

# VISION ZERO

LOS ANGELES | 2015-2025



## SAFE ROUTES TO SCHOOL ACTION PLAN AND PROGRESS REPORT

NOVEMBER 2016











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Every year, nearly half of all people who die from collisions on Los Angeles’s streets are people walking and bicycling, and the fatalities disproportionately impact seniors and school-age children. School-age children account for nearly 20 percent of all people fatally or severely injured while walking or bicycling in Los Angeles.

Children should be able to make their way to and from school safely. Safe Routes to School is a key component of Vision Zero Los Angeles, an initiative to eliminate traffic deaths in the City of Los Angeles by 2025.

Since the launch of the Safe Routes to School Strategic Plan in 2011, the Los Angeles Unified School District and the City of Los Angeles have formed a close partnership that focuses on enabling and encouraging children to walk and bicycle safely to school. These efforts have culminated in this Safe Routes to School Action Plan, which details steps for increasing safety and decreasing deaths and serious injuries.

Continuing to make strategic, data-driven approaches to engineering, enforcement, education, and evaluation, in partnership with school communities, will make L.A.’s streets safer. Encouraging walking and bicycling to school will also contribute to a healthy and active lifestyle for Angelenos from an early age.

Together, we can ensure that safe travels to and from school is a top priority, and make Los Angeles a safer place for everyone traveling through our city.



**ERIC GARCETTI**  
Mayor









## LETTER FROM THE SUPERINTENDENT

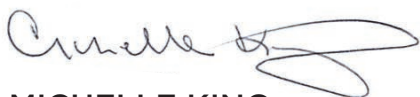
The health and safety of students and families is our priority. We recognize the critical relationship between student health and academic achievement. Students who feel safe and secure on their journey to school are more likely to arrive to school ready to learn.

However, there are major barriers to this activity. Traffic collisions are currently the leading cause of death for Angelenos between the ages of 5 and 14 years of age, and the second leading cause of death for those between the ages of 15 and 25.

The Safe Routes to School initiative focuses on traffic safety efforts, with a goal of eliminating traffic deaths and encouraging more students to walk and bicycle to school. Walking and biking to school can play a leading role in reversing health problems in children, calming traffic and reducing congestion in school zones, and improving air quality.

Through our strong partnership with the City of Los Angeles, formalized in this Safe Routes to School Action Plan, we will continue our collaborative efforts to improve safety around schools. In its pages, you will find many of the important initiatives we must accomplish to achieve our goals.

Working together, we are committed to creating safe school environments for learning, increased physical activity, and helping to contribute to contribute to an overall sense of community.



**MICHELLE KING**  
**Superintendent**  
**Los Angeles Unified School District**





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# INTRODUCTION

Mayor Eric Garcetti initiated Vision Zero Los Angeles to eliminate all traffic fatalities by 2025.

Children under 18 years old account for almost 20 percent of all people fatally or severely injured while walking and bicycling in the City of Los Angeles.

The City of Los Angeles Safe Routes to School Program (SRTS) is a partnership between the City of Los Angeles and the Los Angeles Unified School District (LAUSD) to improve traffic safety for youth in Los Angeles.

SRTS is a fundamental supporting strategy for Vision Zero. Children under 18 years old account for almost 20 percent of all people fatally or severely injured while walking and bicycling in the City of Los Angeles. Collisions are the leading cause of death for Angelenos between 5 and 14 years of age and the second leading cause of death for those between 15 and 25.<sup>1</sup>

## **The safety of young people biking and walking is a priority because severe and fatal collisions near schools**

- are more likely to involve young victims;
- involve more young victims on weekdays during school pick-up and drop-off times;
- involve a majority of Hispanic youth, who also make up the largest ethnic share of the population;
- disproportionately involve black people of all ages, pointing to a significant equity concern; and
- often involve youth crossing outside of crosswalks or while walking in the roadway.<sup>2</sup>

This SRTS Action Plan details progress to date and outlines strategies and actions we will take to improve traffic safety in school communities.

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<sup>1</sup> Mortality in Los Angeles County 2012: Leading Causes of Death and Premature Death with Trends for 2003-2012, Los Angeles: Los Angeles County Department of Public Health, August 2015

<sup>2</sup> Ongoing youth-safety assessment using 2009-2013 California Statewide Integrated Traffic Reporting System (SWITRS) collision data conducted by LADOT/Nelson Nygaard.



# SAFE ROUTES TO SCHOOL PROGRAM

The Los Angeles Department of Transportation and the Los Angeles Unified School District are partners in creating safe routes to city schools.

Our success relies on coupling city-initiated strategies with robust public participation of school and community stakeholders. We depend on the multidisciplinary expertise of people throughout the city, including staff at the Bureaus of Engineering and Street Services (BOE, BSS), the Los Angeles Police Department (LAPD), the Los Angeles School Police (LASP), the Los Angeles County Department of Public Health (LACDPH), local schools, community-based organizations, and neighborhood leaders.

