



LOS ANGELES | 2015-2025

Progress Report / 2016-03-01

Engineering Subcommittee

Vision Zero Task Force

The Engineering Subcommittee of the Vision Zero Task Force is pleased to present this interim progress report on *Executive Directive No. 10* Action Items, Action Items 1-5, 8, and 11-15.

Our subcommittee met formally, for a second time, to coordinate this progress report on Thursday, January 21, 2016 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 by 12/1; long-term strategy for satisfying that action item
- Opportunities for interdepartmental 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 1-5, 8, and 11-15 are detailed below along with progress for each.

Action Item 1 - Technical Collision Analysis & Countermeasures Development (DOT)

Executive Directive Action: The Department of Transportation (DOT) shall commission an in-depth analysis of the High Injury Network (HIN) 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.

Strategy/Task	Current Status and Progress	Expected Completion
Apply countermeasures toolbox to crash profiles; scenario planning implementation.	Consultant (Fehr & Peers) has completed a literature review report of other Vision Zero-related technical collision analysis efforts. The statistical analysis commenced, and the first iteration of crash profiles has been delivered to LADOT. Still undergoing one more round of edits before ready to take the crash profiles, and paired countermeasures, to members of the public.	4/1/2016
Generate priority project recommendations for Vision Zero High Injury Network (HIN).	The consultant has developed a survey to determine the appropriate project prioritization methodology. This will be presented to the Vision Zero Alliance for	4/15/2016



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	<p>their feedback on the recommended approach on March 1. Based on the outcomes of that conversation, the City will move forward with project prioritization, or with more outreach to determine prioritization preferences.</p>	
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Action Item 2 - Adopt NACTO Urban Street Design Guide and Urban Bikeway Design Guide, and Mobility Plan 2035 for redesigning intersections and streets on the HIN. (BOE, DOT, DCP)

Executive Directive Action: The Bureau of Engineering (BOE) in collaboration with DOT and Department of City Planning (DCP) shall adopt the NACTO Urban Street Design Guide, NACTO Urban Bikeway 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 HIN.

Strategy	Current Status and Progress	Expected Completion
Council to adopt NACTO guides and Mobility Plan 2035.	Council adopted the Mobility Plan 2035, which incorporated the NACTO guides.	Completed 11/25/2015
Issue specific memoranda or instructions to BOE and DOT staff on how to incorporate the design approaches and guidance into day-to-day policies, procedures, standard plans, and manuals.	Needed resources have been assessed to implement review of current design standards and manuals, to determine revisions necessary for incorporation of NACTO and Mobility Plan 2035 Vision Zero elements within the HIN. BOE will share their manual for project development, specifically focused on the pre-engineering process. DOT will look to develop a similar model. Both departments will seek updates that incorporate the NACTO principles and safety principles.	5/1/2016

Action Item 3 - Develop decision-making process and checklist to ensure safety is the highest consideration for design with a specific focus on the HIN. (DOT, BOE, BSS)

Executive Directive Action: DOT, in collaboration with BOE and the Bureau of Street Services (BSS), shall develop a decision-making process and checklist to ensure safety is the highest consideration for design with a specific focus on the HIN.

Strategy	Current Status and Progress	Expected Completion
Develop processes for BOE, BSS and DOT to ensure safety is prioritized and considered early within project development	DOT/BOE/BSS will identify existing processes that would be affected, and will subsequently update such processes to identify projects on HIN and ensure safety considerations are incorporated into project development.	4/1/2016

Action Item 4 - Develop a plan to incorporate Vision Zero Strategies into major re-striping and crosswalk projects with street resurfacing and slurry sealing projects on the HIN. (BSS)

Executive Directive Action: BSS shall develop a plan to incorporate VZ Strategies into major re-striping



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and crosswalk projects with street resurfacing and slurry sealing projects on the HIN.

