



Culver CITY

BICYCLE & PEDESTRIAN ACTION PLAN

Vision Zero

VISION ZERO...

- Is a policy commitment to reduce fatal and severe collisions to zero by a certain date
- Acknowledges that traffic collision deaths and serious injuries are preventable through safer street design
- Takes a multidisciplinary approach (public works, police, health, schools, emergency response)
- Involves physical changes, education, and enforcement

Vision Zero Cities

A Vision Zero City meets the following minimum standards:

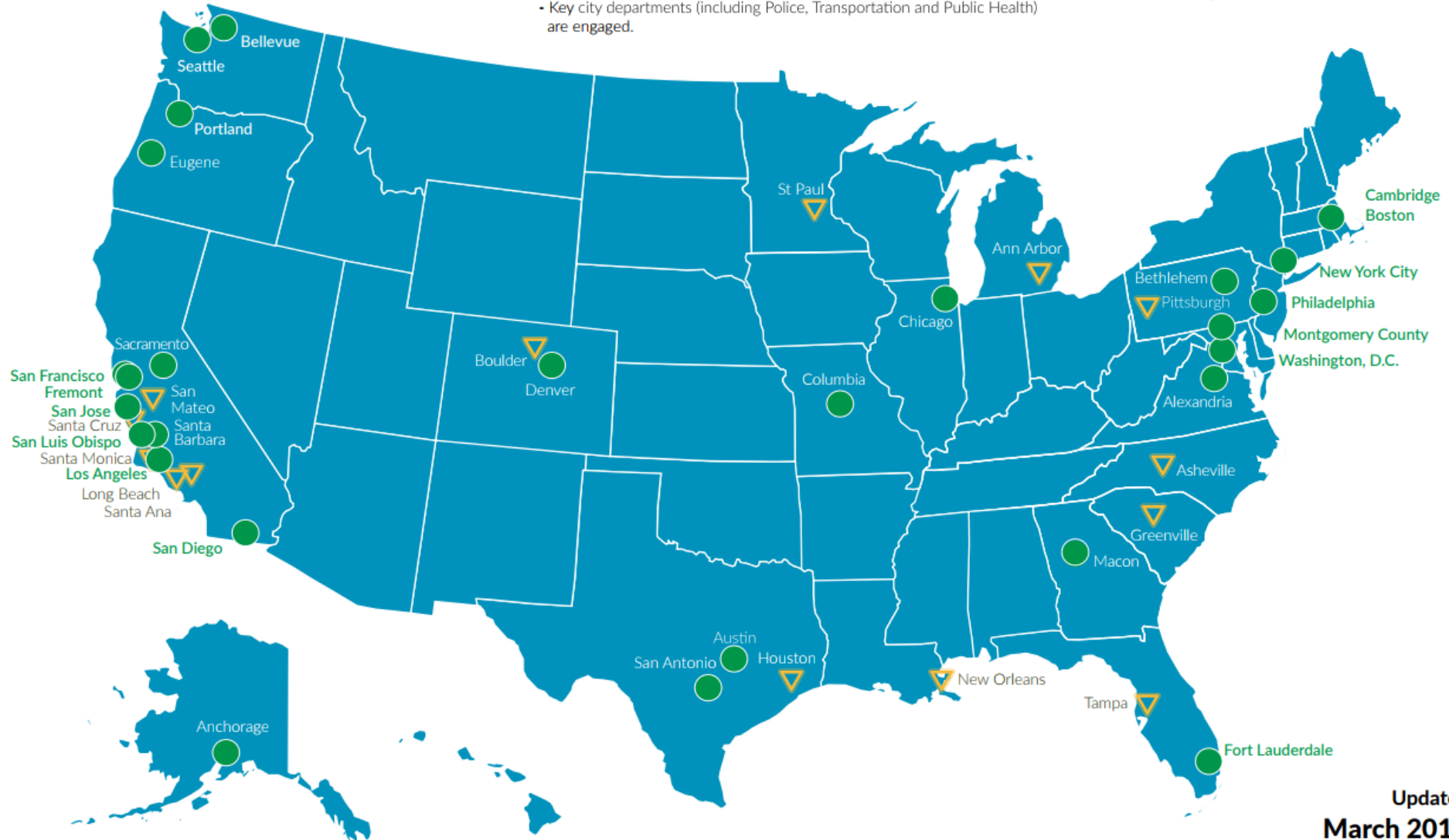
- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.



Vision Zero City



Considering Vision Zero



Updated
March 2017

FIELD OF
VISION AT:

**20
MPH**

10%
DEATH RISK



FIELD OF
VISION AT:

**40
MPH**

80%
DEATH RISK



Source: National Highway Traffic Safety Administration
Image Source: Los Angeles Vision Zero Safety Study