Our decisions are informed by data. We prioritized our initial efforts on the Top 50 schools, which were identified through an analysis of collision data, population density, and socioeconomic information. A similar approach was used to identify the Vision Zero High-Injury Network (HIN), which comprises the 6 percent of our city streets that account for 65 percent of deaths and serious injuries for people walking. Our Top 50 schools are on or within one-quarter mile of the HIN.

**The Implementation section of this document (starting on page 15) details the alignment of our objectives with key Vision Zero outcomes.** These actions rest on the premise that no child shall be injured or killed by a vehicle when walking or bicycling to or from school.

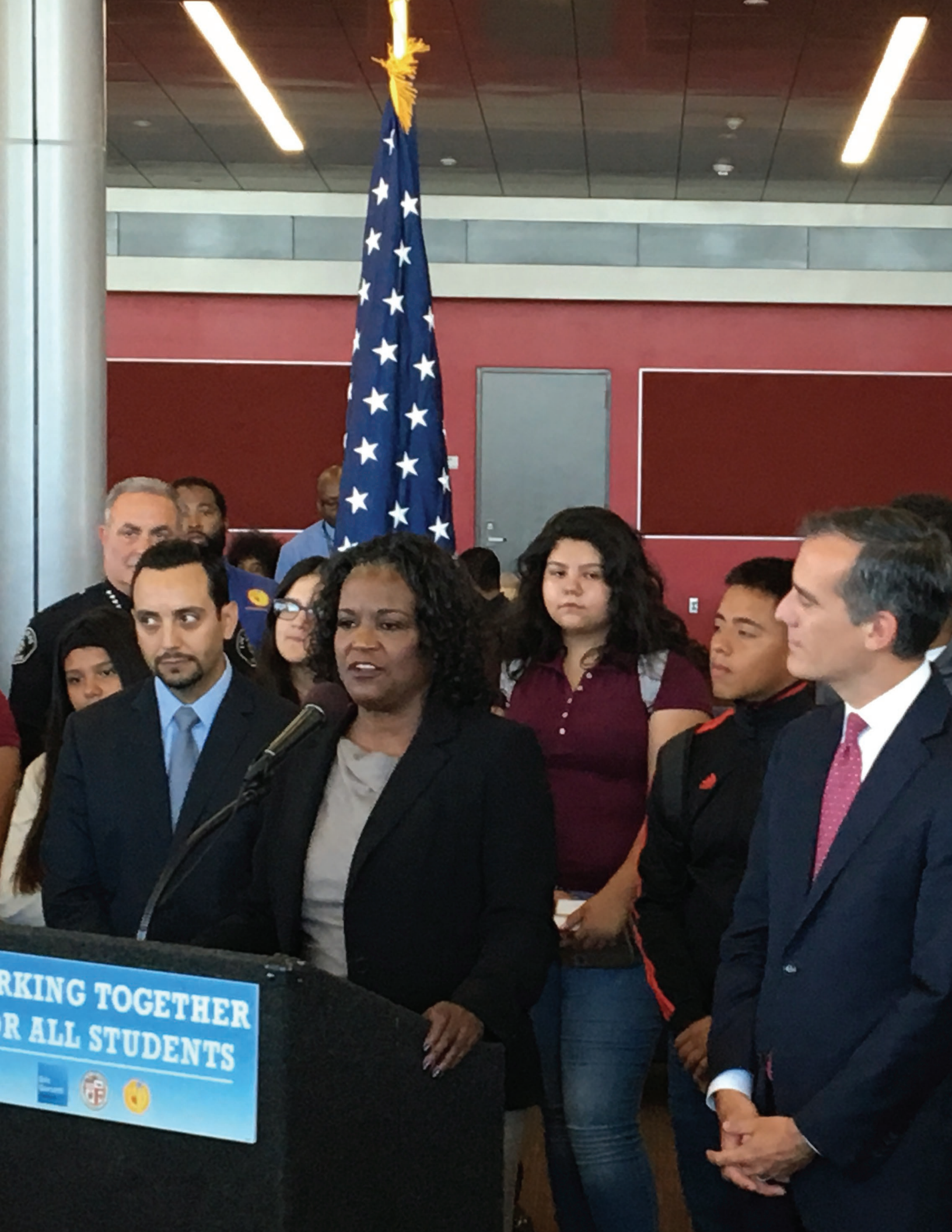
All of these actions support safer, more comfortable routes and encourages more active transportation to and from school, which is proven to result in improved health and academic achievement levels.<sup>1</sup>

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<sup>1</sup> "Adolescent and School Health: Health and Academics," Centers for Disease Control and Prevention, last modified October 15, 2015, accessed September 24, 2016, [http://www.cdc.gov/healthyouth/health\\_and\\_academics](http://www.cdc.gov/healthyouth/health_and_academics).



