developing a guidance document for High Injury Networks in California. Vision Zero presentations by Public Works staff were also made at SCAG safety workgroup meetings and a City and County Engineer's Association meeting to help facilitate regional coordination.
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	Public Health received a grant from the California Department of Public Health (CDPH), to continue efforts to build a program focused on teen driving behaviors, specifically distracted driving. With the CDPH grant, Public Health is working to develop relationships with high school administrations in order to implement an educational program with Impact Teen Drivers. Additional funding was also secured from OTS and Public Health submitted another request for OTS program for 2022/2023, announcements are expected in September of 2022.
D-3: Collaborate with Trauma Centers and other healthcare providers to raise awareness of traffic safety and the Vision Zero initiative.	Lead: CEO Support: DHS	Initiate action	Ongoing action	Due to the on-going COVID-19 pandemic, work on this action has been deferred to future years given the strain on trauma centers, healthcare providers, and Public Health staff in 2021.
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	While work on this action was initially deferred due to the COVID-19 pandemic, on July 1, 2022, Public Health will onboard a network of providers to promote safe driving and the dangers of impaired and distracted driving during National Impaired Driving Prevention Month (December).
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	In conjunction with the "Get There, Safe" campaign, in-service traffic safety briefings at patrol stations were conducted in 2021.
D-6: Update the Sheriff's 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	-

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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%	In 2021 two DRE classes were conducted. One was in the city of Glendale and the other was at a LASD facility. The two classes yielded a total of 40 newly trained DRE officers. The Sheriff's Department trained an additional 18 deputies in DRE. It is anticipated that additional DRE's will be trained within both the CHP and the Sheriff's Department.
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	In 2021 Southern Division hosted 14 Impaired Driving Task Force Details which yielded several citations to those that were impaired.
D-11: Continue leading the Street Racing Task Force aimed at reducing street racing regionally by coordinating among law enforcement agencies and the community.	Lead: CHP Support: LASD	Train at least 200 additional Officers Conduct at least 10 Task Force deployments Conduct driver safety and awareness presentations to a minimum of 3,000 high school students	Ongoing action	Personnel trained in 2021 by quarter: 1st quarter - 44 officers, 2nd quarter - 35 officers, 3rd quarter - 12 officers, and 4th quarter - 49 officers. Street Racing Task Force enforcement details totaled 99 in 2021 and the CHP conducted 26 driver safety awareness presentations with an attendance of about 2,554 school aged students.

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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	-
D-13: Expand driver safety training to all employees who drive for County business	Lead: CEO Support: Public Works, DPH, Fire, LASD, DRP, County Counsel, ISD	Initiate action	100% of departments require training 100% of staff complete training biannually	Two training sessions were developed for County Departments to utilize as deemed appropriate by their respective risk management and executive staff. Correspondence was sent to departments to remind them of these training courses and retraining of their employees where appropriate.
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-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	Due to lack of funding and staff capacity, this action has been deferred to future years.
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	Due to lack of funding and staff capacity, this action has been deferred to future years.

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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	While work on this action was initially deferred due to the pandemic, Public Health was able to secure an agreement with the LA County Office of Education to begin implementation the Friday Night Live program in the fall of 2022.
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	Due to the COVID-19 pandemic, work on this action has been deferred to future years.
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 where funding has been secured	Public Works geocoded the locations of all traffic signs and signals within the Top 20 Vision Zero Collision Concentration Corridors. In addition, Public Works has also identified all markings, striping, and signals in the Top 20 Vision Zero CCCs.
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 action	Due to lack of funding and staff capacity, this action has been deferred to future years.
E-9: Establish a process to conduct regular bicycle and pedestrian counts and identify count locations.	Lead: Public Works	Initiate action, 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	Due to lack of funding and staff capacity, this action has been deferred to future years.
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	VisionZeroLACounty.com was launched in 2019. Progress updates will need to be made and planned in future years once funding and staff resources allows.

