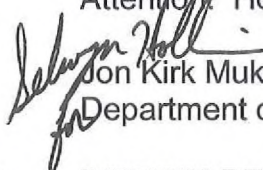


**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL CORRESPONDENCE**

Date: March 20, 2014

To: The Honorable City Council  
c/o City Clerk, Room 395  
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From:  Jon Kirk Mukri, General Manager  
Department of Transportation

Subject: **INTERIM REPORT: SAFE ROUTES TO SCHOOL STRATEGIC PLAN &  
CITYWIDE SCHOOL SAFETY ASSESSMENT STUDY (CF 08-1751-S1,  
11-033 and 11-1872)**

**SUMMARY**

Several Council motions (CF 08-1751-S1, 11-033 and 11-1872) complement a major effort by the City to support and improve bicycle and pedestrian travel, known as "active transportation." Recognizing that the school age population suffers the highest number of pedestrian collisions and collision rates, the Council approved the expenditure of the City's Measure R local return funds that included an annual allocation of five percent for pedestrian programs in FY2010-11 and FY2011-12 to developing a Citywide Safe Routes to School (SRTS) Strategic Plan. The goal of the SRTS Plan is to create an overall program that ensures thoughtful and coordinated recommendations for transforming the pedestrian and bicycling infrastructure in Los Angeles.

To effectively improve pedestrian safety, two full-time Pedestrian Coordinators were hired to be responsible for developing the Plan, and marshalling inter- and intra-agency design, engineering, implementation, outreach, and Geographic Information System (GIS) resources and capabilities to facilitate the planning and implementation of pedestrian facilities and education, encouragement and evaluation programs.

**RECOMMENDATION**

That the City Council receives and files this report.

**DISCUSSION**

**Background**

Safe Routes to School (SRTS) is an international initiative to safely increase the number of children who walk or bike to school by providing funding for pedestrian-friendly street engineering, education and encouragement programs directed towards students, parents and communities. The County of Los Angeles has nearly 33% of school-aged

children walking/biking to school, one of the highest percentages in the State. This active transportation constituency is also the most vulnerable. In the City of Los Angeles, school age children (ages 5-17) account for 19% of all pedestrian-related collisions and 18% of all fatally or severely injured pedestrians. Yet, to date, the City has received less than 10% of the statewide total SRTS (State/Federal) funding, which may be considered our "fair share" based on the City's population.

The SRTS Plan provides a policymaking, planning, and implementation framework for improving the safety and quality of life of school children. Specifically, the Plan's principles are: (1) no child shall be injured or killed by a vehicle while walking or bicycling to school; and (2) increase the number of students walking and bicycling to school. The Plan's strategic goals include:

- Creating a data driven, comprehensive SRTS Plan
- Increasing communication and building strong partnerships between City agencies, LAUSD, and stakeholders for SRTS projects and programs
- Aligning, dedicating and organizing the City workforce for increased efficiency and effectiveness in developing and implementing SRTS School projects
- Formulating a funding strategy to enhance the City's competitiveness in seeking transportation or non-transportation funds to implement SRTS Plan and related projects.

### **Data-Driven and Comprehensive Safe Routes to School Strategic Plan**

In order to be successful and make the most of City resources, the SRTS Plan must be data driven and have specific goals and outcomes identified both for infrastructure and non-infrastructure measures. Data capture and reporting, including evaluation before and after installation or implementation of capital and non-capital improvements, respectively, will inform the success of the overall program in enhancing the walking and biking environments for student travel from home to school.

Data also provides transparency in project identification. By systematically targeting schools with the most need, the City is aligning its strategic priorities with the evaluation criteria used by state and federal agencies to award funds. A rational, needs-based approach can optimize the deploying of limited City staff resources.

