

ERIC GARCETTI  
MAYOR

## EXECUTIVE DIRECTIVE NO. 10

Issue Date: August 24, 2015

**Subject: Vision Zero**

Our streets must be safe for everyone who uses them. Fatalities are not a tolerable byproduct of transportation. Loss of life and severe injuries resulting from traffic crashes are unacceptable outcomes that we can address. We must employ a strategic approach to engineering, education, and law enforcement in connection with our streets and sidewalks.

The City of Los Angeles ranks second in the nation for the number of people that are killed by motor vehicles when walking. Since 2009, fatalities for pedestrians account for more than half of fatal traffic collisions annually—nearly four times the national average of 14 percent. Similarly, people walking or bicycling make up 56 percent of people killed and severely injured in traffic collisions. Children and older adults who walk are particularly vulnerable, and are five times more likely than drivers to be killed or severely injured in crashes.

**Therefore I am launching the citywide Vision Zero initiative. Saving human lives must be our priority, so I am declaring safety to be the number one priority in designing and building our streets and sidewalks.**

Vision Zero is premised on the fundamental principle that loss of life by traffic collision is unacceptable. The goal of Vision Zero is to target *all* traffic fatalities with an emphasis on the most vulnerable users of our streets: people who walk and bicycle. Recognizing that people make mistakes, an effective road safety system must take human fallibility into account, must be designed to diminish the chances of human error, and must lower the likelihood of severe injury or death when crashes occur. Safe mobility is critical for all parts of our society: our transportation systems must keep us moving and our City prosperous.

The most frequently reported causes of fatal crashes are unsafe speeds, violations of pedestrian and bicycle rights of way, running signals and stop signs, and driving under the influence of drugs or alcohol. An important step in reducing serious injuries and fatalities is to implement street designs and appropriate law enforcement to encourage drivers to travel at speeds that are safe for everyone. National transportation research has demonstrated a 5 percent likelihood of death for a pedestrian struck by a vehicle traveling at a speed of 20 miles per hour (mph), with a nine-fold increase to a 45 percent likelihood of a pedestrian death from a vehicle traveling at 30 mph.

Today, 6 percent of our City's total street mileage accounts for 65 percent of all pedestrian and bicyclist fatalities and severe injuries. To direct resources more effectively and efficiently in reducing fatal and severe collisions, the Department of Transportation has developed a data-driven High Injury Network (HIN). There is significant overlap between the High Injury Network and neighborhoods that score poorly on Los Angeles's Health Atlas. The HIN will guide the identification and prioritization of safety improvement projects as well as education and enforcement strategies on street segments that account for the majority of collisions.

The City and the people of Los Angeles must take steps to address traffic safety, both in the short term and the long term. The City, in partnership with community stakeholders, must implement solutions that improve roadway safety in all neighborhoods for persons that walk, bicycle, and drive.

Accordingly, I hereby create the Vision Zero initiative with the following goals:

- Reducing traffic fatalities citywide by 20% by 2017, prioritizing pedestrian fatalities involving older adults and children.
- Reducing traffic fatalities citywide to zero by 2025.

To achieve these goals, I hereby order as follows:

**Vision Zero Steering Committee and Vision Zero Task Force**

To ensure that City agencies are accountable and take the actions needed to reach the Vision Zero goals, I hereby establish the Vision Zero Steering Committee to coordinate, implement, and evaluate near-term and longer-term actions. The Steering Committee shall convene under the joint direction of the Department of Transportation and the Police Department and shall work with my Office and the City Council to report on Vision Zero efforts.

The General Manager of the Department of Transportation shall chair the Steering Committee; the Chief of Police or his designee shall serve as co-chair. The Steering Committee shall include representatives from my Office. The General Manager of each of the following Departments and Bureaus shall designate a Steering Committee member from the Department or Bureau, and shall notify forthwith the Department of Transportation Project Delivery Division of that person's name and contact information (including when there is a subsequent personnel change or change to that person's contact information).

- Engineering
- Fire
- Street Services

In addition, the Steering Committee shall invite the Los Angeles County Department of Public Health to participate on the Steering Committee.

The Steering Committee shall coordinate the activities of the Vision Zero Task Force. The Task Force shall be comprised of the members of the Steering Committee, as well as representatives from the following listed Departments and Bureaus; by December 1, 2015, the General Manager of each of the following Departments and Bureaus shall designate a Task Force member from the Department or Bureau, and shall notify the Department of Transportation Project Delivery Division of that person's name and contact information (including when there is a subsequent personnel change or change to that person's contact information).

