

MOTION

In 2015, the City developed and announced the Vision Zero program, a set of data-backed policy strategies with the objective of reducing and eventually eliminating serious injuries and deaths from traffic collisions. The overall objective of Vision Zero is to achieve zero deaths on our streets by the year 2025.

As the program continues to develop, the Council can and should consider refinements to the Vision Zero model in order to serve the objective of more effectively increasing the safety of our streets. To date, for example, Vision Zero in Los Angeles has focused largely on the design of streets and their markings, sometimes without adequate consideration to the condition of streets as a matter of safety for their users.

Whether it is the design of the street or the condition of the street or the public's behavior on the street that causes a person to suffer a serious injury or death is not relevant to the victims or their loved ones – the injury or death has altered those lives irrevocably. Our work to protect the public's safety must address all of the causes of those dangers.

WE THEREFORE MOVE that the City Council INSTRUCT the Department of Transportation to develop a specific implementation strategy for the Vision Zero policy that reflects the City Council's goal of addressing all threats to the safety of the traveling public, whether the root causes are because of the design of infrastructure, or its state of repair or because of any other cause that has the potential to cause injury or death.

WE FURTHER MOVE that the Council INSTRUCT the Department of Transportation to begin reporting no later than December of each year with a set of proposed Vision Zero hazard mitigation projects for consideration by the Council and for inclusion in the Mayor's proposed budget that seeks to achieve the following objectives:

1. The Vision Zero implementation strategy should prioritize projects that are demonstrably likely to produce the greatest reductions of injuries and fatalities, and the order in which projects are proposed to be implemented should reflect this objective.
2. When the Department is developing projects for inclusion in the Vision Zero program each year, it should incorporate a data validation process to ensure that the high injury network supporting data was appropriate and reliable and endeavor to seek finer data from all sources to the extent that it is available.
3. Any proposed projects for Vision Zero should recommend roadway improvements that are backed by High Injury Network data, and select the most appropriate mitigation measures for the types of collisions and injuries that data indicates are most prevalent within the proposed project area.
4. In an effort to align the Vision Zero program with the City's parallel objectives of both reducing harm for the City's residents as well as achieving significant liability

cost savings, the Vision Zero strategy should appropriately prioritize projects that address known threats to public safety.

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