The Los Angeles Unified School District (LAUSD), with enrollment exceeding 600,000 students within the City, accounts for the significant majority of the student population. With over 400 public schools, establishing a prioritized list of schools --"Safe Routes to School Ranked List of Schools"--based on the greatest need has provided the SRTS Plan with a project development roadmap. Specifically, the methodology for prioritizing schools incorporated four criteria: the number of pedestrian and bike related collisions; the number of students living within 1/4 mile from school; the number of students

eligible for Free-Reduced Price Meals; and the number of schools lacking prior state/federal SRTS funding. An informational prioritized listing of schools by Council Districts, and LAUSD Board of Education and Educational Service Center areas, using the same criteria, was prepared.

The presentation and review of the SRTS Plan prioritization methodology by a spectrum of stakeholders, including Council District offices, the Pedestrian Advisory Committee (PAC), LAUSD Board of Education offices, and the LAUSD SRTS Advisory Committee has validated this approach.

The next step in developing the Plan entails the preparation of templates and toolkits that will offer a suite of infrastructure (engineering) and non-infrastructure (education, encouragement, enforcement, evaluation) countermeasures and resources that the City, LAUSD and communities citywide can then apply as part of a customized "travel plan" for each prioritized school. The engineering toolkit can also guide street design on any public street project, to further address the citywide need to improve pedestrian/bicycle safety.

### **Strong Partnerships and Increased Communications between LAUSD, City Agencies and Stakeholders**

Recognizing our mutually vested interest in improving the safety and quality of life for student-aged population, nurturing a comprehensive partnership with the Los Angeles Unified School District (LAUSD) has been pivotal in supporting the scoping, development and implementation of multiple SRTS tactics and activities.

At the launch of the SRTS Plan, City and LAUSD engagement had been limited to a few staff in the LADOT Pedestrian Program, Bureau of Street Services and LAUSD's Office of Environmental Health and Safety (OEHS) with the primary interaction focused on the preparation of annual Routes to School Maps as mandated by the State.

Subsequently, and in partnership with Superintendent John Deasy's appointed SRTS point person within his Office, a LAUSD SRTS Advisory Committee was established and expanded to encompass a broad spectrum of functional areas and levels of management within the District. Today the committee totals over 35 members and continues to grow. Representation on the committee encompasses four of the six key divisions (Operations, Police, Strategy and Facilities) and staff from the Board of Education.

For targeted events including the inaugural Citywide Walk to School Day, LADOT expanded its reach and engagement to over 60 additional LAUSD representatives, and resulted in a the Board of Education issuing a resolution in support of Walk to School Day.

With LAUSD's support, SRTS Plan activities, project updates, video-umentaries and engagement opportunities have been communicated via LAUSD internet and intranet channels, school bulletins and principal newsletters. Similarly, for Walk to School Day 2013, the LAUSD Communications and Social Media departments supported internal and external communications.

This broad base of LAUSD partnering will continue to be foundational and will ensure the holistic development and execution of SRTS Plan elements such as engineering (infrastructure) and enforcement, education, encouragement and evaluation (non-infrastructure) projects and programs.

The SRTS Plan team has also bolstered its engagement with the Traffic Coordination Division within the Los Angeles Police Department (LAPD). The goals of reducing collisions involving bicycles and pedestrians as called out in the LAPD's recent "Year of Traffic" directive strategically align with the SRTS Plan. Deepening and expanding bridges between the agencies will diversify the tools and resources available to affect enforcement and education.

Another vital forum for communicating SRTS Plan evolutions has been the City Pedestrian Advisory Committee (PAC) with representation spanning community based organizations (CBOs), pedestrian and bicycle advocates, vested community members and city and regional agencies including the Departments of Public Works, City Planning and Police, Caltrans Metro, etc. The SRTS Plan's encouragement activity, the Citywide Walk to School Day, for example, significantly amplified engagement among community and parent volunteers.

Leveraging the PAC's already established communication mechanism, a dedicated "marketing" campaign was conducted to incent and expand the attendance of Council Office staff and advocate groups. PAC attendance has grown to over 30, providing a broad spectrum of stakeholders with consistent updates on SRTS Plan progress in addition to other LADOT Active Transportation Division initiatives.