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		Year 1	Years 2-5	
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	For 2021, this Annual Report shall serve as the report on the progress of Vision Zero activities.
E-13: Create a publicly available data dashboard to visually community traffic safety metrics, trends, and maps	Lead: ISD Support: CIO, DPH, Public Works, CHP, Fire, DHS, LASD, DRP	Complete dashboard	Ongoing updates	-
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	In 2021 the RMIS 2.0 system has been completed and implemented and staff have been trained.

August 4, 2020

MOTION BY SUPERVISORS HILDA L. SOLIS
AND JANICE HAHN

Adopting Vision Zero Los Angeles County: A Plan for Safer Roadways

Between 2013 and 2017 more than 3,400 people lost their lives in traffic collisions on roadways in Los Angeles County; approximately 383 of these deaths occurred in unincorporated communities. During this time, traffic fatalities increased by nearly 28 percent on unincorporated County roadways. Countywide, motor vehicle collisions are the leading cause of death for children aged 5 to 14 years, and the second leading cause of death for youth ages 15 to 24.

In 2017 the Board of Supervisors unanimously adopted Supervisor Hilda L. Solis' motion and directed Public Works and the Department of Public Health to prepare a Vision Zero Action Plan to develop the strategies and actions the County will prioritize to reduce traffic deaths and severe injuries in County unincorporated communities. Vision Zero is an international movement that emphasizes a data-driven approach to traffic safety, acknowledging that people make mistakes and focusing on practices, policies, and designs to lessen the severity of collisions.

MOTION

SOLIS	_____
RIDLEY-THOMAS	_____
KUEHL	_____
HAHN	_____
BARGER	_____

In response to the Board's request, Public Works and the Department of Public Health, in collaboration with the California Highway Patrol, various stakeholder groups, and other County Departments, created an ambitious 5-year action plan to guide the County's efforts to eliminate traffic deaths on unincorporated County roadways by 2035. *Vision Zero Los Angeles County: A Plan for Safer Roadways* (Plan) identifies a multi-disciplinary approach to enhancing traffic safety, including engineering enhancements, policy changes, promoting a culture of traffic safety, and focusing enforcement to address unsafe behaviors such as speeding and impaired driving. The Plan describes the importance of data-driven processes, health equity, and transparency, and emphasizes the importance of tailoring traffic safety outreach, engagement, and education to the unique context of each community.

The Plan also supports the County's sustainability goals. Transportation emissions from on-and off-road vehicles are the source of 42 percent of greenhouse gas emissions in unincorporated Los Angeles County. By providing opportunities to provide safe, appealing, and reliable alternatives to driving, Vision Zero can help reduce this percentage.

Reducing the number of traffic fatalities and severe injuries is vital to creating and sustaining communities that thrive. By enhancing the safety of our roadways, the County's Vision Zero Initiative can help realize healthier, safer, and more sustainable lifestyles for those who live and visit unincorporated Los Angeles County.

WE, THEREFORE, MOVE that the Board of Supervisors adopt *Vision Zero Los Angeles County: A Plan for Safer Roadways* as the strategic vision and action plan for traffic safety for the unincorporated communities of Los Angeles County;

WE FURTHER MOVE that the Board of Supervisors:

1. Instruct the Directors of the Public Works and the Department of Public Health to co-lead the implementation of *Vision Zero Los Angeles County: A Plan for Safer Roadways*, in collaboration with relevant County departments, the California Highway Patrol, and community partners, and establish a Vision Zero Steering Committee and appropriate subcommittees to coordinate implementation;
2. Instruct the Directors of Public Works and the Department of Public Health, in consultation with the Chief Executive Office, to develop cost estimates and identify funding needs and potential opportunities to support the implementation of pilot programs on three or more Collision Concentration Corridors located in different communities identified in *Vision Zero Los Angeles County: A Plan for Safer Roadways*, develop cost estimates to support enhanced data collection and analysis for these pilot programs, and report back to the Board in 90 days with the findings; and
3. Direct Public Works and the Department of Public Health to work with County departments and the California Highway Patrol to provide an annual progress report on implementation of *Vision Zero Los Angeles County: A Plan for Safe Roadways*.

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HLS:mr