



Vision Zero Los Angeles: The Facts

COLLISION LANDSCAPE IN LOS ANGELES



95 collisions occur per day on our streets.
That is more than **30,000** per year.



950+ people sustained severe injuries in 2013 from collisions.



200+ people die every year from collisions.

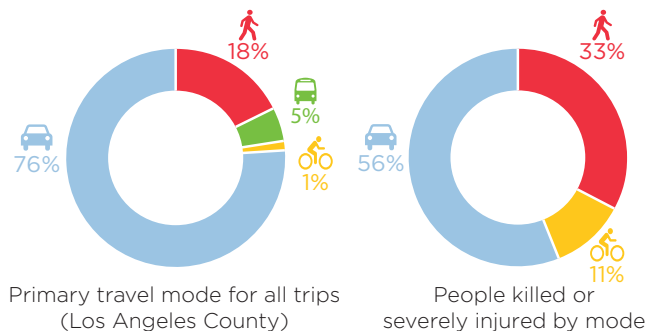


44% of all deaths and severe injuries involve people walking or bicycling.

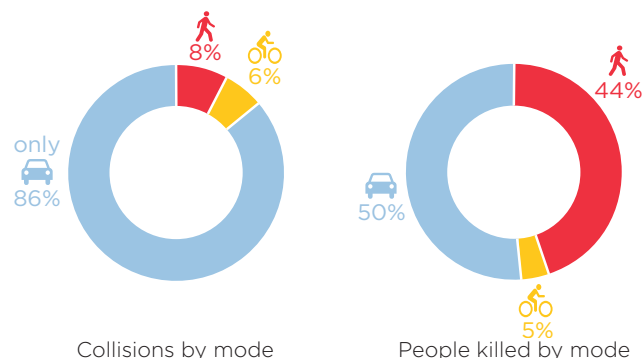


30% of all people killed or severely injured while walking or bicycling are youth and older adults.

People walking and bicycling are over-represented among traffic deaths compared to their total mode share.



People walking and bicycling are involved in only **14%** of all collisions but account for **almost half** of all traffic deaths.



WHAT IS VISION ZERO

- Vision Zero is a traffic safety policy that ensures mistakes on our roadway do not result in severe injury or death.
- Strategies for achieving our Vision Zero goals center on engineering, enforcement, education, evaluation, and equity.
- The Vision Zero concept originated in Sweden, where it was adopted as a national strategy in 1997. Since then, despite increased traffic volumes, the number of traffic deaths has dropped over 30 percent.

LOS ANGELES NEEDS VISION ZERO

- Los Angeles has one of the highest rates of traffic death among large U.S. cities. Many of our peer cities have been adopting street designs proven to increase safety.
- In Los Angeles, traffic collisions are the leading cause of death for those between 2 and 14 years of age and the number two cause of death between 15 and 25 years of age.¹

OUR VISION ZERO GOALS

↓ **20%** reduction in traffic deaths by 2017

ZERO traffic deaths citywide by 2025

HIT BY A VEHICLE
TRAVELING AT:
**20
MPH**
10%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:
**30
MPH**
40%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:
**40
MPH**
80%
DEATH RISK



VEHICLE SPEED

- Speed is a fundamental predictor of crash survival. Research shows that increasing vehicle speeds from 20 mph to 40 mph increases the likelihood of a pedestrian death when hit from 10 percent to 80 percent.²
- Slower speeds also increase a driver's field of vision and allow for more time to react to unexpected situations in the roadway.