The PAC and Bicycle Advisory Committee (BAC) have inaugurated a combined Active Transportation Advocacy & Education Subcommittee which will partner with the SRTS Plan team to formalize a SRTS Plan Task Force and smaller working groups of enforcement, education, encouragement and evaluation. These working groups will play a vital role in scoping and developing templates and toolkits that can be utilized by parents, teachers, school administration, and community groups to initiate programs at their local schools.

Additionally, developing a comprehensive web-based resource will expand reach with the goal of broadening community engagement as well as provide access to public

information and SRTS resources to support stakeholder activities and projects. The SRTS Plan team will coordinate with LAUSD to synergize the City and LAUSD web resources. The site will ultimately include an updated format of the mandated Routes to School Maps enhancing usage and readability for parents and students.

To support Walk to School Day (WTSD) 2013, for example, the [www.walktoschoolday-la.com](http://www.walktoschoolday-la.com) website was launched in the Fall of 2013 to provide volunteer training, organizer materials and event registration. The WTSD web resource will be folded into a broader SRTS website.

### **Source and Dedicate City and Non-City Resources to SRTS Project Development and Implementation**

The recent re-defining of the Pedestrian and Bicycle Program as LADOT's Active Transportation Division is an important first step in aligning and organizing the workforce to increase efficiency and effectiveness in developing, funding, and implementing Safe Routes to School projects, especially in the larger context of the Mayor's Great Streets Executive Directive, Budget Outcome #4 to create a more sustainable and livable City, and evolving Complete Streets policies. Consolidating pedestrian and bicycle program staffing in the same work unit seeks to nurture better collaboration on planning, grant applications, and implementation. As part of the FY15 budget cycle, the Active Transportation Division has submitted for funding to expand and diversify staffing best suited to conceptualizing, designing, planning and developing projects that integrate national best practices pedestrian and bike facilities treatments and countermeasures. The goal is to build Active Transportation Division capacity to at least that specified for major cities.

Similarly, the SRTS Plan team is exploring mechanisms to financially engage community based organizations (CBOs) that have strong working track records with schools or other work relating to school-age children. CBOs would work closely with LADOT, LAUSD and LAPD to fully and comprehensively engage the community in developing and moving the enforcement, education and encouragement work forward.

Another key element in enhancing efficiency is institutionalizing standards for the collection, management and reporting of pedestrian and bicycle (active transportation) data, including counts, that is fundamental to informing project development and evaluation. The SRTS Plan team, for example, has facilitated the initial steps for creating a working group of LADOT's District Research and Support, Development Services, Active Transportation and Information Technology teams to ultimately formalize active transportation count standards, methodologies, and reporting that comport to national best practices.

**Formulate Strategies to Fund and Implement the SRTS Plan**

Developing a data-driven prioritized ranking of schools, cultivating unprecedented expansion of partnerships with LAUSD and agencies, and enhancing inter- and intra-department project and process collaboration have established a solid foundation for more effectively tapping funding sources. Specifically, these foundations will facilitate the creation of individualized School Travel Plans. Completed Travel Plans coupled with programmatic toolkits customized for targeted schools will enhance efficacy in submitting funding applications. Potential funding sources include Metro Call for Project, the Federal Highway Safety Improvement Program (HSIP), and the new State Active Transportation Program (ATP).

The SRTS Plan team will be submitting applications for the ATP Cycle 1 which could fund infrastructure improvements and non-infrastructure programs around a targeted set of schools. Specifically, the ATP targeted school groupings were distilled from a rigorous cross-analysis of the Top 50 prioritized schools with ATP's highly quantitative criteria. For the Top 50, the high incidence of severe and fatal collisions (KSIs)--on average six fatal or severe pedestrian or bicycle-related collisions in the last five years for which data is available--and the significant number of students living within 1/4 mi of the school in which they are enrolled (on average 63%) point to the need for increasing both safety enforcement and education activities within the ATP target areas.

Similarly, the preceding accomplishments of the SRTS Plan have supported the expedited submission of an application with LA n Sync. LA n Sync offers a model for public and private collaboration to secure monies, access to working groups to help identify opportunities and create a "marketplace" for support programs with the potential for high impact. LA n Sync could support the success of the SRTS Plan and the positive impact of its projects and programs which will be contingent on a balanced commitment of partners with varied capabilities.

