



ALTADENA TOWN COUNCIL

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730 East Altadena Drive, Altadena, California 91001

March 29, 2019

Attn: Traffic Safety and Mobility (Vision Zero)

Los Angeles County Public Works

P.O. Box 1460

Alhambra, CA 91802-1460

Re: Altadena Town Council Feedback on Vision Zero Action Plan

To Whom It May Concern:

The Safe Streets Committee of the Altadena Town Council appreciates the opportunity to review and comment on the County's draft Vision Zero Action Plan. We have limited our comments to Chapter 6, as its Actions will determine how, how well, and by when the County can eliminate traffic deaths and severe injuries on Altadena's streets. Not all Actions have comments associated with them, though most do, including suggested partners and concerns regarding timing or metrics.

Action	Comment
A-1: Create a multi-agency steering committee and work groups to implement Vision Zero efforts.	The list of partners should also include Metro, the Chief Sustainability Officer, and Regional Planning, all of whom have a role in streets, urban design, and defining our built environment.
A-2: Establish a permanent funding source for the Vision Zero program.	We strongly urge the County to consider prioritizing Measure M funding designated for ATP, Measure R, SB 1, and similarly ongoing road project funding sources for Vision Zero, as the City of Los Angeles has chosen to do.
A-3: Coordinate regionally to develop policies for connected and autonomous vehicle technology that protect vulnerable road users.	Policies for autonomous vehicles should consider goods movement/package delivery and TNCs, which may operate autonomous vehicles before consumers do, and in different ways than consumers would; and should consider the diversity of street designs and street users in



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	<p>unincorporated areas. For example, in Altadena, some streets still lack sidewalks, and others host diverse travel modes including horses.</p>
<p>A-4: Develop policies for mobility devices that have shared use technology such as electric scooters.</p>	<p>These policies should include special considerations for Collision Concentration Corridors, including needed changes to signalization or signage, and parking needs for scooters that consider ADA/pedestrian (Great idea, these companies have the technology to geofence certain areas to control speeds to 5 mph - see Santa Monica policy) access. To accommodate scooters etc. safely, our streets should be redesigned to slow right turns, protect left turns, provide leading pedestrian intervals that could also give scooters a head start into the intersection, bike/scooter boxes, and calmed midblock auto speeds to better protect riders.</p>
<p>B-1: Create a coordinated approach to law enforcement and community engagement in unincorporated communities where Vision Zero and DPH's Trauma Prevention Initiative are both being implemented.</p>	<p>Don't limit coordination between law enforcement and community to just those places where Vision Zero and the Trauma Prevention Initiative are being implemented; other communities like Altadena would also benefit from such coordination to balance traffic safety needs with an appropriate level of policing.</p>
<p>B-2: Identify process and partners for establishing a diversion program for persons cited for infractions related to walking and bicycling.</p>	<p>This is a great idea and should include people cited while riding transit.</p>
<p>B-3: Identify process and partners to consider revising the Los Angeles County Municipal Code to allow the operation of bicycles on sidewalks.</p>	<p>This should include scooters, and establish "rules of the road" for sidewalk riders, such as requiring dismounting in business districts or busy pedestrian areas. There are few streets in Altadena as safe as sidewalks for bicyclists and scooters, but the rights of all sidewalk users must be protected. Rather than an across the board change to the policy to allow bicycles on sidewalks, this should be done on a community</p>



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	<p>by community basis.</p> <p>Also, State law does not permit motorized scooters on sidewalks while bicycles on sidewalks can be permitted by the local agency.</p>
<p>B-4: Establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling.</p>	<p>Regardless of where they end up on your prioritized list of schools, work with communities like Altadena where Safe Routes planning has already happened to implement identified projects.</p> <p>Also, don't limit this important work to just 10 schools, do it across the county in partnership with school districts and interested organizations, maybe incorporating a "train the trainer" model.</p> <p>The Safe Streets Committee strongly supports Safe Routes to School because those projects benefit all road users and bring the community together. Consider including a Safe Routes to Parks component to make use of Measure A funding if possible.</p>
<p>B-5: Establish a Safe Routes for Seniors Program that provides traffic safety education to seniors, identifies safety enhancements in areas populated by older adults, and promotes walking and bicycling.</p>	<p>Partner with Metro's senior program, and make it Safe Routes to Transit/Parks/Senior Centers.</p> <p>Regarding the Years 2-5 goal, which 4 facilities? It's not clear where this programming would happen? Senior Centers? Community Centers? The library?</p> <p>Consider including a Safe Routes to Parks component to make use of Measure A funding if possible.</p>
<p>B-6: Build County and community capacity to implement Child Passenger Safety (CPS) program</p>	<p>Consider partnering with local community centers, community-based organizations, senior</p>