WORKING TOGETHER  
FOR ALL STUDENTS



The goals outlined by the SRTS Strategic Plan have been instrumental in developing this Action Plan.<sup>1</sup> **The Progress Report section (starting on page 24) speaks to accomplishments to date on our commitment to sustain evidence-based and results-oriented strategies that eliminate youth traffic deaths and severe injuries.**



**CREATE A STRATEGIC, DATA-DRIVEN PLAN.**

**KEY PROGRESS**

Our prioritization methodology guides our development and implementation of infrastructure and programs.



**BUILD STRONG PARTNERSHIPS BETWEEN KEY AGENCIES AND COMMUNITY-BASED ORGANIZATIONS.**

**KEY PROGRESS**

The LAUSD Board of Education adopted a resolution that supports Vision Zero, SRTS, and Walk to School Day. This resolution formalized our SRTS partnership and documents each agency's roles and responsibilities.

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<sup>1</sup> "City of Los Angeles: Inter-Departmental Memorandum (Subject: Safe Routes to School Strategic Plan and Citywide School Safety Assessment Study (C.F. 08-1751-S1, 11-0333, and 11-1872)," December 12, 2011, accessed October 11, 2016, [http://clkrep.lacity.org/onlinedocs/2011/11-1872\\_RPT\\_DOT\\_12-12-11.pdf](http://clkrep.lacity.org/onlinedocs/2011/11-1872_RPT_DOT_12-12-11.pdf).



## THE FIVE Es

SRTS programs often use a variety of strategies to increase the safety of children walking and bicycling to school. The 5 Es approach lets schools customize their SRTS plans to best suit their individual needs. Our program will provide infrastructure (engineering) and non-infrastructure (education, encouragement, enforcement, and evaluation) countermeasures and resources for use in school communities citywide.



**INCREASE EFFICIENCY AND EFFECTIVENESS IN DEVELOPING, FUNDING, AND IMPLEMENTING PROJECTS.**

### KEY PROGRESS

We developed innovative tools—such as a Walk to School Day app—to enhance and scale our program reach.



**FORMULATE STRATEGIES THAT CAPITALIZE ON TRANSPORTATION OR NON-TRANSPORTATION FUNDING SOURCES TO IMPLEMENT PROJECTS.**

### KEY PROGRESS

Our partnership received \$22.8 million in grant funds from the State of California's Active Transportation Program to implement infrastructure and non-infrastructure projects.