COLLISIONS IMPACT THE COMMUNITY



LOSS OF LIFE;
INJURIES



PERSONAL &
COLLECTIVE
COSTS

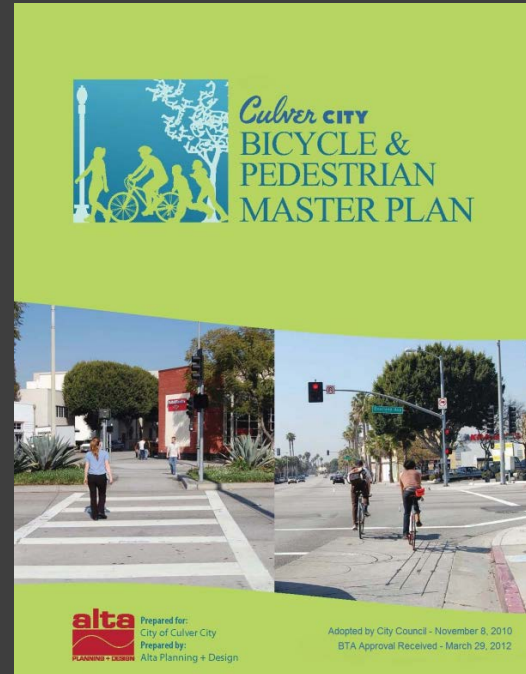


FEELS
UNSAFE TO
WALK OR BIKE



AFFECTS MOST
VULNERABLE
ROAD USERS

ALIGNMENT WITH LOCAL GOALS AND POLICIES



STATE/REGIONAL GOALS AND POLICIES

COUNTY

Metro Active
Transportation
Strategic Plan

Long Range
Transportation
Plan

REGION

SCAG Regional
Transportation
Plan

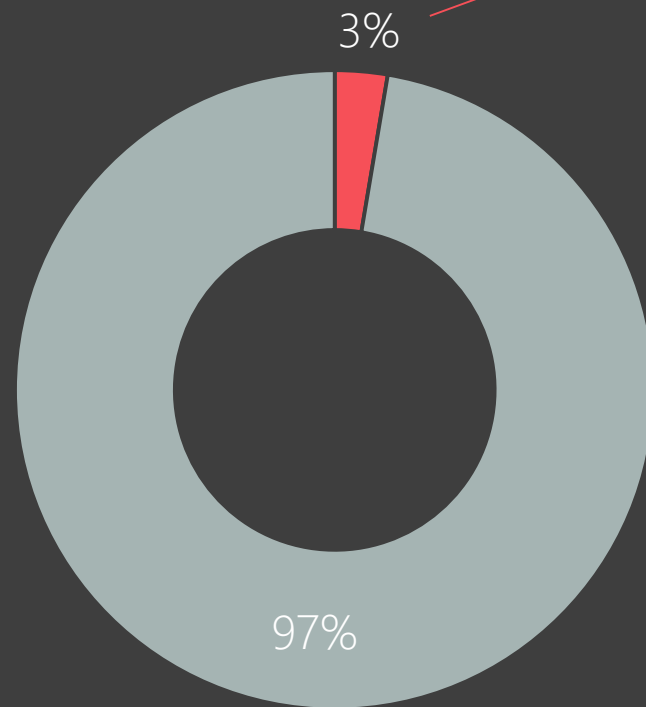
STATE

AB 32/SB 375

Highway Safety
Improvement
Program

ALL COLLISIONS

2005-2014, Culver City

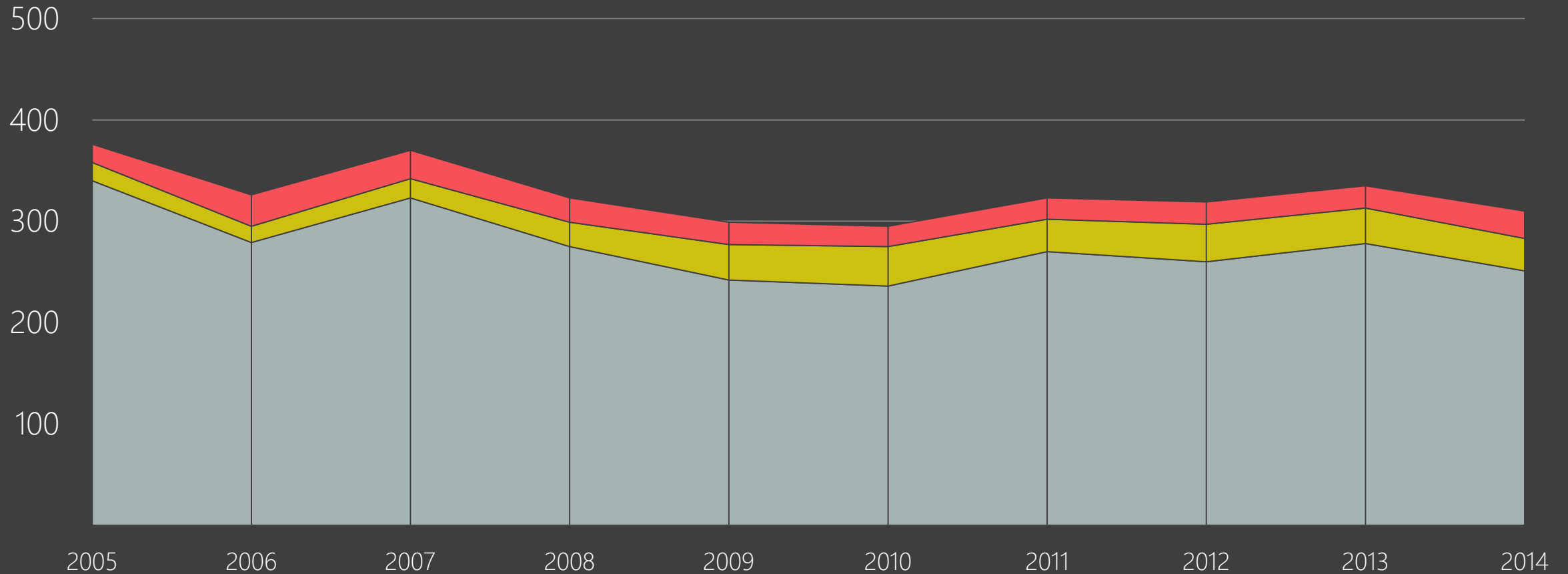


87 collisions with victims killed or severely injured (KSI) between 2005 and 2014