With the evolution of the SRTS Plan to date, the City, in partnership with an increasingly diversified network of partners, is poised to move forward with developing and formalizing templates, tools and process that seek to support and sustain engineering, education, encouragement and enforcement programs.

**FISCAL IMPACT**

Current staffing levels are appropriate for continuing with the development of the SRTS Plan but it is recommended that this is only to be considered for the short term. Staff will report back with long-term solutions and associated staffing and funding needs for project and program sustainability.

The Honorable City Council

-7-

March 20, 2014

c: Borja Leon, Office of the Mayor

JKM: MO

Attachment



# Safe Routes to School (SRTS) Strategic Plan

## City of Los Angeles • Fact Sheet



### Principles and Goals

- No child shall be injured or killed by a vehicle when walking or bicycling to/from school.
- Increase the number of students walking and bicycling to school to improve public health and student achievement and relieve traffic congestion.
- Maximize City's competitiveness in funding applications and increase City's share of SRTS-related funds.

### Objectives

- Use a data-driven approach to rank order nearly 500 LAUSD schools within the City of LA to identify those with the most need.
- Formalize a kit-of-parts for infrastructure and non-infrastructure strategies to improve the walking and bicycling environment.
- Enhance collaboration and communication between City and LAUSD.

### Background

- In LA County, 33% of school-aged children walk/bike to school.
- In the City of LA, school age children (ages 5-17) account for 19% of all pedestrian-related collisions and 18% of all fatally or severely injured pedestrians.
- To date, the City of LA has received only 6% of the Statewide total SRTS (State/Federal) funding, while comprising 10% of the total State population.

### Prioritization Methodology

- To make the most of City resources, the SRTS Strategic Plan will initially focus on the Top 50 LAUSD schools with the highest need, prioritized by: (A) # of vehicle-pedestrian/bike collisions; (B) # of students who live within 1/4 mile from school; (C) # of students eligible for Free-Reduced Price Meals; and (D) lack of prior state/federal SRTS funding.
- Templates developed through this Plan will offer a suite of infrastructure (engineering) and non-infrastructure (education, encouragement, enforcement, evaluation) countermeasures and resources schools and communities city-wide can apply within their own neighborhoods.

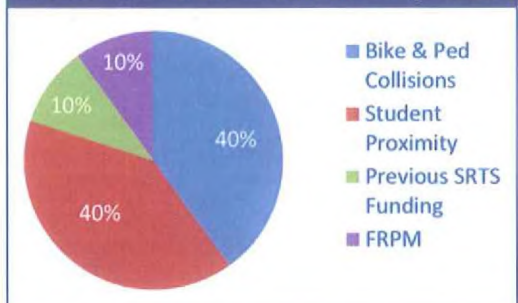
### Next Steps

- Create and complete individualized School Travel Plans for LAUSD schools within the City of LA, starting with the Top 50, to source funding
- Develop infrastructure and non-infrastructure countermeasures toolbox
- Create GIS-based data and project management tools

*Safe Routes to School is an international initiative to safely increase the number of children who walk or bike to school by providing funding for pedestrian-friendly street engineering, education and encouragement programs directed towards students, parents and our communities.*