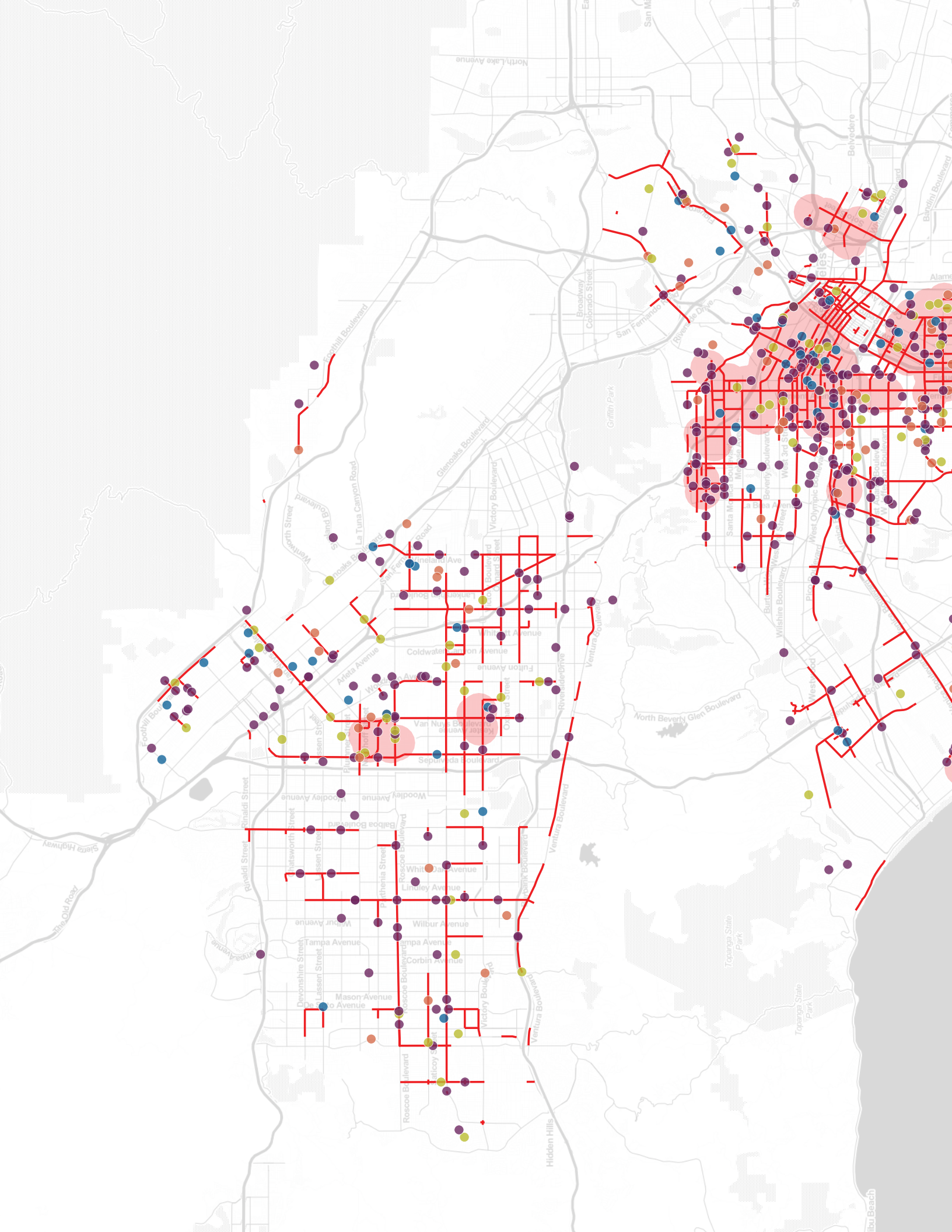


# IMPLEMENTATION

The future of our city is tied to our youth, who are tomorrow's thinkers, leaders, and problem solvers.

Students will make mistakes on our streets and sidewalks; those mistakes should not be fatal.

We are taking action to protect our youth by ensuring our streets work for everyone. These tactics are organized by key desired outcomes that have been coordinated with the forthcoming Vision Zero Action Plan. This section provides greater detail on some of the key action items that we will undertake to achieve these outcomes. See pages 18–23 for a more detailed look at the proposed actions.



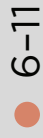


# Walking and Biking COLLISIONS Involving Youth

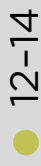
## Age Group



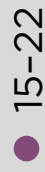
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Top 50 schools  
cluster



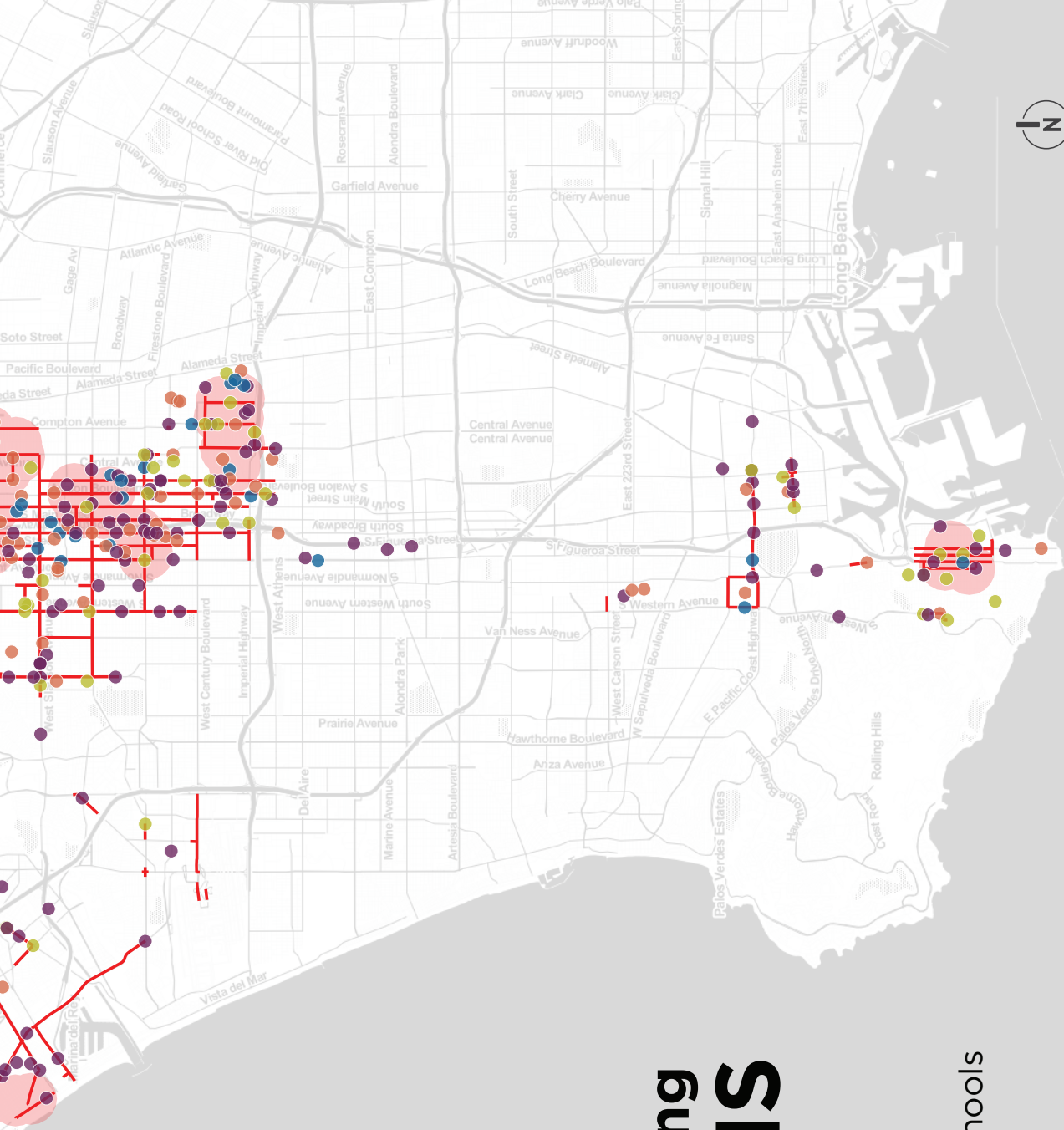
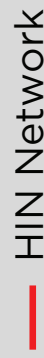
6-11