 KSI  non-KSI

ALL COLLISIONS

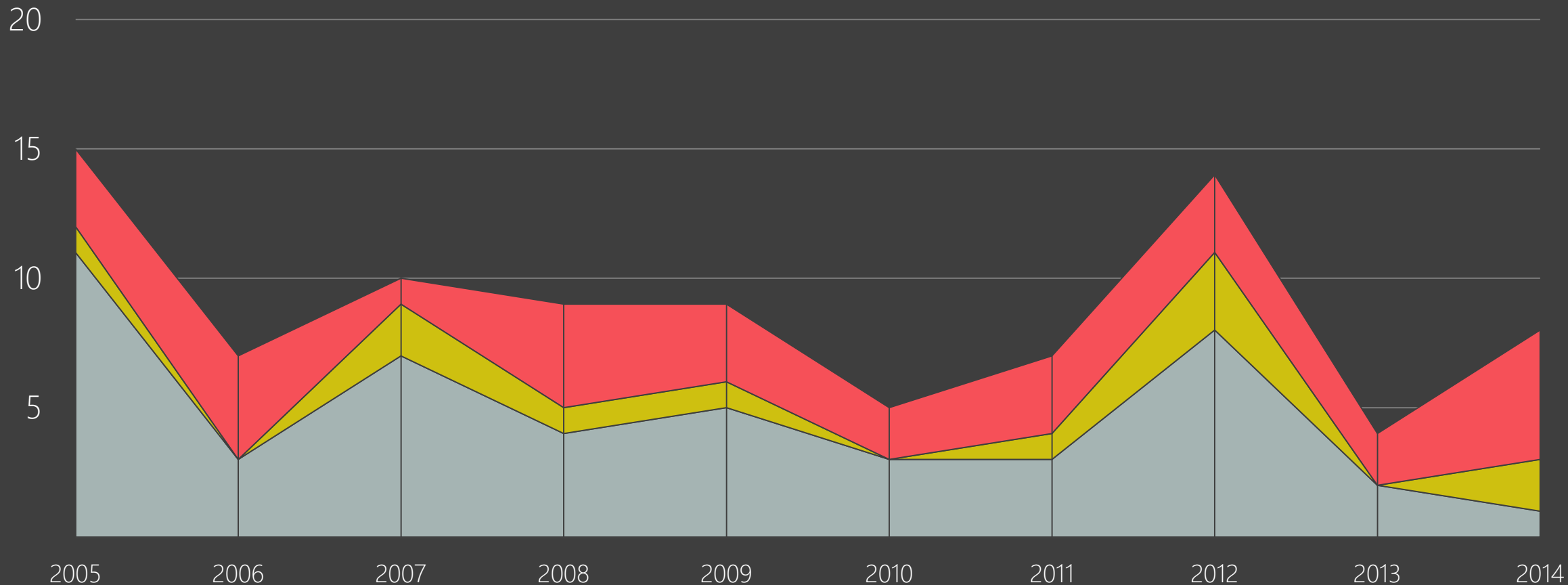
2005-2014, Culver City



Collisions with: ■ people walking ■ people biking ■ people in vehicles

KSI COLLISIONS

2005-2014, Culver City