- Aging
- City Planning
- Contract Administration
- Disability
- Neighborhood Empowerment
- Street Lighting
- Water and Power

In addition, the Steering Committee shall invite the following organizations to participate on the Task Force:

- Los Angeles City Attorney
- Los Angeles County Metropolitan Transportation Authority
- Los Angeles County Sheriff's Department
- Los Angeles School Police
- Los Angeles Unified School District
- At least one representative of a pedestrian safety organization
- At least one representative of a bicycle safety organization
- At least one traffic-related industry or professional association
- At least one representative from a Neighborhood Council

### **Immediate Actions**

To address immediate traffic safety conditions, I hereby order the following actions to commence by December 1, 2015, with quarterly progress reports thereafter to my Office where appropriate:

- The Department of Transportation shall commission an in-depth analysis of the High Injury Network to create detailed crash profiles that identify the type of collision, the types of parties involved in the collision, and the time of day of the collision, and then develop a toolbox of countermeasures that can be applied to each collision profile.
- The Bureau of Engineering in collaboration with the Department of Transportation and the Department of City Planning shall adopt the National Association of City Transportation Officials Urban Street Design Guide and the City's Mobility Plan 2035 for consideration in redesigning intersections and streets enhanced for the safety of all users along the High Injury Network.
- The Department of Transportation, in collaboration with the Bureau of Engineering and the Bureau of Street Services, shall develop a decision-making process and checklist to ensure safety is the highest consideration for design with a specific focus on the High Injury Network.
- The Bureau of Street Services shall develop a plan to incorporate Vision Zero strategies into major re-striping and crosswalk projects with street resurfacing and slurry sealing projects on the High Injury Network.
- The Bureau of Street Lighting shall develop a list of prioritized lighting projects to improve safety on the High Injury Network.
- The Police Department shall develop a plan to expand COMPSTAT pedestrian and bicycle collisions reporting to support the development and implementation of traffic enforcement strategies and training to reduce vehicular speeds and crashes, including hit-and-run collisions.
- The Department of Transportation and the Police Department shall develop a plan to conduct analysis and to prioritize speed zone surveys to increase speed enforcement for streets on the High Injury Network.
- The Department of Transportation and the Police Department shall develop a plan to enhance traffic calming and improve safety around schools.

- The Department of Transportation and the Police Department shall develop a strategy for developing and implementing safety campaigns with Vision Zero messaging in neighborhoods with high rates of collisions; the Departments shall include pre and post studies to evaluate the impact of the education campaigns.
- The Department of Transportation and the Fire Department shall coordinate and enhance crash-site data collection.
- The Department of Water and Power shall coordinate with the Department of Transportation and other agencies to incorporate safety-related improvements in infrastructure projects on the High Injury Network.
- The Bureau of Contract Administration shall develop a strategy to ensure proper implementation of approved Department of Transportation traffic, bicycle, and pedestrian control at Public Works construction sites in the public right of way.
- The Bureau of Contract Administration and the Department of Transportation shall pursue an update of the Work Area Traffic Control Handbook or shall adopt a City-specific supplement to strengthen the requirements for pedestrian and bicycle detours.
- In collaboration with the Los Angeles Unified School District, the Department of Transportation shall prepare school safety plans for the Top 50 Safe Routes to School and shall conduct outreach and bundle short-term and long-term safety measures that can spur efficiencies in the design of street projects.
- The Department of Transportation shall re-time at least 400 traffic signals annually to comply with current standards and shall address crash patterns, specifically by increasing pedestrian crossing time and minimum green times for people riding bicycles. The Department shall prioritize signal changes where possible along the High Injury Network.

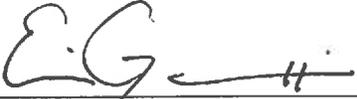
### **Long-Term Actions**

In addition to overseeing progress toward Vision Zero goals, the Steering Committee shall identify, approve, and monitor implementation of the following long-term strategies:

- Work with health and enforcement agencies to integrate health, medical, and enforcement data into a publicly accessible transportation database called TransBase to assist with analysis and decision-making; TransBase shall incorporate data from health, medical, transportation, and enforcement agencies.

- Develop uniform processes for interdepartmental data collection and publishing to enhance data-driven project identification, prioritization, and evaluation.
- Conduct annual walking and bicycling counts.
- Complete and implement a Pedestrian Safety Action Plan.

Executed this 24th day of August 2015.



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ERIC GARCETTI  
Mayor