12-14



15-22





# CREATE SAFE STREETS FOR ALL

Smarter roadway designs reduce the likelihood of severe traffic collisions by improving visibility, separating traffic flow, and slowing the speed of travel.

Students make mistakes on our streets and sidewalks; those mistakes shouldn't be fatal. Smarter roadway designs reduce the likelihood of severe traffic collisions by improving visibility, separating traffic flow, and slowing the speed of travel. Projects based on best practices will improve school environments to create secure, livable streets for everyone who uses the street.

## **SAFE ROUTES TO SCHOOL PLANS**

Beginning in early 2017, we will launch a project to complete SRTS plans for the Top 50 schools using \$1.9 million in grant funding from the State of California's Active Transportation Program. These plans will document proposed safety countermeasures and custom programs to link school zones with community destinations and services. They will be used to obtain grant funding to construct needed safety improvements to encourage more children to walk and bicycle in high-priority school neighborhoods.

The construction of safety improvements at nine of the Top 50 schools has already been made possible by a second \$17.5 million grant from the same program. In spring 2017, these projects will break ground.

## **NEAR-TERM SAFETY IMPROVEMENTS**

In advance of funding future infrastructure projects, we will use the SRTS plans to identify and prioritize near-term safety improvements using low-cost treatments, like striping and paint. In addition, we will continue to upgrade all crosswalks adjacent to schools to our high-visibility standard.



## Near-Term Safety Improvements at Top 50 Schools

As part of Walk to School Day in 2015, LADOT installed curb extensions and high-visibility crosswalks at Dolores Huerta Elementary School to achieve immediate safety benefits prior to their concrete installation.



## DEVELOP A CULTURE OF SAFETY

Our safety improvements will be self-enforcing through their design, resulting in slower speeds, better traffic-law compliance, and fewer collisions. But redesigning our streets will take time. We also must offer new education, encouragement, and enforcement strategies that work together to support safe transportation behaviors for everyone. Detailed collision data will allow us to focus our work on efforts that change the behaviors that cause the deadliest collisions. Safety is everyone's responsibility.



### WALK TO SCHOOL DAY

Since 2013, we have supported more than 360 Walk to School Day events across 224 schools. In four years, we have seen a 180-percent growth in school participation. We will continue to expand these efforts and provide planning and logistics support for event organizers.

### SAFETY AND EDUCATION

Through neighborhood safety campaigns funded by \$2.89 million from the State's Active Transportation Program, we will generate a cultural and behavioral shift toward safety. We will incorporate multiple creative media forms to increase overall awareness of traffic-safety issues and the effects of dangerous behavior. Each campaign will include cultural competency resources and activities that are tailored for each specific community and student population.

### WALK TO SCHOOL DAY

Walk to School Day celebrates walking while highlighting the need to prioritize safety in school communities. Walk to School Days, which take place in October, are the first steps in building awareness of traffic violence. The event celebrates the joys of walking, while reinforcing the responsibilities and accountability of people who walk, bicycle, and drive so they comply with the rules of the road and develop a culture that prioritizes safety.

# ADOPT NEW POLICY AND LEGISLATION TO ADDRESS SAFETY

An updated legal framework will strengthen the foundation for reducing traffic fatalities. However, the Los Angeles City Council is limited in its ability to enact meaningful legislation, as many of the laws governing traffic safety—such as speed limits, use of enforcement cameras, traffic penalties, and driver’s education—are regulated by the state. Vision Zero for Los Angeles, in collaboration with the Office of the Governor of California, will pursue a state legislative agenda that strengthens traffic safety policy and gives Los Angeles greater control of street safety.

## SAFE ROUTES TO SCHOOL POLICY

Mayor Eric Garcetti and Superintendent Michelle King are committed to executing a SRTS Memorandum of Understanding (MOU). This MOU establishes roles and responsibilities of each agency for successful programs, policies, and evaluation.

## SCHOOL SAFETY ZONES

Our recent implementation of 15-mile-per-hour speed limits, when children are present, at 11 schools was made possible by Assembly Bill 321. This voluntary law was initially suggested as a safety solution by concerned parents. We will reduce school-zone speed limits citywide on streets that qualify under this law and proactively support the consideration of other legislation and local-code amendments that reduce the behaviors that make student journeys unsafe.