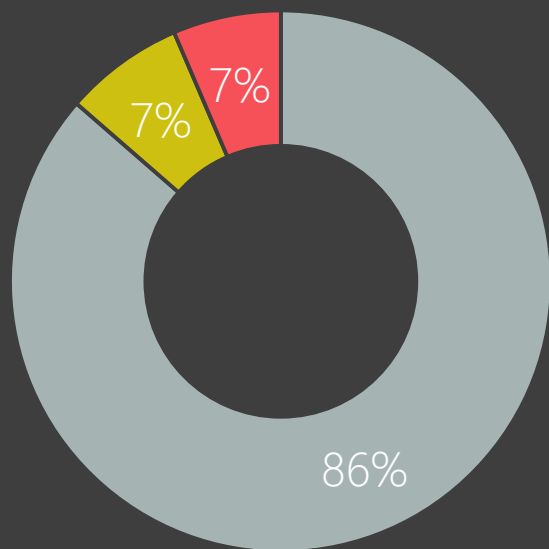


Collisions with: ■ people walking ■ people biking ■ people in vehicles

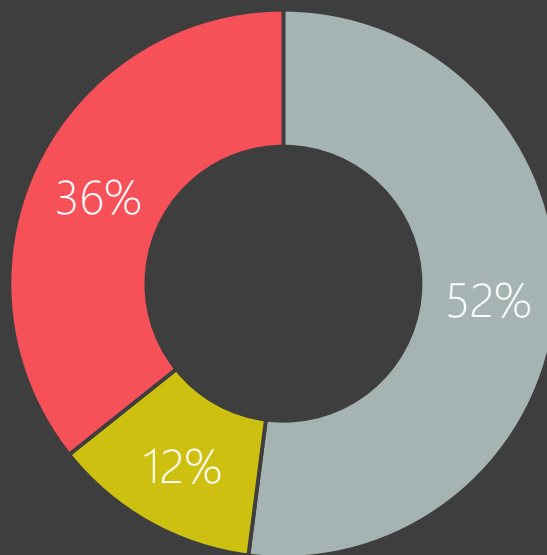
VICTIMS BY MODE

2005-2014, Culver City

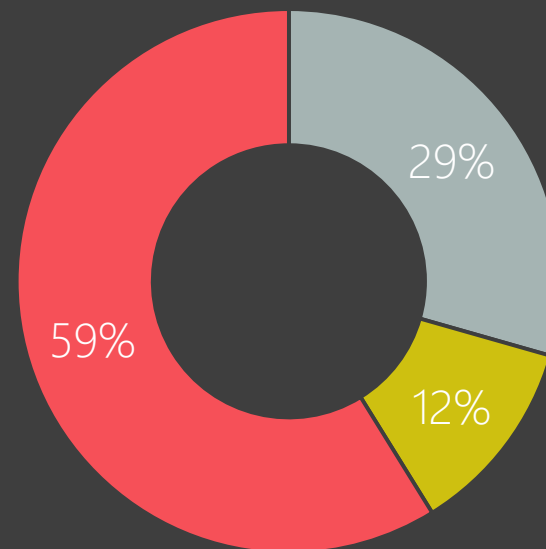
