



# *Culver* CITY

BICYCLE & PEDESTRIAN ACTION PLAN

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## 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:

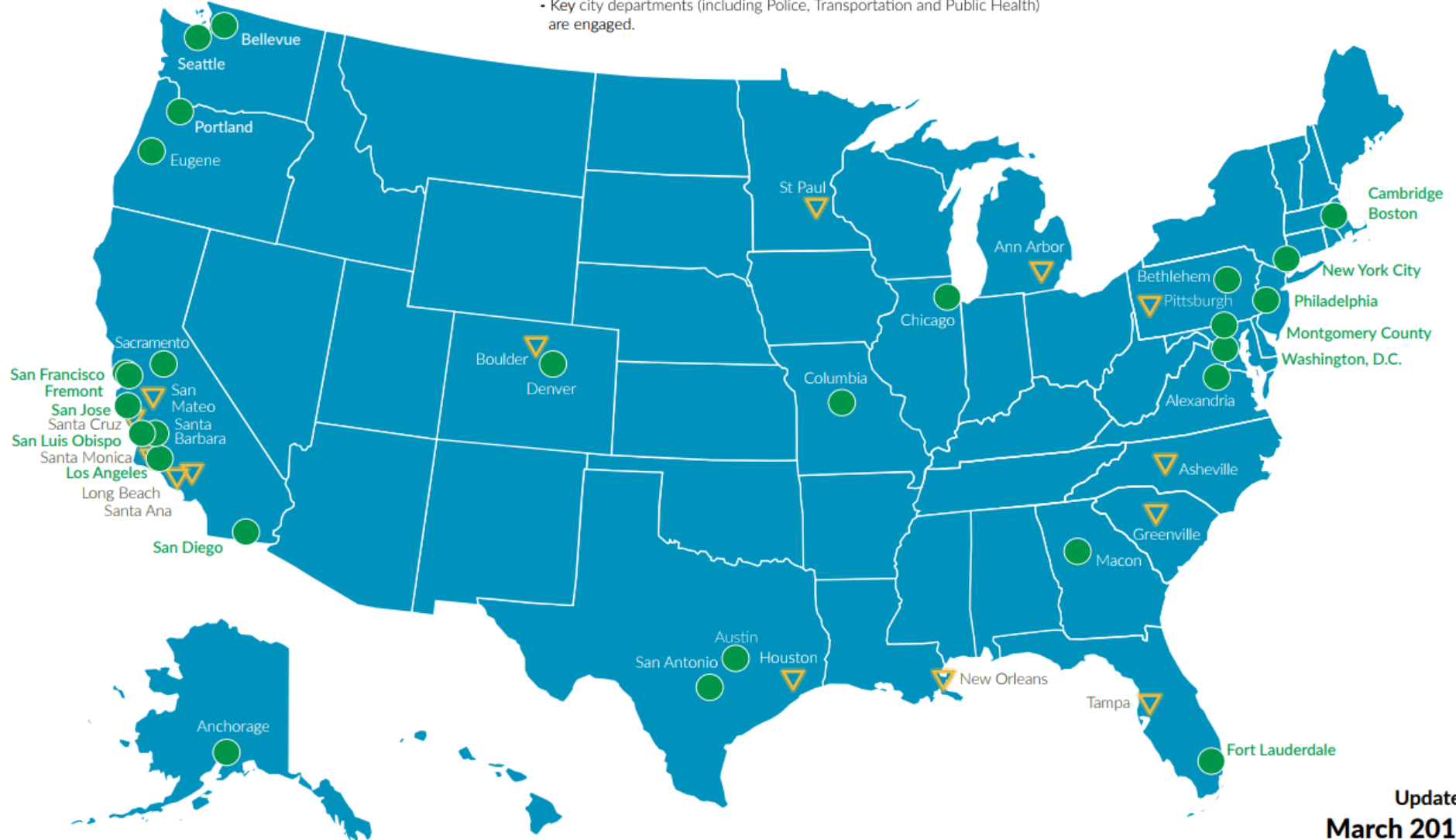
- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health)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