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<p>(which provides car seats, educates caregivers, and provides car seat checks); identify partners and resources to expand the program; and explore ways to increase awareness and messaging.</p>	<p>centers, libraries, etc. when looking to expand offerings.</p>
<p>B-7: Outreach to and develop relationships with hospitals to distribute child passenger safety video and educational materials to patients; invite hospital staff to participate in DPH car seat installation certification trainings.</p>	<p>While Altadena doesn't have any hospitals, we do have community clinics nearby that serve Altadena residents. Please also seek to work with local non-profit and for-profit clinics and community health centers to deliver these important messages.</p>
<p>B-8: Coordinate across relevant County entities as well participating CHP offices that offer car seat installations, car seat classes, and other relevant courses to ensure that resources are made easily available to the public via an online portal, printed materials, etc.</p>	<p>Use local civic and community organizations like Town Councils, Neighborhood Watches, churches, and other groups to help get the word out.</p>
<p>B-9: Assess environmental conditions, associated with impaired driving, and promote policy and systems change to prevent impaired and distracted driving.</p>	<p>What does this mean? What could policies and "systems change" look like? Shouldn't law enforcement be partners in addressing impaired and distracted driving?</p>
<p>B-10: Upgrade marked crosswalks at controlled intersections on the Collision Concentration Corridors with high visibility crosswalk and advance stop bar markings.</p>	<p>We understand this is a minimum, but when the City of Los Angeles is reporting over 500 upgrades completed in a year, we can strive for better than shooting for 20. This is unacceptable.</p>
<p>B-11: Implement leading pedestrian intervals (LPI) at 10 intersections to allow pedestrians to enter the intersection before vehicles.</p>	<p>See above. The cost and effort involved in giving a few seconds from drivers to pedestrians, considering its effectiveness, are minimal. If the City of Los Angeles can do 75 signal projects in a year, we can and must do more than 10 over five years, considering how many signalized crosswalks there are in our unincorporated areas.</p>
<p>B-12: Implement a semi-exclusive pedestrian or exclusive pedestrian (i.e. pedestrian scramble)</p>	<p>What's the point of doing just one, when there are so many examples already in the region?</p>



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<p>operation in unincorporated Los Angeles County at an intersection with high pedestrian traffic and/or vehicle-pedestrian conflicts.</p>	<p>Traffic engineers know these work, and Altadenans who have walked or driven through Old Town Pasadena already know how to use them. Consider setting the goal for at least one corridor (multiple scrambles in sequence) in five years.</p>
<p>B-13: Evaluate the Collision Concentration Corridors to identify locations where sidewalk enhancements could be beneficial and implement where feasible and appropriate.</p>	<p>Prioritize already-identified sidewalk opportunities in and connecting to Collision Concentration Corridors.</p>
<p>B-14: Implement curb extensions on Collision Concentration Corridors where a need has been identified.</p>	<p>Design these curb extensions to provide enough space for two curb ramps wherever possible.</p>
<p>B-15: Implement fully protected left turn phasing at intersections along Collision Concentration Corridors where appropriate.</p>	<p>We understand that 2 in five years is a minimum, but this minimum is entirely too low considering how many intersections still don't have these. Please exercise leadership and set more ambitious goals for saving lives in our communities.</p>
<p>B-16: Implement protected bikeways along Collision Concentration Corridors where feasible and appropriate.</p>	<p>Protected bikeways are great, but like any other bikeways they need to connect to a network. These work best when they connect with neighboring cities' existing or planned networks.</p> <p>For these and other Vision Zero projects, consider using delineators/soft-hit posts to help deliver more projects sooner.</p> <p>In Altadena's business districts, parking is limited. Use existing on-street parking to provide a buffer for bicycles to avoid losing parking whenever possible.</p>
<p>C-1: Establish a community engagement process to involve the public throughout all phases of</p>	<p>Chapter 15 of the Model Design Manual for Living Streets is a great resource for this. Supporting partners should include Town Councils and</p>