ALL VICTIMS



KSI VICTIMS



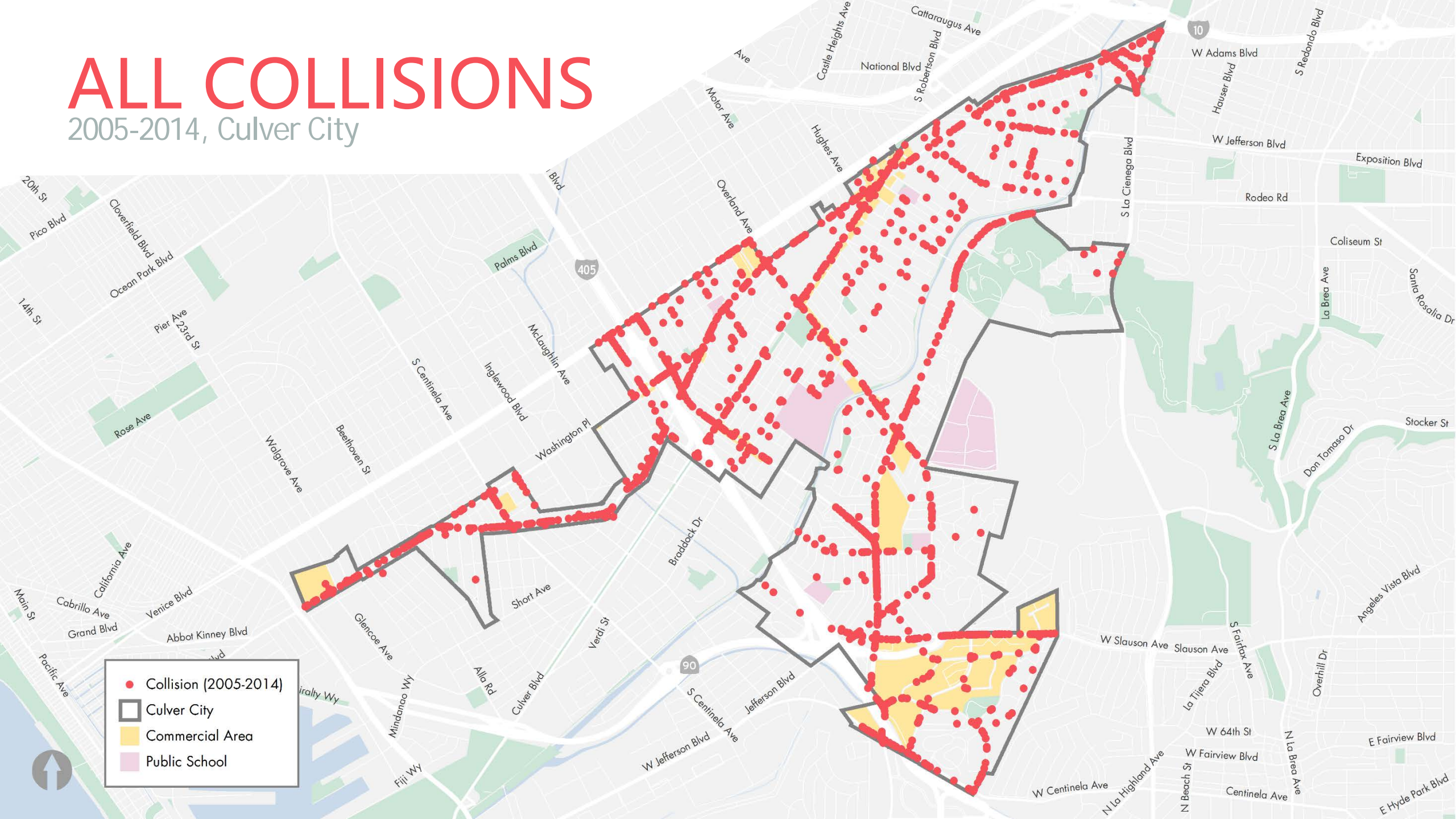
FATAL VICTIMS



people walking people biking people in vehicles

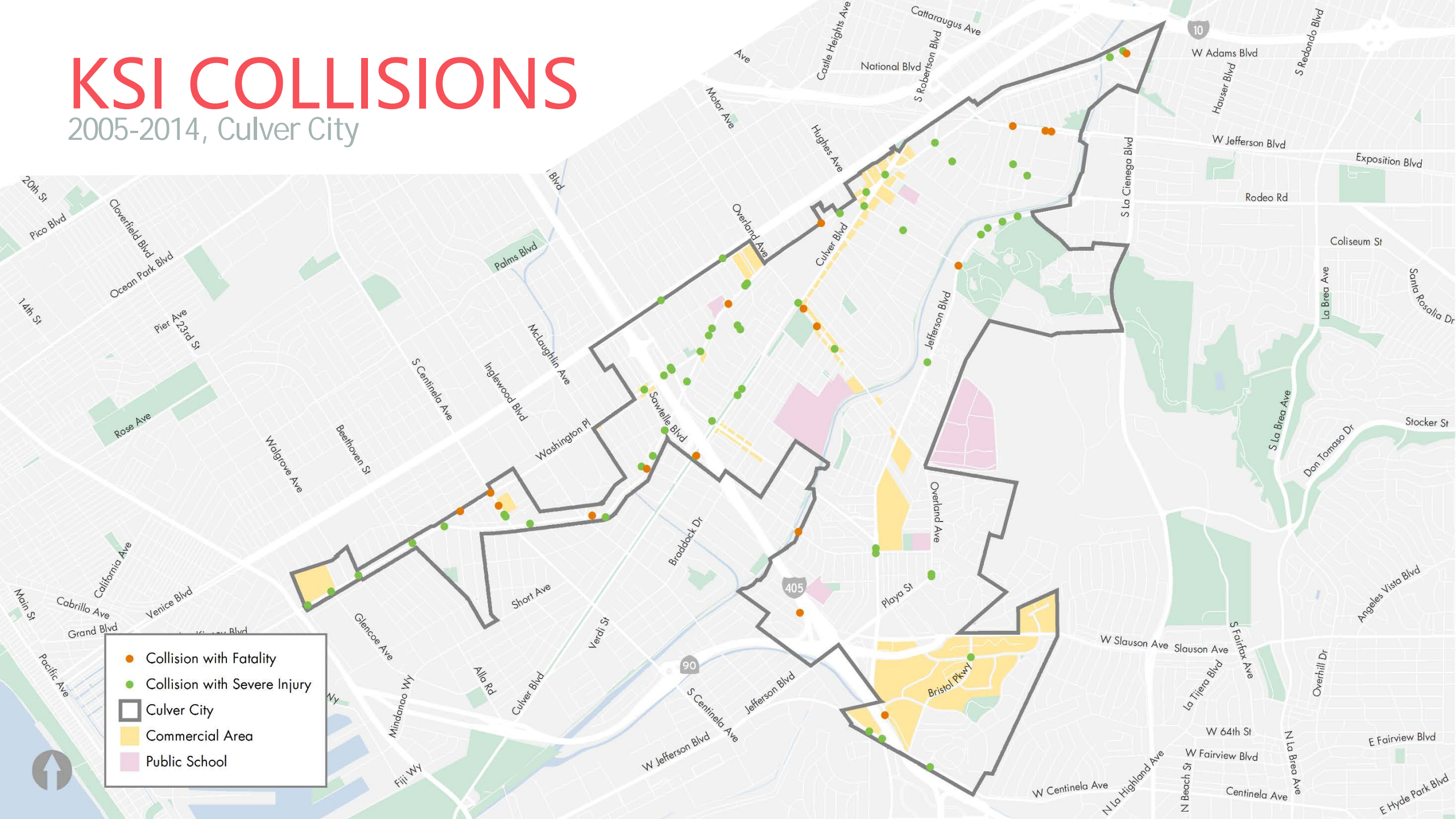
ALL COLLISIONS

2005-2014, Culver City



KSI COLLISIONS