## SAFETY ZONES

In spring 2016, we reduced school-zone speed limits at 11 schools to 15 miles per hour. We are currently analyzing the impacts of the safety-zone speed limits on speed and collisions and will use the results to inform a formal program rollout citywide.



# RESPOND TO RELEVANT DATA

## MEASURING SUCCESS

We will look for opportunities to understand the impacts of the 5 Es efforts by collecting and analyzing data on collisions, speed, compliance with traffic laws, and walking or bicycling activity. The evaluations will show:

**PROGRESS** in creating safer environments for students to shift to walking and bicycling to school.

## ACCOUNTABILITY AND TRANSPARENCY

in reporting back is a way to keep improving communication.

**LESSONS LEARNED** to create even more effective safety improvements and programs.

Quantitative evidence of the effects of SRTS projects will help shape future efforts.

## YOUTH SAFETY ANALYSIS

We will diligently track trends in youth-involved collisions near schools during the drop-off and pick-up period. Information about persistent crash types will be used to develop new and more effective engineering and program countermeasures.

## TRAVEL TALLY SURVEYS

We will institutionalize classroom-based data collection and analysis to track walking and bicycling trends over time. This data collection will be used to improve our understanding of students' travel habits. We will use this information to direct and evaluate investments and support student wellness.

## Create Safe Streets for All

<b>SRTS plans</b>	<ul style="list-style-type: none"> <li>Construct improvements at nine schools; develop 15 plans in coordination with Vision Zero, Active Streets, and Play Streets</li> </ul>	<ul style="list-style-type: none"> <li>Complete 45 plans</li> </ul>	<ul style="list-style-type: none"> <li>Complete 75 plans</li> </ul>	LADOT, BOE, BSS
<b>Near-term safety improvements</b>	<ul style="list-style-type: none"> <li>Install improvements at 15 schools</li> </ul>	<ul style="list-style-type: none"> <li>Install improvements at 45 schools</li> </ul>	<ul style="list-style-type: none"> <li>Formalize and fund a citywide program</li> </ul>	LADOT
<b>High-visibility crosswalks</b>	<ul style="list-style-type: none"> <li>Upgrade crosswalks at 20 percent of schools</li> </ul>	<ul style="list-style-type: none"> <li>Upgrade crosswalks at 60 percent of schools</li> </ul>	<ul style="list-style-type: none"> <li>Upgrade crosswalk at all schools</li> </ul>	LADOT, BSS
<b>Demonstration projects</b>	<ul style="list-style-type: none"> <li>Install 15 demonstration projects in coordination with Vision Zero, Active Streets, and Play Streets</li> </ul>	<ul style="list-style-type: none"> <li>Install 45 demonstration projects</li> </ul>	<ul style="list-style-type: none"> <li>Integrate projects as part of SRTS plan outreach</li> </ul>	LADOT

## Develop a Culture of Safety

<b>Safety campaign</b>	<ul style="list-style-type: none"> <li>Launch citywide campaign and two campaigns targeting school populations</li> </ul>	<ul style="list-style-type: none"> <li>Sustain citywide campaign and launch six campaigns targeting school populations</li> </ul>	<ul style="list-style-type: none"> <li>Institutionalize safety campaigns at all schools</li> </ul>	LADOT, LACDPH
<b>Safety trainings</b>	<ul style="list-style-type: none"> <li>Conduct 1,500 in-class trainings and 100 bicycle festivals</li> </ul>	<ul style="list-style-type: none"> <li>Hold 3,000 in-class trainings and 200 bicycle festival</li> </ul>	<ul style="list-style-type: none"> <li>Integrate trainings into middle and high school curriculum</li> </ul>	LADOT, LAUSD, LASP, LAPD
<b>Walk to School Day</b>	<ul style="list-style-type: none"> <li>Support 300 events</li> </ul>	<ul style="list-style-type: none"> <li>Institutionalize the event at all elementary schools</li> </ul>	<ul style="list-style-type: none"> <li>Institutionalize the event at middle and high schools</li> </ul>	LADOT, LAUSD
<b>Keep Walking! activity guides</b>	<ul style="list-style-type: none"> <li>Support activities at 15 schools</li> </ul>	<ul style="list-style-type: none"> <li>Institutionalize the program at elementary schools</li> </ul>	<ul style="list-style-type: none"> <li>Institutionalize the program at middle and high schools</li> </ul>	LADOT, LAUSD
<b>Safety Valet and Patrol Program</b>	<ul style="list-style-type: none"> <li>Establish 15 programs</li> </ul>	<ul style="list-style-type: none"> <li>Establish 45 programs</li> </ul>	<ul style="list-style-type: none"> <li>Institutionalize the program</li> </ul>	LAUSD, LASP, LADOT