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traffic safety projects.	community based organizations.
C-2: Conduct demonstration projects to pilot innovative traffic safety projects on a semi-permanent basis and obtain community input on the design and implementation before permanent enhancements are implemented.	Include Metro as a partner so pilot projects can include transit stop enhancements and not affect transit service.
C-3: Promote Public Works' Neighborhood Traffic Management Program to implement traffic calming projects on local streets.	This action should include reviewing and revising the program to ensure its guidelines and treatments are state-of-the-art. They should consider collision history if they don't already.
C-4: Create an artist-in-residence (AIR) program to integrate art into Vision Zero outreach and projects.	Is there anything that needs to be done in Year 1?
C-7: Update the Public Works' Highway Design Manual to consider available tools and design standards, including those recommended by the Los Angeles County Model Design Manual for Living Streets, NACTO Urban Streets Design Guide, and other best practices to enhance safety for both motorized and non-motorized users.	NACTO has other great guides for Transit Streets, Urban Stormwater streets, and more that should be considered too.
C-11: Evaluate and update as necessary the County's Highway Safety Lighting Guidelines.	Please use this opportunity to help bring pedestrian street lights to our neighborhoods where people want and need them. Prioritize safety lighting at intersections.
C-12: Utilize the Collision Concentration Corridors list when seeking funding from local, regional, state, and federal roadway infrastructure and planning grant opportunities.	CHP should be listed as a partner for funding Vision Zero enforcement activities with grants.
D-1: Explore partnerships with other entities to coordinate traffic safety communications	"Other entities" ought to include neighboring



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regionally.	cities adjacent to unincorporated areas.
D-2: Implement a media and public education campaign that includes a social media toolkit, website content, and digital messaging focused on the prevention of driving while high, drunk, or distracted.	Consider partnerships with community based organizations working on prevention in unincorporated areas such as Day One to increase the reach and effectiveness of this campaign.
D-3: Collaborate with Trauma Centers and other healthcare providers to raise awareness of traffic safety and the Vision Zero initiative.	See comment on B-7 regarding working with community clinics.
D-4: Participate in National Impaired Driving Prevention Month activities annually to promote safe driving during the holiday season and distribute educational resources throughout the year regarding the dangers of impaired and distracted driving.	See comment on B-7 regarding working with community clinics, as well as the faith-based community and other groups with local constituencies.
D-8, D-9, D-10, D-11 (regarding law enforcement activities)	Be sensitive to community concerns regarding over-policing when developing or expanding traffic enforcement activities.
D-16: Educate and empower community members about Vision Zero during community and area planning efforts.	Include the Department of Parks and Recreation among supporting partners, as they also do planning projects in our communities.
E-1: Make relevant Vision Zero data available for use by departments and the public to ensure consistency with reporting, analysis, and research.	Plan to aid stakeholders like Town Councils and traffic safety advocates in understanding and using the data.
E-2: Identify a core set of indicators related to motor vehicle collision injuries and deaths and	Where will these indicators be reported/shared to ensure accountability and progress?



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conduct regular data analysis for surveillance and prevention purposes.	
E-4: Implement data collection events, such as Friday Night Live's Road Watch survey, to document distracted driver behavior, create a snapshot of local data, and draw media attention to the issue of distracted driving.	Public Health is listed as the only department involved, but this data could also be useful for CHP enforcement of distracted driving.
E-5: Implement the Office of Traffic Safety's "Place of Last Drink Survey" to track where DUI offenders last obtained alcohol before their arrest and analyze data to promote responsible business practices in the sale of alcoholic beverages.	We believe the Department of Consumer and Business Affairs could also be a partner in working with local businesses and Chambers of Commerce.
E-7: Evaluate traffic safety projects implemented on the Collision Concentration Corridors to track progress and make any necessary modifications as needed.	How will you involve the community in developing the "modifications" to traffic safety projects?
E-8: Identify and implement an evaluation plan and conduct special studies to understand the impact and extent of traffic collisions countywide, with a focus on disadvantaged communities.	What happens to the results? How will you share them, and how can we be sure the results are used to improve traffic safety - by what means? How will we know?
E-9: Establish a process to conduct regular bicycle and pedestrian counts and identify count locations.	Partner with schools, community groups, churches, etc. to do local counts. Encourage agencies to enter the counts into the SCAG database. Consider investing in permanent counters as part of complete streets projects whenever possible.
E-10: Prepare and distribute reports summarizing surveillance data, trends, and research related to motor vehicle collisions.	Couldn't this be combined with E-2? How is it different?
E-13: Create a data dashboard to visually communicate traffic safety metrics, trends, and maps.	This should be on the website discussed in E-11.



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General comments:

- Consider where Vision Zero projects can align with Metro's Twenty-Eight by '28 initiative, given the Olympics' potential impacts on unincorporated streets.
- Align this Action Plan with the Sustainability Plan by incorporating Vision Zero concepts into Green Streets and storm water projects wherever possible, prioritizing projects that include active transportation and transit improvements.

Thank you again for giving our community the chance to help shape this important project.

Sincerely,

Okorie Ezieme, Chairman

Altadena Town Council

Dorothy Wong

Chair, Safe Streets Committee

Veronica Jones

Vice-Chair, Safe Streets Committee

Cc: Kathryn Barger, Supervisor – LA County Board of Supervisors – 5th District