



LOS ANGELES | 2015-2025

Progress Report / 2016-03-01

Enforcement Subcommittee

Vision Zero Task Force

The Enforcement Subcommittee of the Vision Zero Task Force is pleased to present this interim progress report on *Executive Directive No. 10* Action Items 6, 7, and 8.

The Enforcement Subcommittee held its second meeting on Tuesday February 2 to coordinate updates on the above action items, and will continue to meet on an as needed basis pending direction from future Executive Steering Committee and Task Force meeting outcomes.

Objectives

- Define strategy for commencing work on assigned Executive Directive action items and develop a long-term strategy for satisfying that action item.
- Opportunities for inter-departmental collaboration; challenges/barriers and possible solutions
- Opportunities for infusing expertise and input of Vision Zero Alliance Task Force members

STRATEGY FOR COMMENCING WORK & PROGRESS TO DATE

Per the Executive Directive, responsible departments and agencies shall commence work on Action Items by December 1, 2015, with quarterly progress reports thereafter delivered to the Mayor’s Office. Strategies developed for advancing work on Action Items 6, 7, and 8 are detailed below, along with progress for each.

Action Item 6 - COMPSTAT

Executive Directive Action: The Police Department (LAPD) 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.

Strategy/Task	Current Status and Progress	Expected Completion
Incorporate traffic statistics into COMPSTAT	LAPD conducts quarterly traffic COMPSTAT meetings, with the next one scheduled for Wednesday March 09. At these meetings, Commanding Officers report on pedestrian and bicycle collisions by total occurrences, severe injury, and fatal injury, within their respective division in each bureau. These statistics are compared month-over-month, and year to date compared to the previous two years. Each Commanding Officer is tasked with the development and implementation of a strategy specific to their long term collision trends, and can be focused on enforcement, engineering, or education. The strategy is assessed for effectiveness in the following COMPSTAT quarterly inspection, and altered if necessary.	Ongoing

Directed Enforcement Task Force	LAPD also has begun a Directed Enforcement Task Force (DETF) aimed at traffic collisions. Each month, one of the four LAPD bureaus will target their top 5 intersections for injury collisions, and saturate each of those 5 areas with 3-4 traffic officers. The officers will have a presence at that intersection all day, and focus on opportunities for education and enforcement, as well as look for any engineering challenges to report back to DOT. DOT engineers are planning on joining LAPD at the next DETF in March.	Ongoing
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Action Item 7 - Speed Zone Surveys: LADOT and LAPD shall develop a plan to conduct analysis and prioritize speed zone surveys to increase speed enforcement for streets in the HIN.

Strategy/Task	Current Status and Progress	Expected Completion
Educate our partners on the speed survey issue	Valley Traffic Division has created a PowerPoint presentation designed to educate constituents, businesses, and elected officials on the issue of speed zone surveys in the hopes of generating community and political support for the Engineering and Traffic Survey ordinance process. The presentation is currently undergoing adaptations for citywide use, and LAPD and DOT plan to jointly present to every council office by the end of March.	April 2016
Utilize consultant services to help catch-up on expired speed surveys	LADOT is planning to use their on-call consulting bench to bring in additional resources to help conduct more speed surveys in an attempt to catch-up on some of the streets that have expired surveys. Streets on the High Injury Network will be prioritized in this effort.	April-May 2016
Legislative strategy	LADOT is simultaneously working with the Mayor's Office and City Council to potentially pursue a legislative strategy that tweaks the current state law that sets speed limits. Ideas include a change that allows for a different approach when a city in California has adopted an identified "High Injury Network.". We are also looking at legislation pertaining to additional enforcement mechanisms for speed offenses.	Ongoing

Action Item 8 - School Safety: LADOT and LAPD shall develop a plan to enhance traffic calming and improve safety around schools.

Strategy	Current Status and Progress	Expected Completion
School Safety Zone Speed Limits Phase I	LADOT, LAPD, and LAUSD have coordinated to develop the first phase of a School Safety Zone Speed Limit program around 11 schools. This takes advantage of an existing state law that allows for a 15 miles-per-hour speed limit at qualifying locations around schools. The resolution requesting these changes has been adopted by City Council, and DOT is working to fabricate and install these signs. LAUSD and LAPD will help educate people in the first phase of installation, and if needed LAPD enforcement officers will be deployed to write tickets after an appropriate education period. Traffic behavior and driver compliance will be monitored and used to inform citywide application.	06/30/2016
School Safety Zone Speed Limits Phase II	The 11 schools that were selected for the first phase of the School Safety Zone Speed Limit program were included because they are all funded for engineering countermeasures. Over the course of the next two years, LADOT will be working to design and install traffic calming devices around each school. Simultaneously, all the remaining schools in the Top 50 prioritized list of the Safe Routes to School program will receive School Travel Plans, that will lead to physical infrastructure changes as well.	06/30/2017(?)

OPPORTUNITIES FOR INTERDEPARTMENTAL COLLABORATION / CHALLENGES / SOLUTIONS

There have already been multiple opportunities for interagency collaboration through the work of this subcommittee. Specifically, the partnership between LAPD, LADOT, and the Los Angeles Unified School District continues to be of importance, as traffic calming strategies around schools must involve a robust cross section of education, engineering, and enforcement. The School Safety Zone Speed Limit program will provide great insights on how much education and/or enforcement is necessary to make an impact on driver behavior. Additionally, LADOT has been invited to join LAPD at their next DETF, which will provide a great learning opportunity to understand the relationship between engineering and enforcement.

OPPORTUNITIES FOR COLLABORATION WITH VISION ZERO ALLIANCE

The primary opportunities for this subcommittee to collaborate with the Vision Zero Alliance involve sharing information for input and feedback before releasing items to the general public. For example, the PowerPoint



presentation that LAPD has developed about expiring traffic surveys will ultimately be shared with the Alliance for their feedback. Similarly, if there is any legislation that is pursued to change the state law that sets the speed limit, it would make sense for members of the alliance to weigh in on the legislative change that they would support, so to build a public and private coalition that can lend support to any eventual bill. Lastly, it will make sense to share the DETF locations with the Vision Zero alliance so that they are aware of the locations and can help get the word out about the need for better behavior at those intersections.