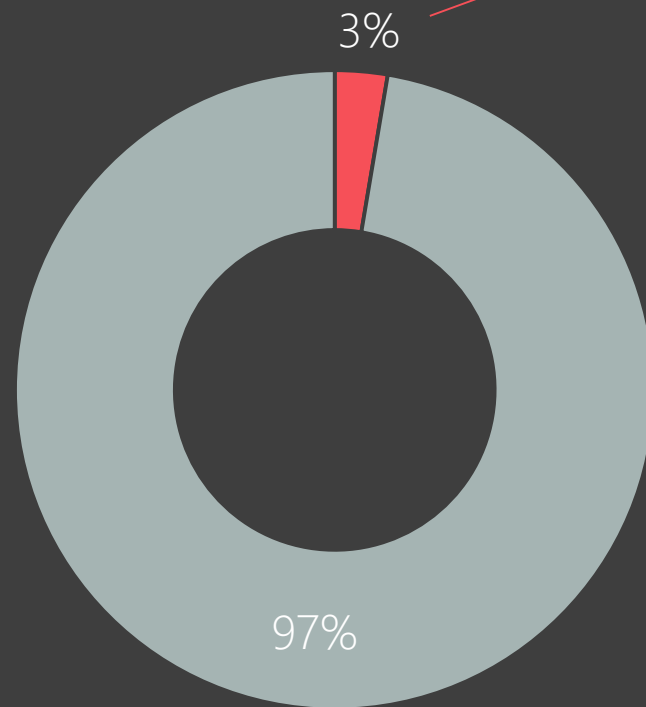
## STATE

AB 32/SB 375

Highway Safety  
Improvement  
Program

# ALL COLLISIONS

2005-2014, Culver City



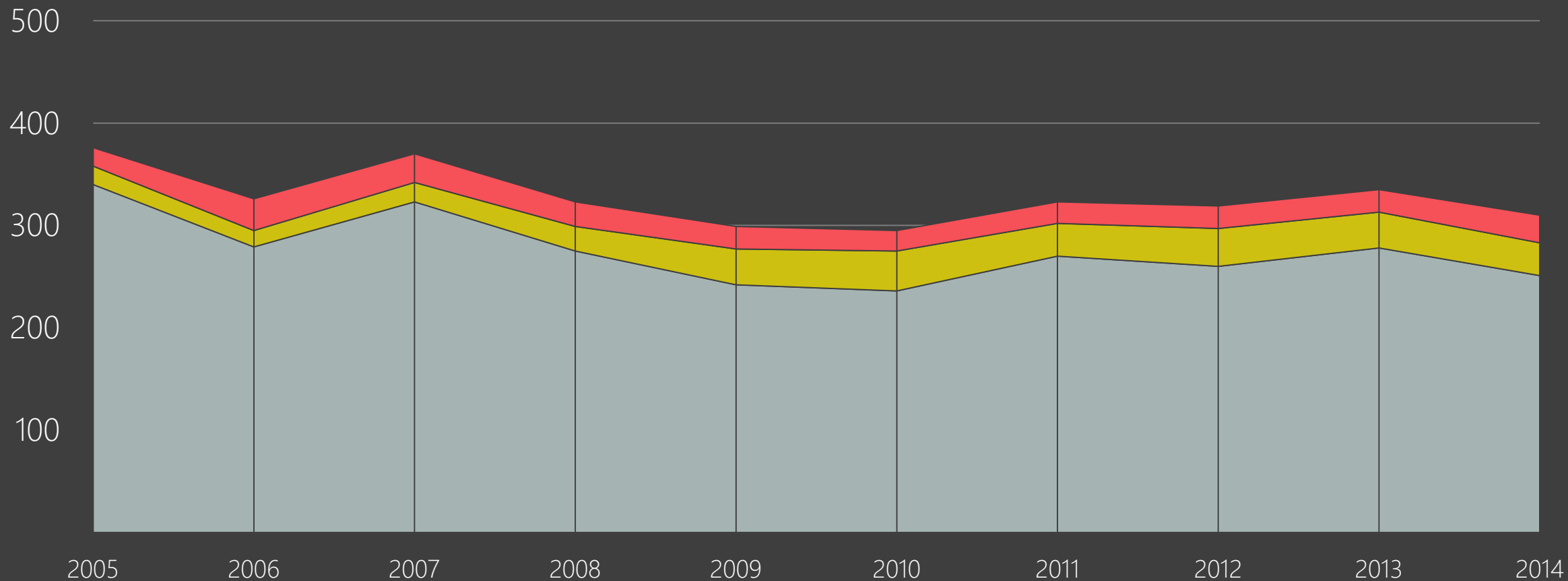
87 collisions with victims killed or severely injured (KSI) between 2005 and 2014