## Adopt New Policy and Legislation to Address Safety

<b>SRTS MOU</b>	<ul style="list-style-type: none"> <li>City and LAUSD sign and adopt Vision Zero and SRTS policy</li> </ul>	<ul style="list-style-type: none"> <li>Formalize a collaborative data exchange and integrate agencies' web-based program resources</li> </ul>	<ul style="list-style-type: none"> <li>Hire LAUSD-based SRTS coordinator</li> </ul>	LADOT, LAUSD
<b>School safety zones</b>	<ul style="list-style-type: none"> <li>Implement 15 zones</li> </ul>	<ul style="list-style-type: none"> <li>Implement 45 zones</li> </ul>	<ul style="list-style-type: none"> <li>Implement zones citywide</li> </ul>	LADOT, LAPD, LASP

## Respond to Relevant Data

<b>Youth safety analysis</b>	<ul style="list-style-type: none"> <li>Publish Youth Safety Study</li> </ul>	<ul style="list-style-type: none"> <li>Publish <b>Measuring Success: A Five-Year Youth Safety Report</b></li> </ul>	<ul style="list-style-type: none"> <li>Host National SRTS Conference</li> </ul>	
<b>Travel tally surveys</b>	<ul style="list-style-type: none"> <li>Complete surveys at 50 percent of elementary schools</li> </ul>	<ul style="list-style-type: none"> <li>Complete surveys at all Top 50 elementary and middle schools; publish citywide student mode-share model</li> </ul>	<ul style="list-style-type: none"> <li>Complete surveys at all schools</li> </ul>	LAUSD, LADOT



# PROGRESS REPORT

In addition to providing a roadmap of our proposed actions, we must check in on our progress to date.

The Los Angeles City Council established our initiative in 2011 by adopting the SRTS Strategic Plan and the corresponding goals outlined on pages 12 and 13. Since 2011, we have made significant headway. What follows is a snapshot of our work to date.



# GOAL 1

## A DATA-DRIVEN APPROACH

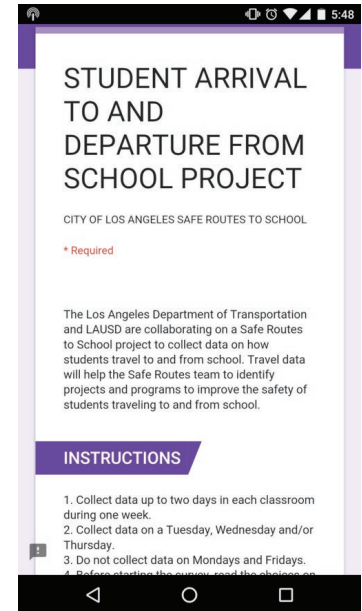
Improving school safety requires more than responding to periodic requests for relief from traffic-safety concerns. With more than 800 LAUSD schools in the City of Los Angeles, we needed to find a way to prioritize our efforts. The SRTS Strategic Plan has helped us transition to a proactive approach that focuses resources and improvements to schools and communities with the greatest need.

### PRIORITIZATION SCHEME

We developed a prioritization methodology to determine our starting point. We analyzed collision rates, population of children living within walking and biking distance of schools, the number of students with free-reduced price meals, and lack of prior state/federal funding.

This analysis resulted in a list of schools prioritized by need. Near-term emphasis is on the Top 50 schools. We have prioritized these school areas for investments in safety improvements and for programs such as Walk to School Day and Keep Walking!

As safety concerns at Top 50 schools are addressed, we will continue to focus on schools with the highest needs. Furthermore, if additional metrics are identified as useful while working with the Top 50 schools, they may be applied to guide future re-prioritization.







# GOAL 2

## STRONG PARTNERSHIPS

Partnerships are important to engaging people with Vision Zero and SRTS. The Vision Zero, SRTS, and Walk to School Day Resolution adopted by the LAUSD Board of Education in September 2016 directs resources from both agencies, opens doors to communication channels, and ensures the commitment to a data-driven process, while providing resources citywide to support safe and healthy student transportation. City Council offices, the Vision Zero Task Force, and other partner agencies are also fundamental to this work.



### DEDICATED STAFF

In 2012, we hired dedicated staff at LADOT to oversee the implementation of the SRTS Strategic Plan. This position is dedicated to serve as the point person for SRTS efforts within the city and to work directly with LAUSD. Our partnership will continue to look for resources to hire an LAUSD-based SRTS coordinator.

### SAFE ROUTES TO SCHOOL TASK FORCE

In April 2016, we established a SRTS Task Force. This Task Force meets at LAUSD Headquarters to guide development and deployment of targeted strategies. Administrative leadership is critical in determining school needs and how to raise internal capacity to support encouragement, instructional, and outreach activities.





## PUBLIC PARTICIPATION PLANNING

Community input was instrumental in developing the SRTS plans for nine of the Top 50 schools. These plans were funded by the State Department of Transportation in 2014.

In fall 2016, we attended Back to School Nights to inform school communities on the scope of improvements, locations, and project benefits. Construction begins in spring 2017.

