



Vision Zero Action Plan City of Los Angeles Department of Transportation

Targeted Meeting Series: San Pedro Focused Meeting Summary

August 3, 2016

Overview

The Vision Zero Action Plan development process included a series of focus groups to engage with community leaders representing neighborhood groups, advocates, service providers, faith-based groups, business community members and others involved in organizations, agencies, or services related to bicycle, pedestrian, and community safety and health related efforts.

Participants received invitations based on recommendations from City Council offices, neighborhood councils, and the Vision Zero Alliance. A total of 10 focused meetings were held throughout the City of Los Angeles. Three community members gathered at the San Pedro Regional Branch of the Los Angeles Public Library (931 S. Gaffey Street San Pedro, CA 90731) in San Pedro.

The purpose of the meetings was to inform community leaders about Vision Zero, both the goals and the Action Plan development process, share data specific to each community, and gather feedback on issues and possible solutions. Participants commented on whether or not the data and findings presented at the meeting matched their lived experience, and offered additional experiences that could add to the data.

Presentation

Brian Oh (LADOT) presented background information about the Vision Zero initiative. Participants reviewed collision profile data as well as a map of intersections and corridors in the city with the highest traffic incidents resulting in injuries or death, called the High Injury Network (HIN). Examples of road safety intervention options presented by the project team provided participants an idea of what solutions are possible.



Facilitated Discussion

Andy Pendoley of MIG, part of the project team, facilitated the meeting discussion and recorded discussion points on a large sheet of “wallgraphic” paper. The wallgraphic is attached at the end of this summary report. Meeting participants asked questions and provided feedback on the initiative’s process, issues, and solutions for street safety.

Data

- Update Statewide Integrated Traffic Records System (SWITRS) data used to calculate the HIN
 - Still shows 5 year trends
 - How can you compensate for the delay in updating SWITRS data?
- Share data that communicates the benefits of countermeasures
 - Track effectiveness of countermeasures that are installed
- High Injury Network (HIN) only shows Pedestrian and Bike fatalities. How does the HIN change if you add driver or passenger fatalities?

Issues

- Drivers and pedestrians are distracted
- Cut-through traffic creates additional issues (congestion)
- Speeding creates dangers, especially on key streets in the area:
 - Gaffey St.
 - Harbor Blvd.
 - Pacific Ave.
 - Western Ave.
- Reckless driving
 - Aggressive driving
 - Insobriety
- Lack of enforcement
- Inadequate signage
- Unequal distribution of amenities
- San Pedro is geographically isolated and poses a challenging geography for walking/riding bikes
 - Encourages driving
- Demographics and community/political will is changing and creates a challenge
 - Gentrification



- Increasing density
- Car doors opening into bike lanes creates a danger for cyclists
- Lack of connectivity in the area
 - Transit
 - Bikes

Solutions

Data/Evaluation

- Make data available to public
- Translate data so it is easy to digest
- Make constant updates/changes to the HIN

Engineering

- Link to other projects (water line, sewer)
- Construct obvious/visible crosswalks
- Improve availability of signage
- Install audible cues at crosswalks
- Install traffic calming measures in residential areas
- Add wider, buffered bike lanes, especially on Pacific Coast Highway
- Install complete bike networks
- Consider switching to one-way streets where appropriate (Downtown)
- Seek out short term solutions – use paint
- Install bulb outs and stop signs/lights on Gaffey St,

Education

- Utilize social media to raise awareness and spread educational campaigns
 - Facebook, Next Door, etc.
- Develop citywide education campaigns
 - (New York Jaywalking example)
 - Make it personal
 - Storytelling
- Focus on data-driven education
- Communicate benefits of countermeasures
- Engage with adjacent jurisdictions (City of Rancho Palos Verdes) in carrying out joint education campaigns.
 - Drivers living outside of L.A. city limits drive in L.A. and affect safety



Enforcement

- Find ways to combat aggressive driving
- Encourage consistency between LAPD and LA County Sheriff's Department
 - Educate officers
- Leverage Port of Los Angeles Police Department for more enforcement
- Radar enforcement may give a “big brother” impression, but would be supported if it can account for changing road conditions
- Improve vehicle ID systems to combat use of paper plates in hit and runs

Partnerships

Information dissemination and community outreach can have a greater reach with key community partnerships.

- Los Angeles Bike Advisory Committee (BAC)
- Neighborhood Councils
- San Pedro Business Improvement District (BID)
- Harbor Alliance of Neighborhood Councils (HANC)
- Neighborhood Watch groups

- Saving San Pedro
- Sheriff's Department

- Port of Los Angeles
- Caltrans District 7

Closing

Mr. Pendoley reminded those present about the next steps in the timeline and adjourned the meeting at 7:20 P.M.