### Prioritization Methodology for LAUSD Schools within the City of LA



*Moving Los Angeles Forward*

2013/05/09

100 S. Main Street, Los Angeles, CA 90012  
(213) 972-8406  
[www.ladot.lacity.org](http://www.ladot.lacity.org)

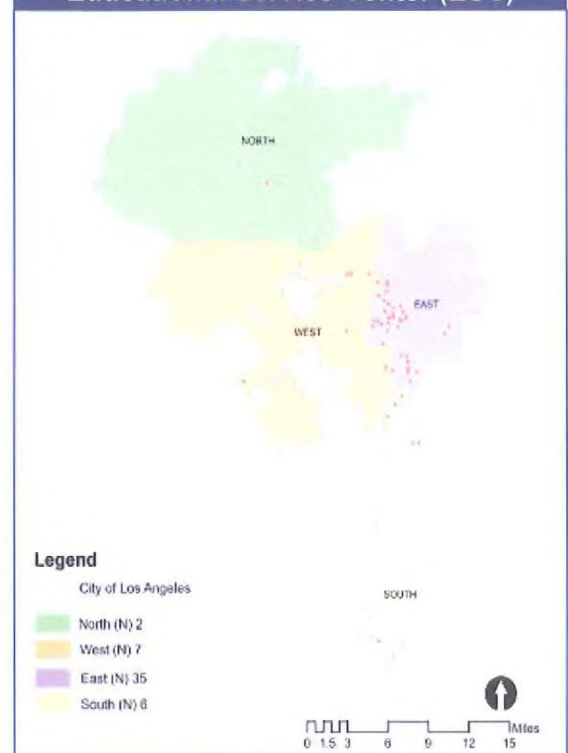


### Prioritization Phase One: Top 50 LAUSD Schools with the Most Need

RANK	SCHOOL	SCHOOL TYPE*	COUNCIL DIST.
1	HOLLYWOOD HIGH	HS	13
2	ESPERANZA	ES	1
3	SELMA AVE	ES	13
4	MACARTHUR PARK VIS & PERF ARTS	ES	1
5	BERENDO MIDDLE	MS	1
6	HOBART BLVD	ES	10
7	MAGNOLIA AVE	ES	1
8	HOOVER ST	ES	1
9	LIECHTY MIDDLE	MS	1
10	LOCKWOOD AVE	ES	13
11	POLITI	ES	1
12	75TH ST	ES	9
13	MARIPOSA-NABI PC	ES	10
14	WHITE	ES	1
15	WEST VERNON AVE	ES	9
16	10TH ST	ES	1
17	CARVER MIDDLE	MS	9
18	LEXINGTON AVE PC	ES	13
19	GRANT	ES	13
20	YOUNG OAK KIM ACAD	MS	10
21	DAYTON HEIGHTS	ES	13
22	MANCHESTER AVE	ES	8
23	ASCOT AVE	ES	9
24	GRATTS	ES	1
25	WESTMINSTER AVE	ES	11
26	SHERIDAN ST	ES	14
27	HUERTA	ES	9
28	MENLO AVE	ES	9
29	ALEXANDRIA AVE	ES	13
30	AURORA	ES	9
31	CABRILLO AVE	ES	15
32	66TH ST	ES	9
33	JONES	ES	9
34	HARMONY	ES	9
35	COMMONWEALTH AVE	ES	13
36	UNION AVE	ES	13
37	BREED ST	ES	14
38	VERMONT AVE	ES	8
39	LOS ANGELES	ES	1
40	LAKE ST PS	ES	13
41	PANORAMA CITY	ES	7
42	28TH ST	ES	9
43	LAFAYETTE PARK PC	ES	1
44	ALTA LOMA	ES	10
45	RAMONA	ES	13
46	FLOURNOY	ES	15
47	PARA LOS NINOS GRATTS	CCAES	1
48	DEL OLMO	ES	13
49	VAN NUYS	ES	6
50	112TH ST	ES	15

\*ES = ELEMENTARY SCHOOL; MS = MIDDLE SCHOOL; HS = HIGH SCHOOL; CCAES = CHARTER

### Map of the Top 50 by LAUSD Educational Service Center (ESC)



### Student Proximity to Enrolled School

School Level	# Students in Top 50 (% of All LAUSD)	# Students in Top 50 living within 1/4 mi. (% of All LAUSD)
ES	29,649 (14%)	19,799 (22%)
MS	4,268 (6%)	879 (12%)
HS	1,032 (1%)	80 (1%)

**35% of the total number of LAUSD students living within 1/4 mile of the school in which they are enrolled are represented by the Top 50 Prioritized Schools**

**The SRTS Kit of Parts and School Travel Plan resources, developed as part of the SRTS Strategic Plan and applied to the rank ordered schools, will be available to school administration and key stakeholders.**