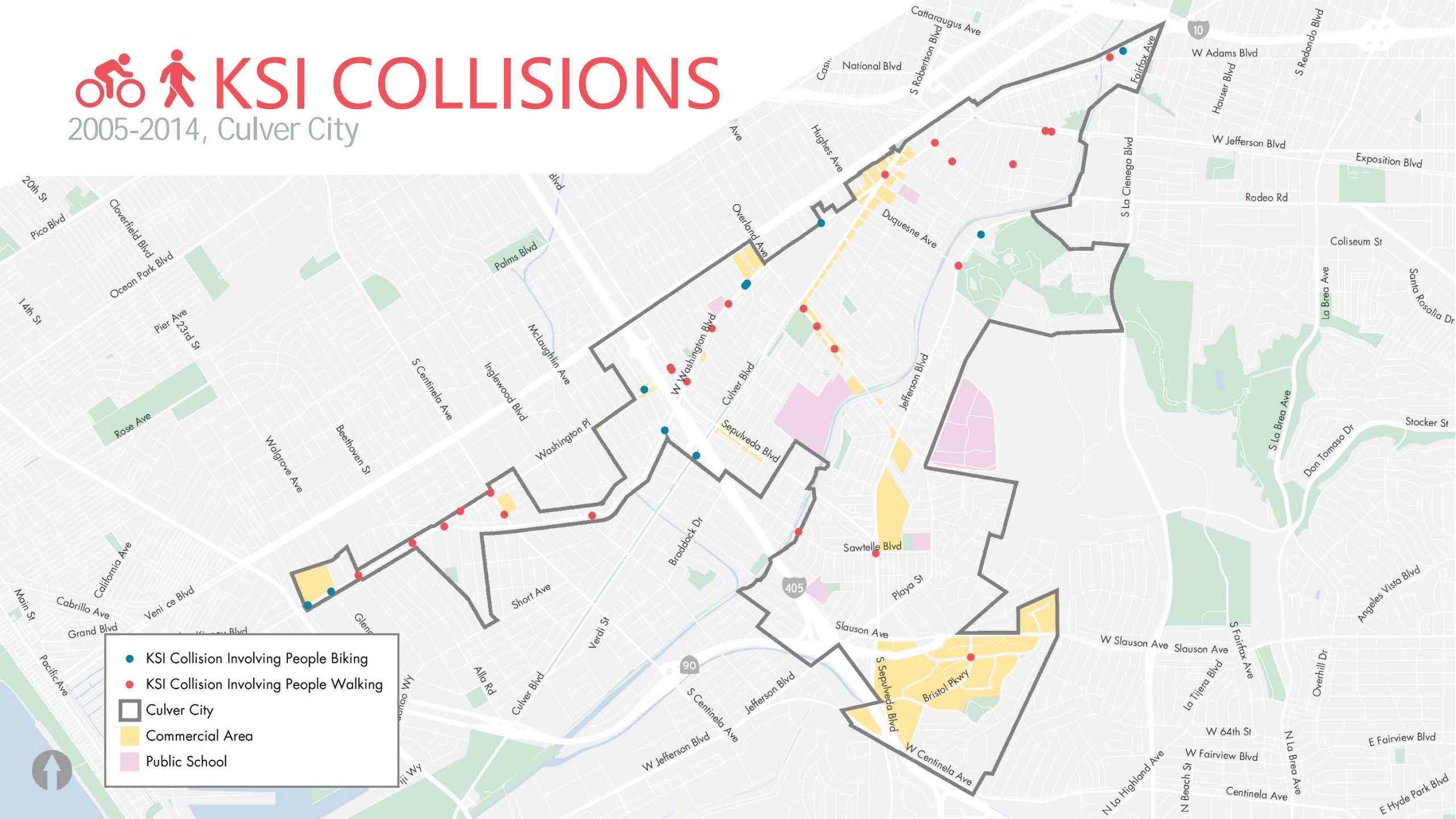
2005-2014, Culver City





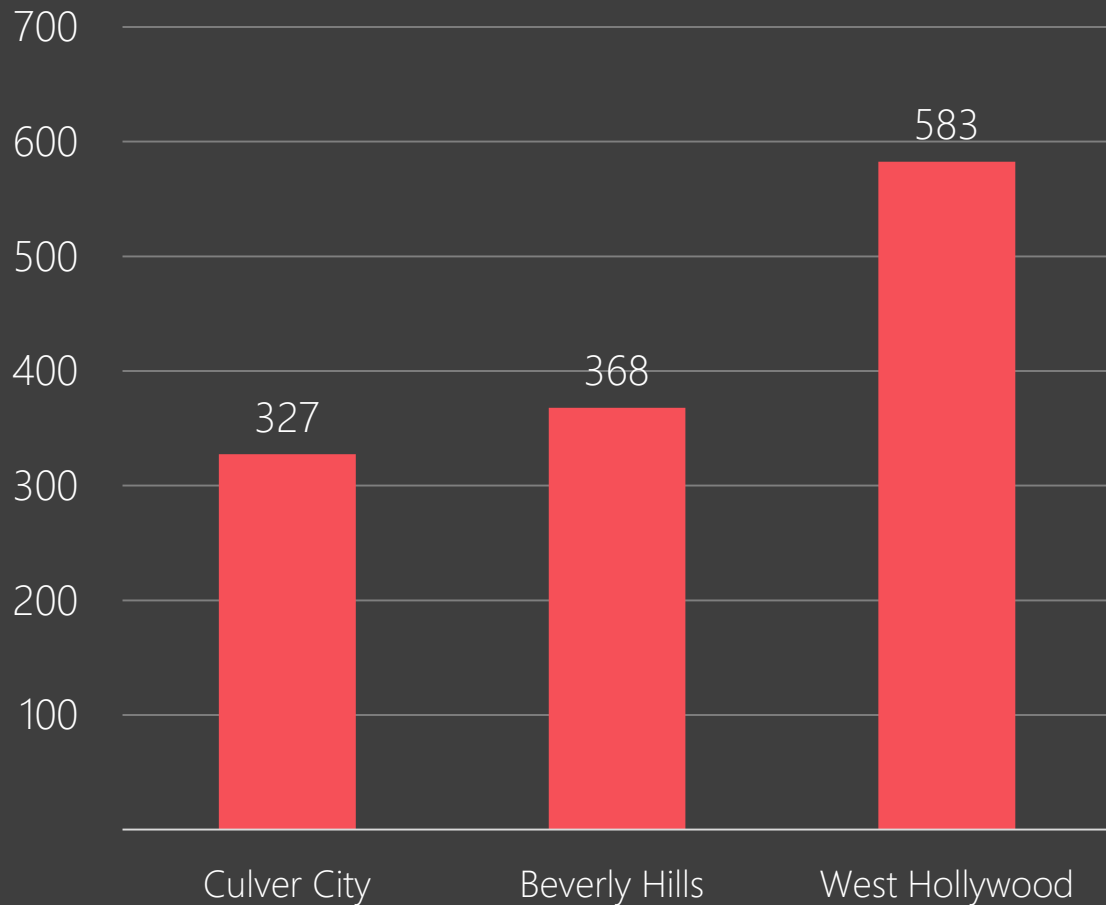
KSI COLLISIONS

2005-2014, Culver City

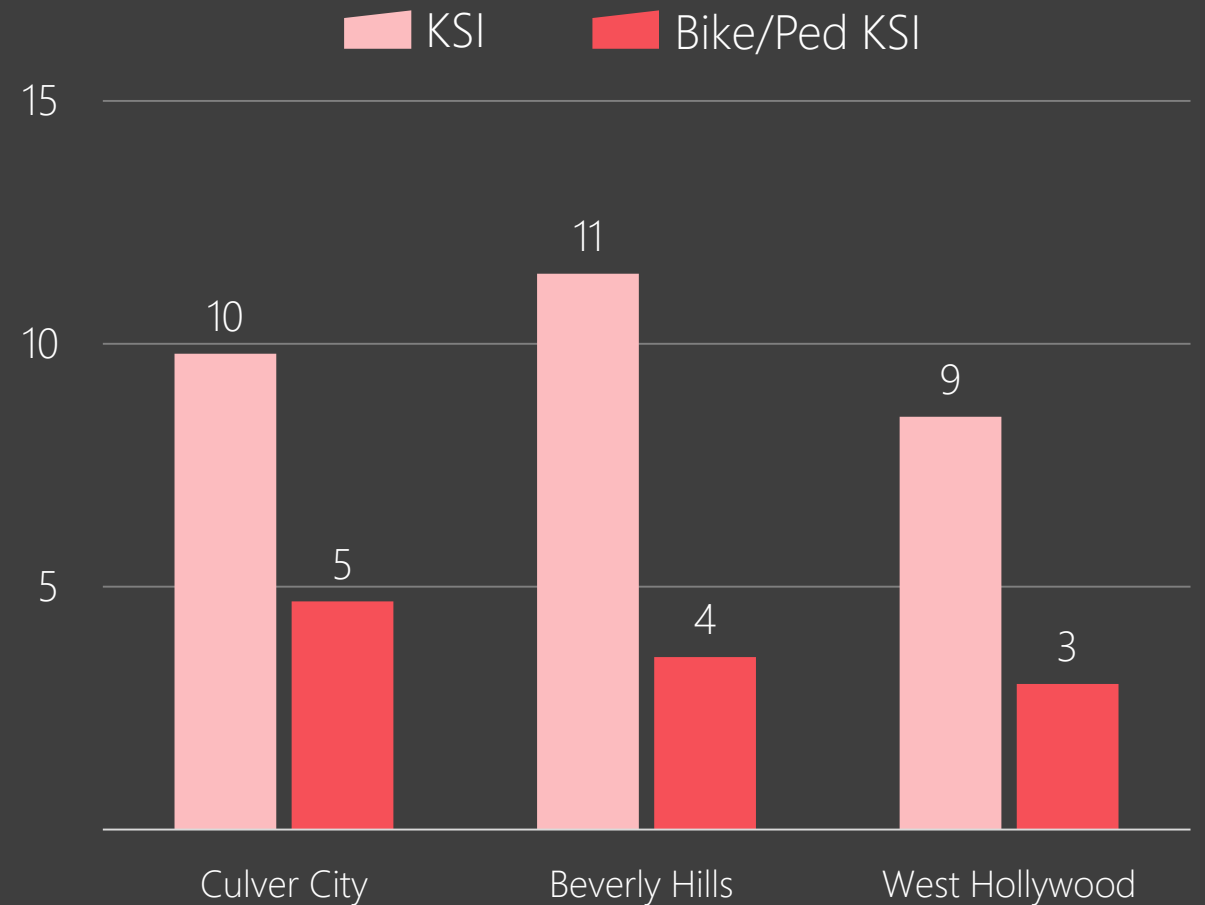


HOW DOES CULVER CITY COMPARE?