HIGH INJURY NETWORK

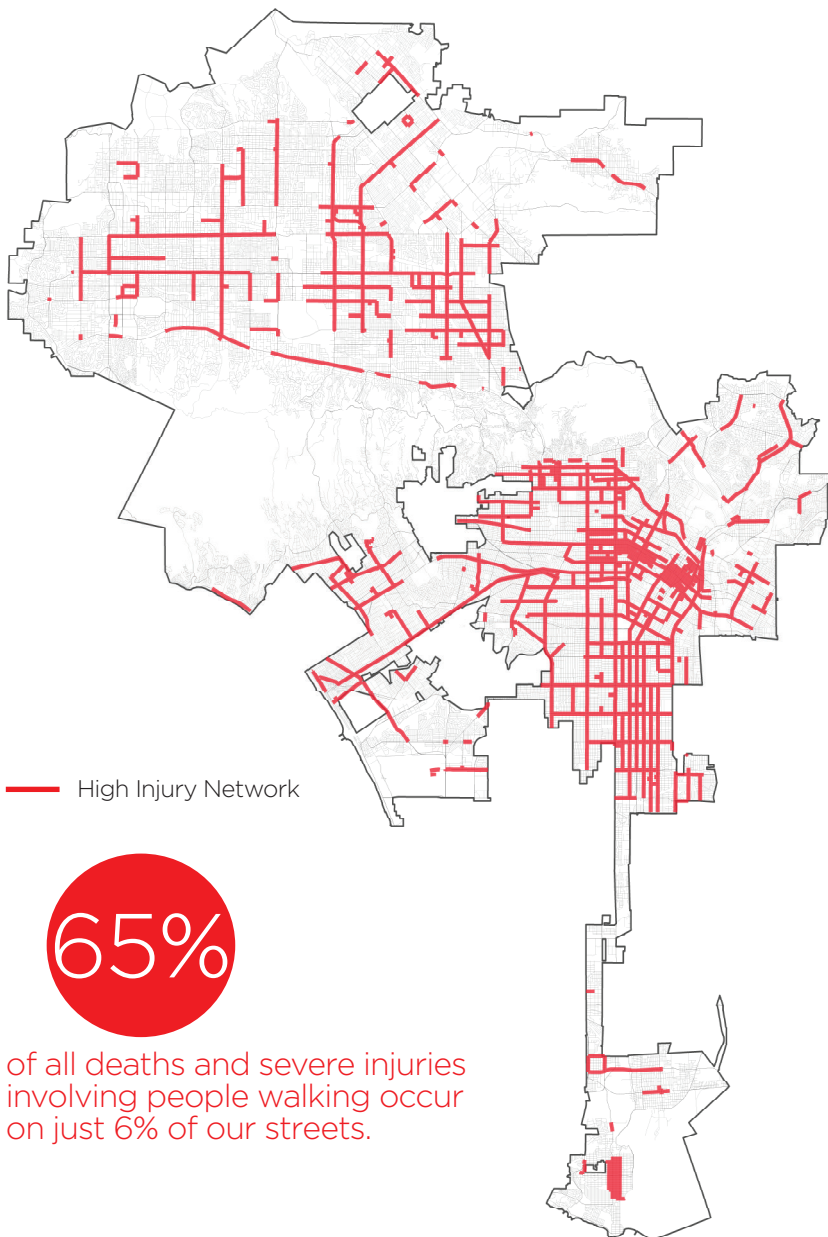
- The City of Los Angeles Department of Transportation (LADOT) has identified a network of streets called the High Injury Network (HIN), with a higher incidence of severe and fatal collisions. Strategic investments along the HIN will have the biggest impact in reducing severe injury and death.
- Many of the areas burdened with the poorest health outcomes also have a disproportionate amount of severe and fatal injuries from collisions. Nearly half of the HIN falls within our most vulnerable communities.

WHO WILL BE INVOLVED

- A Vision Zero Executive Steering Committee, comprised of the Mayor's Office, LADOT, the Los Angeles Departments of Police, Public Works and Fire, and the County Department of Public Health will oversee the Vision Zero Initiative.
- As we continue to identify areas in the City with the most need, we will partner with our communities to make safety improvements at the neighborhood level.



visionzero.lacity.org



Data Sources: 1. Los Angeles County Department of Public Health, Office of Health Assessment and Epidemiology. Linked 2012 California DPH Death Statistical Master File for Los Angeles city residents, compiled 7/31/15. L. Lieb. 2. U.S. Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000. <http://www.nhtsa.gov/About+NHTSA/Traffic+Techs/current/Literature+Reviewed+On+Vehicle+Travel+Speeds+And+Pedestrian+Injuries>. Collision Data: RoadSafe GIS and Statewide Integrated Traffic Records System (SWITRS), January 2009 to December 2013; National Highway Traffic Safety Administration (2012). Travel Mode Split: National Household Travel Survey (2009); Streets and City Boundary, City of Los Angeles. Icons: The Noun Project. August 2015