



STREET SAFETY, DATA SHARING and COLLABORATION POLICY

Summary

- Response to request in File 2020-0928
 - Includes report with draft policy, action plan and appendices
- Jurisdictions and State have primary responsibility for street safety
 - Metro can contribute to safety via our multiple roles, especially for locations with transit nexus such as bus stops, rail crossings
- Passage of Policy would lead to:
 - Working group
 - Elaboration of actions, implementation when ready, annual progress reports
 - May apply for new Federal funding to advance

Street Safety Trends

- 719 deaths, 88,068 injuries in LA County in 2019
- Deaths rose in LA & nationwide in 2021
- **Disproportionately** Black, Latino, Native Hawaiian/ Pacific Islander, pedestrian, cyclists, people experiencing homelessness

Los Angeles Times

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Op-Ed: People of color are dying from traffic violence at a much higher rate. Here's why



To help reduce fatal traffic crashes, the city of L.A. has added new crosswalks that extend further into the street, such as this one at 43rd and Broadway. (Al Seib / Los Angeles Times)

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Action Plan

Action Plan based on Metro roles:

- **Operator:**
 - partner on bus priority; safety for transit vehicles; use vehicle data to identify unsafe locations and conditions.
- **Planner and Builder:**
 - safety considerations in Metro countywide plans; safe passage for all modes at construction sites. (*policy will not change 2013 Supplementary Modifications to Transit Projects Policy)
- **Funder:**
 - track and encourage use of local returns on safety; update discretionary grants requirements
- **Data collaborator:**
 - increase understanding of existing conditions and impacts of safety programs and interventions; support cross-agency data compilation, analysis and sharing
- **Legislative advocate:**
 - influence State and Federal safety policies and resources
- **Educator:**
 - educate communities along Metro's light rail system
- **Innovator:**
 - pilot and test technologies and approaches



Additional Context

- Jurisdictions and state have primary responsibility for street safety:
 - i.e. street design, speed limits, enforcement
- Government Partners are embracing safe systems approach to road safety, with new Federal funding available
- Draft policy also reaffirms and makes small adjustments to 2014 Complete Streets Policy
- Equity requires consulting with most heavily impacted communities and road users, and prioritizing reducing disparities

Next Steps

- If adopted, continue working group, elaborate action plan, produce progress report
- Engagement with COGs, advisory bodies, public during elaboration and implementation
- Potential to apply for Safe Streets for All grant to fund further planning and actions

Questions

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