Strategy	Current Status and Progress	Expected Completion
BSS to incorporate VZ into re-striping, crosswalk, resurfacing and sealing projects on the HIN; DOT requests that BSS consult DOT for future year development of resurfacing program to prioritize roadway segments on the HIN when possible.	BSS is providing list of future resurfacing projects to DOT at same time as start of utility clearance process. BSS is able to place a hold on a particular project if DOT needs more time to develop alternate striping plan prior to resurfacing. BSS is also programming an overtime budget for intersections on the HIN to expedite resurfacing prior to constructing VZ striping elements.	Completed for FY16/17; ongoing for future years

Action Item 5 - Develop a list of prioritized lighting projects on the HIN. (BSL)

Executive Directive Action: BSL shall develop a list of prioritized lighting projects to improve safety on the HIN.

Strategy	Current Status and Progress	Expected Completion
BSL to prioritize lighting projects on the HIN.	List of projects are being overlaid with locations on HIN. BSL will provide to DOT the planned locations of 14 new mid-block crosswalks.	April, 2016

Action Item 8 - Develop a plan to enhance traffic calming and improve safety around schools. (DOT, LAPD)

Executive Directive Action: DOT and LAPD shall develop a plan to enhance traffic calming and improve safety around schools.

Strategy	Current Status and Progress	Expected Completion
Issue RFP for development of safety assessments and School Travel Plans for the Top 50 schools.	DOT is currently preparing RFP to assist DOT/DPW staff in preparation of plans. Travel Plans will incorporate engineering education, encouragement, and enforcement recommendations, so that work may begin in early 2017.	May, 2016

Action Item 11 - DWP to coordinate with DOT and other agencies to incorporate safety-related improvements in infrastructure projects on the HIN.

Executive Directive Action: The Department of Water and Power shall coordinate with DOT and other agencies to Incorporate safety-related improvements in infrastructure projects on the HIN.

Strategy	Current Status and Progress	Expected Completion
LADWP safety-related improvements of infrastructure on the HIN.	Internally, DWP has reached out across the Water and Power systems to communicate the Vision Zero message.	Ongoing



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	They have met with their field specification-writers that will survey the 100 locations and recommend safety improvements that they can facilitate. They have also included their construction coordinators in the Vision Zero meetings in order for them to be involved in the “real time” roll out.	
LADWP future infrastructure improvements on the HIN.	LADWP to provided data on locations of future power and water infrastructure improvements on the HIN to DOT, for planning purposes.	Ongoing

Action Item 12 - Develop strategy to ensure implementation of traffic, bicycle, and pedestrian control at Public Works construction sites in the public right-of-way. (BCA)

Executive Directive Action: The Bureau of Contract Administration (BCA) shall develop a strategy to ensure proper implementation of approved DOT traffic, bicycle, and pedestrian control at Public Works construction sites in the public right of way.

Strategy	Current Status and Progress	Expected Completion
BCA will continue to educate field supervision and inspection staff by developing two training modules that will become part of bi-weekly Cal OSHA required safety meeting topics.	Vision Zero was introduced at BCA management and supervisors meeting in December 2015. BCA Vision Zero safety meeting times have been reserved for May and April 2016. The training Modules have been drafted and DOT is assisting in the review.	May and April 2016 and annually thereafter.
BCA will ensure that Vision Zero is added to all pre construction meeting agendas and verify the discussion with a memorandum outlining what Vision Zero is and the contractual requirements that help achieve it.	Vision Zero will be added to all BCA pre-construction meeting agendas and the memorandum will be issued by December 31, 2015.	A policy memo was issued December 28, 2015 to all BCA inspectors requiring Vision Zero discussions at all preconstruction meetings.

Action Item 13 - Update Work Area Traffic Control Handbook (WATCH) or adopt a City-specific supplement to strengthen requirements for ped and bike detours. (BCA, DOT)

Executive Directive Action: BCA and DOT 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.

Strategy	Current Status and Progress	Expected Completion
BCA and DOT will pursue an	BCA will work with DOT (and BOE) to	DOT is involving BCA in a review of the next



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update of the Work Area Traffic Control handbook to strengthen the requirements for pedestrian and bicycle detours.	review and identify revisions that strengthen traffic, bicycle and pedestrian safety in and around construction work in the public right of way.	edition of the WATCH manuals pedestrian and bicycle safety sections.
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Action Item 14 - Prepare school safety plans for Top 50 schools, conduct outreach, and bundle short- and long-term safety measures that can spur efficiencies in the street design projects. (DOT, LAUSD)

Executive Directive Action: In collaboration with LAUSD, DOT 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.