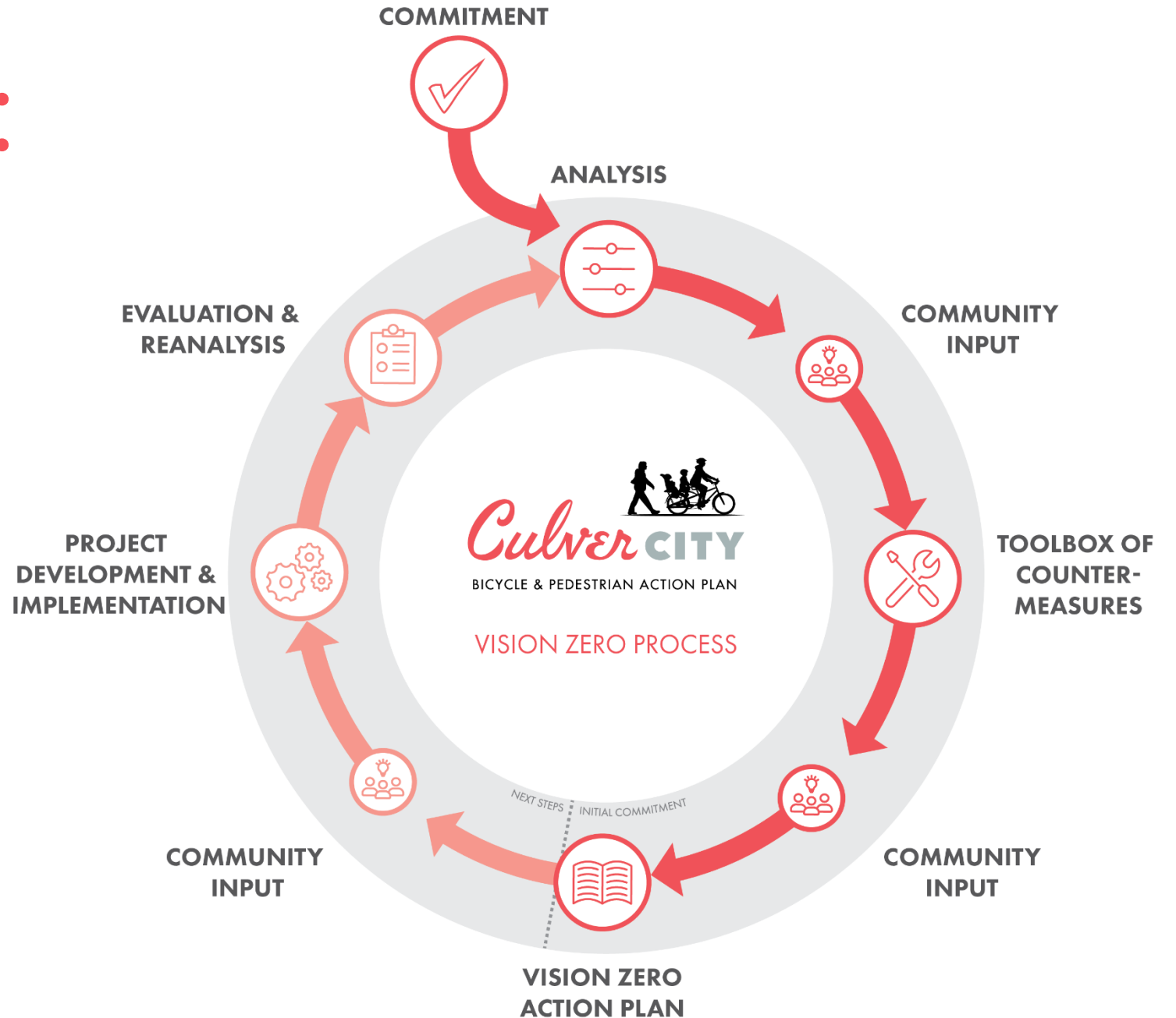
Average Annual Collisions



Average Annual KSI Victims



VISION ZERO: NEXT STEPS





ERIC C
M

EXECUTIVE D

Issue Date:

Subject: Vision Zero

Our streets must be safe for everyone who uses them. Safety is not a byproduct of transportation. Loss of life and limb are unacceptable outcomes that we can avoid through a holistic approach to engineering, education, and law enforcement on sidewalks.

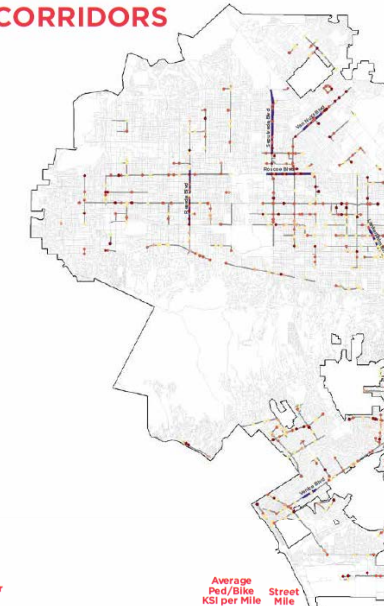
The City of Los Angeles ranks second in the nation for the number of people killed by motor vehicles when walking. Sixty more than half of fatal traffic collisions annually are on the city's 14 percent of streets that are particularly vulnerable, and are five times more likely to result in severely injured or killed pedestrians in crashes.