## EFFICIENT AND EFFECTIVE TACTICS

In the past two years, we have developed innovative systems and tools to cost-effectively scale activities. These resources support data collection, outreach, event planning, and volunteer recruitment. In addition, hands-on involvement of LAUSD staff contributed to streamlining processes.

### **SAFE ROUTES TO SCHOOL WEBSITE RESOURCES**

The SRTS website ([saferoutes.lacity.org](http://saferoutes.lacity.org)) is a platform for our efforts. This includes information on our funded street-improvement projects. This site links to a Walk to School Day sister site ([walktoschoolday-la.org](http://walktoschoolday-la.org)). The SRTS site offers single-day and yearlong event activity guides, interactive travel tally tools, a library of fact sheets, and project-evaluation reports.

### **OUTREACH OPPORTUNITIES**

Our partnership has opened the door to more school-based venues, including school-walk audits, email, backpack distribution, participation in back to school night, and encouragement programs.



## ROBUST FUNDING STRATEGIES

We focused on securing funding for both infrastructure and non-infrastructure programs. Street improvements will physically alter the landscape of the street network in school communities. They provide the infrastructure necessary to improve walking and bicycling safety. Key elements to enhance the safety and comfort for people walking and biking include building new sidewalks, replacing unusable sidewalks, installing dedicated bicycle paths or lanes, and traffic-calming solutions. Non-infrastructure programs focus on education, enforcement, and encouragement to build awareness about the importance of traffic safety and to change behavior.

### **GRANT FUNDING**

A key SRTS objective is to maximize the city's competitiveness in funding applications. In 2014, we were awarded \$22.5 million from the State of California's Active Transportation Program to fund engineering safety improvements at nine of the Top 50 schools, SRTS plans for the Top 50 schools, and traffic safety education and enforcement programs citywide.



# MILESTONES TO DATE

Milestone	Description
<b>Data-Driven Approaches</b>	
Prioritization	<ul style="list-style-type: none"> <li>Developed methodology, adopted by City Council, using collisions, student density, and socioeconomic indicators to prioritize safety efforts</li> </ul>
Youth safety analysis	<ul style="list-style-type: none"> <li>Prepared analysis describing youth-involved collisions citywide and in school zones</li> </ul>
Travel tally surveys	<ul style="list-style-type: none"> <li>Piloted school-based data collection at seven schools</li> </ul>
Program evaluation	<ul style="list-style-type: none"> <li>Completed four-year Walk to School Day and School Safety Zone Evaluation reports to inform the development of future programs</li> </ul>
<b>Strong Partnerships</b>	
Program coordinator	<ul style="list-style-type: none"> <li>Hired program coordinator</li> </ul>
SRTS Steering Committee	<ul style="list-style-type: none"> <li>Established regular meetings co-chaired by LAUSD and LADOT</li> </ul>
Vision Zero subcommittees	<ul style="list-style-type: none"> <li>Engaged with Education, Engineering, Enforcement, and Data/Evaluation subcommittees to develop implementation actions that align with Vision Zero outcomes</li> </ul>
<b>Efficient and Effective Implementation</b>	
Walk to School Day	<ul style="list-style-type: none"> <li>Supported 398 school events in over four years</li> </ul>
SRTS plan outreach	<ul style="list-style-type: none"> <li>Conducted outreach to inform funding applications and familiarize school communities on forthcoming safety infrastructure improvement and implementation schedule</li> </ul>
High-visibility crosswalks	<ul style="list-style-type: none"> <li>Upgraded yellow crosswalks at the Top 50 schools to the high-visibility crosswalk standard</li> </ul>
Near-term safety improvements	<ul style="list-style-type: none"> <li>Piloted curb extensions in advance of construction at Dolores Huerta Elementary School</li> </ul>
School safety zones (15 miles per hour)	<ul style="list-style-type: none"> <li>Piloted reduced speed limits and partnered with LASP and LAPD to do outreach at 11 schools</li> </ul>
Keep Walking! activity guides	<ul style="list-style-type: none"> <li>Prepared and revised three guides based on school stakeholder input: Walking Field Trips, Community Walks and Bicycle Rides, and Golden Sneaker Program</li> </ul>
Innovative resources	<ul style="list-style-type: none"> <li>Launched the SRTS website, specific project profile pages, and the Walk to School Day website, which includes online registration, customizable materials, dynamic registration reporting, and an event-support hotline</li> </ul>
<b>Robust Funding</b>	
Active Transportation Program/ SRTS grants	<ul style="list-style-type: none"> <li>Received \$22.5 million of California Transportation Active Transportation Program funds for street improvements (\$17.5 million), SRTS plans for the Top 50 (\$1.9 million), and education and enforcement programs (\$2.89 million)</li> </ul>

For information about Safe Routes  
to School,

visit **[saferoutes.lacity.org](https://saferoutes.lacity.org)**

email **[saferoutes@lacity.org](mailto:saferoutes@lacity.org)**

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For information about Vision Zero,

visit **[visionzero.lacity.org](https://visionzero.lacity.org)**

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