Strategy	Current Status and Progress	Expected Completion
Issue RFP for development of safety assessments and School Travel Plans for the Top 50 schools.	DOT is currently preparing RFP to assist LADOT/DPW staff in preparation of plans. Travel Plans will incorporate engineering education, encouragement, and enforcement recommendations, so that work may begin in early 2017.	May, 2016
Leverage regional and state grant funding to implement safety infrastructure improvements around the Top 50 schools.	Design of safety improvements at 9 of the 50 schools is underway (expected completion: May, 2016), with construction to follow (2017-2018), as funded by State ATP Cycle 1 grants. Will apply for grant funds as School Travel Plans are completed.	2019
Proceed with near-term safety improvements around the Top 50 schools.	<ul style="list-style-type: none"> Yellow school crosswalk conversion to continental style at over 180 intersections adjacent to the Top 50 schools (Completion: December, 2016) Submitted FY16 budget proposal for \$250,000 for speed hump pilot around select Top 50 schools Launching 11 school safety zones (15 MPH zone within 500 feet of school) in partnership with LASP/LAPD in March, 2016 	Ongoing

Action Item 15 - Retime at least 400 traffic signals to comply with current standards and address rash patterns by increasing pedestrian crossing time and green time for people riding bicycles. (DOT)

Executive Directive Action: DOT shall retime at least 400 traffic signals to comply with current standards and shall address crash patterns, specifically by increasing the pedestrian crossing time and minimum green times for people riding bicycles. The Department shall prioritize signal changes where possible along the HIN.



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Strategy	Current Status and Progress	Expected Completion
DOT shall retime at least 400 traffic signals to comply with current standards and shall address crash patterns, specifically by increasing the pedestrian crossing time and minimum green times for people riding bicycles. The Department shall prioritize signal changes where possible along the HIN.	About 300 out of 400 traffic signals have been designed in the current FY.	The expected date for completion for 400 signals re-timing will be by June 30, 2016.
Compliance to 2014 CA MUTCD that was effective on Nov 7, 2014, the California adoption date of this standard.	To date, 128 out of 2316 traffic signals on/along HIN have been designed in the current FY.	In progress this FY to comply with 2014 CA MUTCD standards. Will prioritize where possible along the HIN Strategy/Task 1 to address crash patterns.

OPPORTUNITIES FOR INTERDEPARTMENTAL COLLABORATION / CHALLENGES / SOLUTIONS

The participating departments/bureaus, including BOE, BSS, BSL, BCA, LADWP and DOT, will work together to develop the processes and considerations for developing and reviewing public and private projects on the HIN. There are multiple workflows that would be affected, including but not limited to these types of projects: transit, bridges, streetscape, B Permit, U Permit, A Permit, and grant-funded capital improvements. While FHWA and Caltrans’ “Local Roadway Safety Manual for California Local Road Owners” provides rich metrics-driven guidance to cities for roadway safety analysis, this work must also necessarily be informed by the countermeasures toolbox (from the Vision Zero Technical Analysis), and by the Mobility Plan’s Complete Streets Design Guide.

OPPORTUNITIES FOR COLLABORATION WITH VISION ZERO ALLIANCE

The Vision Zero initiative is in the early stages of a data-driven process to build data relationships, generate crash profiles, match countermeasures, and identify priority projects for project implementation that addresses safety issues and saves lives. Important to this effort is involving community based partners in the process to ensure on-the-ground success. To support this, the Vision Zero Alliance, a growing coalition of community based organizations, will serve as the city’s first touchpoint for project prioritization. The Department of Transportation is working with their technical collision analysis consultant, Fehr & Peers, to brief the Vision Zero Alliance on March 1, 2016 on the status of the analysis. Based on the input received during this meeting, the project prioritization efforts will continue with the Vision Zero Task Force. Task Force meetings will continue to be the venue for overall Vision Zero updates. Into 2016, after priority project locations for Vision Zero have been identified, the Task Force will provide an opportunity to collaborate with Alliance members on designing and conducting community engagement.