

TRANSPORTATION COMMITTEE REPORT relative to the feasibility of developing and implementing an interactive web-based Vision Zero High Injury Network Map.

Recommendation for Council action, pursuant to Motion (Koretz - Blumenfield):

INSTRUCT the Los Angeles Department of Transportation (LADOT), with the assistance and cooperation of the Bureau of Engineering and the Information Technology Agency, to report on the feasibility of developing and implementing an interactive web-based Vision Zero High Injury Network Map to include various map layers regarding pedestrian, cyclist, motorcyclist injury/deaths by location and other information in a manner similar to San Francisco's High Injury Network Interactive Tracking website.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Summary:


On February 8, 2017, your Committee considered a Motion (Koretz - Blumenfield) relative to the feasibility of developing and implementing an interactive web-based Vision Zero High Injury Network Map. According to the Motion, as directed by Mayor Garcetti's Executive Directive No. 10, Vision Zero Los Angeles brings together transportation engineers, police officers, advocates, and policymakers to work together toward creating safer streets. The focus has been to protect our most vulnerable road users, including children, older adults, and people walking and bicycling.

Vision Zero Los Angeles is the City's program to reduce traffic deaths to zero by 2025. To achieve this goal, City departments are coordinating through a Vision Zero Steering Committee under joint direction of the LADOT and the Los Angeles Police Department and is tasked with engineering, enforcement, and education strategies, with a strong commitment to reviewing and evaluating results. Annually, approximately 200 individuals are killed while attempting to travel on Los Angeles' streets. Nearly half were either walking or bicycling, and an alarming number of them were children and older adults.

Through intensive data gathering and analysis, the LADOT has identified a High Injury Network (HIN) of streets, where strategic investments can be made to reduce deaths and severe injuries. Nearly two-thirds of all deaths and severe injuries that involve people walking occur on the HIN. Vision Zero initiatives have a proven track record, here in the United States and in other countries. San Francisco's Vision Zero program, for example, uses a web-based, online tracking system with multiple web tools to allow residents, staff and advocates to access the information in usable ways, ensuring transparency and accountability throughout the planning, implementation and evaluating process. Real time exposure to San Francisco's HIN system enables greater public awareness of program activities, future infrastructure activities and citizen involvement. Through this knowledge base, San Francisco's elected leaders and officials are better held accountable for both success and failures.

After further consideration and having provided an opportunity for public comment, the

Committee moved to recommend approval of the Motion as detailed in the above recommendation. This matter is now submitted to Council for its consideration.

  
Respectfully Submitted,

TRANSPORTATION COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
KORETZ:	ABSENT
HUIZAR:	ABSENT
MARTINEZ:	YES
RYU:	YES

ARL  
2/8/17

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**