

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Memo No. 131

Date: May 4, 2017

To: Budget and Finance Committee

From: Richard H. Llewellyn, Jr., Interim City Administrative Officer



Subject: **DEPARTMENT OF TRANSPORTATION – ANNUAL RESOURCES REQUIRED TO MEET VISION ZERO BENCHMARK GOALS**

During its consideration of the Department of Transportation's 2017-18 Proposed Budget, the Budget and Finance Committee requested the Department of Transportation (DOT) to report on the anticipated annual resources required to achieve the benchmark goals of the Vision Zero Action Plan. The Department's response is attached.

This memorandum is provided for informational purposes only. There is no fiscal impact.

RHL:IR:06170123


Question No. 350

Attachment

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: May 3, 2017

To: Budget and Finance Committee
c/o City Clerk, Room 395, City Hall
Attention: Honorable Paul Krekorian, Chair

From: Seleta J. Reynolds,  General Manager
Department of Transportation

Subject: **REPORT BACK FOR FISCAL YEAR 2017-18 PROPOSED BUDGET – QUESTION NO. 350**

QUESTION

Report on the anticipated annual resources required to achieve the benchmark goals of the Vision Zero Action Plan.

RESPONSE

The benchmark goals identified in the January 2017 Vision Zero Action Plan represent part of the overall strategy necessary to eliminate all traffic fatalities by 2025. The Action Plan assumes a qualitative goal for many engineering strategies due to the difficulty setting numerical benchmarks with distant horizons for completion, based in part on the expected changes in the collision landscape over the next eight years and the need to adapt strategies based on these changes. The Action Plan is a living document that LADOT will revisit every two to three years.

LADOT's current efforts will refine the cost for the initial 40 corridors and repeat this process on an annual basis. Under separate cover, LADOT has provided a report back for budget Question No. 347 that provides anticipated resource needs for short-term and mid-term project implementation. For long-term street improvements, LADOT anticipates costs consistent with approximately \$1 million per mile for each priority corridor along the High Injury Network.

The following table provides the detail on the funding necessary to achieve the benchmark goals of the Vision Zero Action Plan, not including the capital costs to improve the High Injury Network:

Benchmark	2017	Est. Cost	2020	Est. Cost	2025	Est. Cost
Speed surveys	Complete 100% of the expired surveys along the priority corridors , 75% of the High-Injury Network and 50% Citywide	\$200,000	Complete 100% of the expired surveys Citywide	\$300,000	Continue to keep all surveys active; evaluate need for new surveys	Annual cost of \$100,000
Traffic signs	Maintain and upgrade speed limit signage	Funded	Upgrade the existing sign maintenance program	\$500,000	Create geocoded database of all department assets	\$4,500,000
Safe Routes to School (SRTS)	Install 180 high-visibility crosswalks near 50 schools on the High-Injury Network	Completed	Complete 50 Safe Routes to School safety plans.	Funded	Implement 50 Safe Routes to School safety plans	\$250,000,000 (included in Measure M)
Speed mitigation around schools	Install 11 school safety zones	Completed	Install 50 school safety zones	\$25,000	Install 100 school safety zones	\$50,000
Street design	Complete 12 miles of street design plans	\$215,000	Complete 48 miles of street design plans	\$460,000	Complete 450 miles of street design plans	\$6,000,000
Signal Timing	Optimize 400	Completed	Optimize 1,600 traffic	No additional	Optimize all traffic	No additional resources anticipated

	traffic signals for all road users; pilot signal timing strategy		signals for all road users.	resources anticipated at this time	signals for all road users.	at this time
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SJR/ME:tf

c: Richard H. Llewellyn Jr., Interim City Administrative Officer