Therefore I am launching the citywide Vision Zero campaign. Safety must be our priority, so I am declaring this a citywide priority, designing and building our streets and corridors to be safe for everyone.

Vision Zero is premised on the fundamental principle that no loss of life or limb is unacceptable. The goal of Vision Zero is to make our streets safe for all users, from the most vulnerable users of our streets to the most experienced drivers. The design of our streets must account for the fact that people make mistakes, an effective road design must be designed to diminish the likelihood of severe injury or death when those mistakes occur. It is the responsibility of all parts of our society: our transportation system, our streets, and our law enforcement to make our streets safe and prosperous.

200 N. SPRING STREET, ROOM 303 L
MAYOR'S OFFICE

HIGH INJURY NETWORK PRIORITY INTERSECTIONS AND CORRIDORS



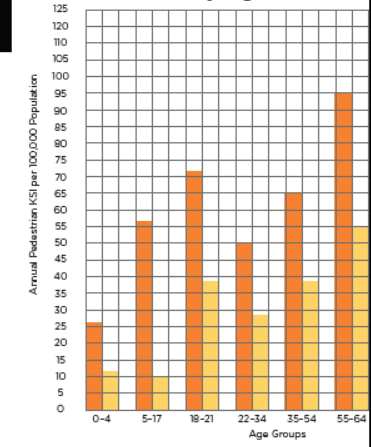
Priority Corridor (substantial road)	Average Ped/Bike KSI per Mile	Street Mile
1 3rd Street Normandie Avenue to Vermont Avenue	16	0.5
2 6th Street Rampart Blvd to Beaudry Ave	6	1.4
3 7th Street Figueroa Street to Olive Street	2	0.3
4 Adams Boulevard Hausler Boulevard to Crenshaw Boulevard	11	1.6
5 Alvarado Street 6th Street to 7th Street	10	0.2
6 Anaheim Street Figueroa Street to Henry Ford Avenue	5	2.2
7 Avalon Boulevard San Pedro Street to 120th Street	4	6.4
8 Broadway Martin Luther King, Jr. Boulevard to Century Boulevard	5	4.5
9 Central Avenue Jefferson Boulevard to I-10	2	1.4
10 Crenshaw Boulevard 79th Street to Pico Boulevard	5	5.7
11 Figueroa Street Martin Luther King, Jr. Boulevard to Imperial Hwy	5	5.5
12 Fletcher Drive I-5 to San Fernando Road	8	0.8
13 Florence Avenue Crenshaw Boulevard to Central Avenue	5	4.3
14 Hoover Street Vernon Avenue to Manchester Avenue	3	3
15 La Brea Avenue Adams Boulevard to Pico Boulevard	9	1.1
16 Lankenshim Blvd Chandler Boulevard to Victory Boulevard	5	1.4
17 Main Street Martin Luther King, Jr. Boulevard to Imperial Hwy	4	5.5
18 Main Street 6th Street to 7th Street	0	0.1
19 Manchester Avenue Western Avenue to Vermont Avenue	10	1
20 N Broadway Mission Road to N Spring Road	5	1.5
21 N Figueroa Street Avenue 43 to York Boulevard	6	2.1
22 Normandie Avenue Vernon Avenue to I-10	5	2.4
23 Pico Boulevard Western Avenue to Union Avenue	9	1.9
24 Pico Boulevard Robertson Boulevard to La Ganege Boulevard	25	0.4
25 Reseda Boulevard Parthena Street to Victory Boulevard	7	2.9
26 Roscoe Boulevard I-405 to Woodman Ave	6	2.3
27 Satcoy Street Topanga Canyon Boulevard to Jordan Street	25	0.2
28 Sepulveda Boulevard Nordhoff Street to Rinaldi Street	3	3
29 Soto Street Wabash Avenue to 8th Street	4	1.9
30 Spring Street Temple Street to 9th Street	5	1.2
31 Temple Street Beverly Boulevard to Beaudry Avenue	8	2.3
32 Van Nuys Boulevard Beachy Avenue to San Fernando Road	5	1.5
33 Venice Boulevard Beethoven Street to Inglewood Boulevard	1	0.8
34 Venice Boulevard Arlington Avenue to Figueroa Street	4	2.8
35 Vermont Avenue Pico Boulevard to Adams Boulevard	7	1
36 Vermont Avenue Gage Avenue to Vernon Avenue	6	1.6
37 Vernon Avenue Western Avenue to Central Avenue	6	3
38 Washington Boulevard La Brea Avenue to Vermont Avenue	6	3.2
39 Western Avenue Century Boulevard to Washington Boulevard	8	6.5
40 Wilshire Boulevard Rampart Boulevard to Valencia Street	8	0.9



Older adults are 11 percent of Los Angeles's population but account for 26 percent of pedestrian fatalities.

Together, our youth and older adults make up nearly 30 percent of all those killed while walking between 2009 and 2013. Vision Zero is designed to accommodate the unique needs of everyone to ensure that the design of our streets is safe for all.

Pedestrian KSI by Age and Gender



A Spotlight on Motorcycle

Drivers who fail to yield account for 42 percent of motorcycle KSI collisions.

Motorcycle riders also belong in the most vulnerable populations, given their age and overrepresentation in the data. They are only 3 percent of overall collisions but account for 15 percent of all traffic deaths. More than 52 percent of all motorcycle KSI collisions are the result of broadside collisions, which typically occur at intersections. An analysis of collision data shows that a large number of motorcycle KSI collisions were the result of drivers who failed to yield.

VISION ZERO

LOS ANGELES | 2015-2025



ACTION PLAN

JANUARY 2017





Culver CITY

BICYCLE & PEDESTRIAN ACTION PLAN

Vision Zero

BIKE/PED COLLISIONS

2005-2014, Culver City