 KSI     non-KSI



# ALL COLLISIONS

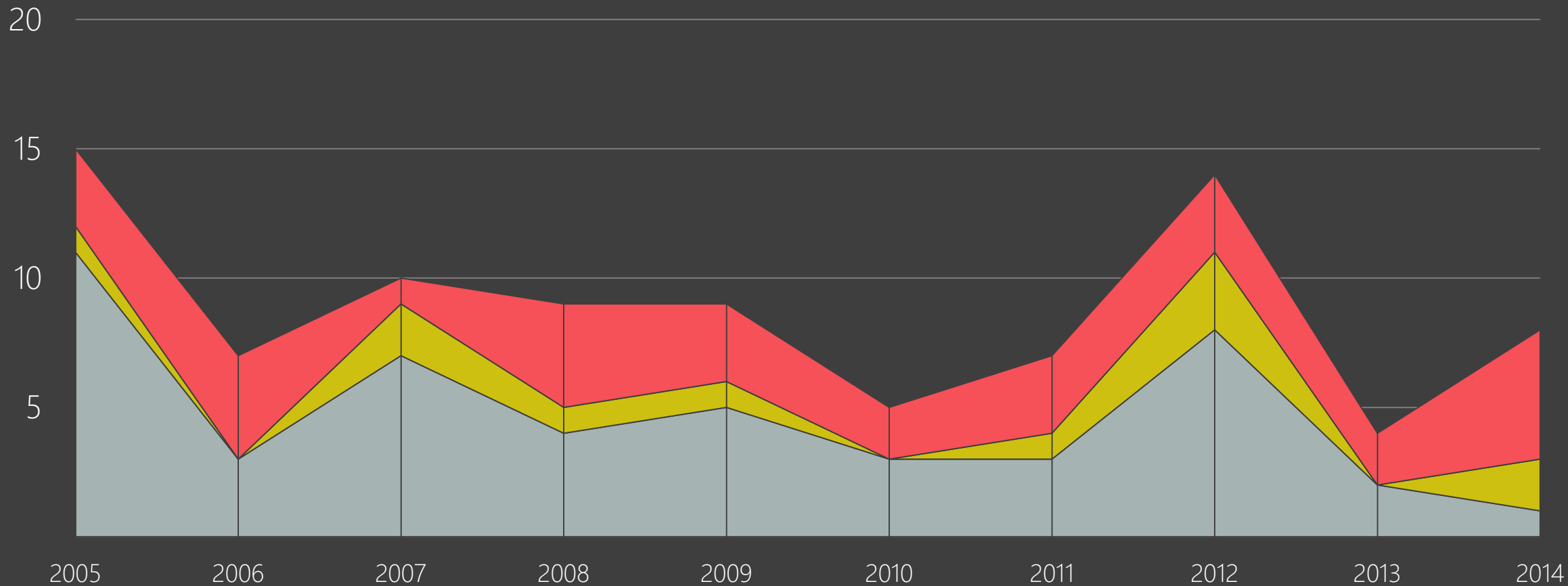
2005-2014, Culver City



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

# KSI COLLISIONS

2005-2014, Culver City

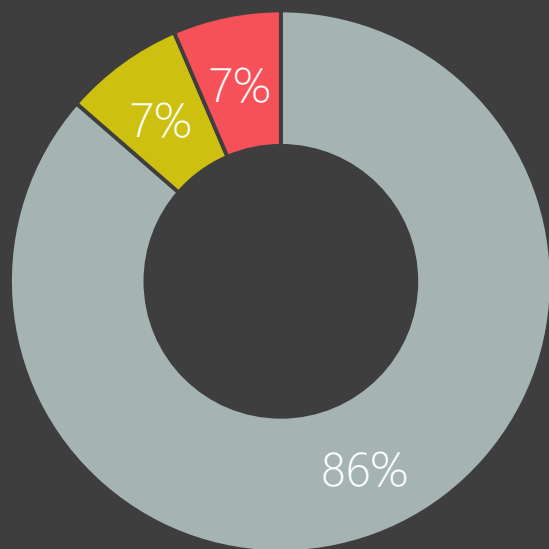


Collisions with: ■ people walking ■ people biking ■ people in vehicles

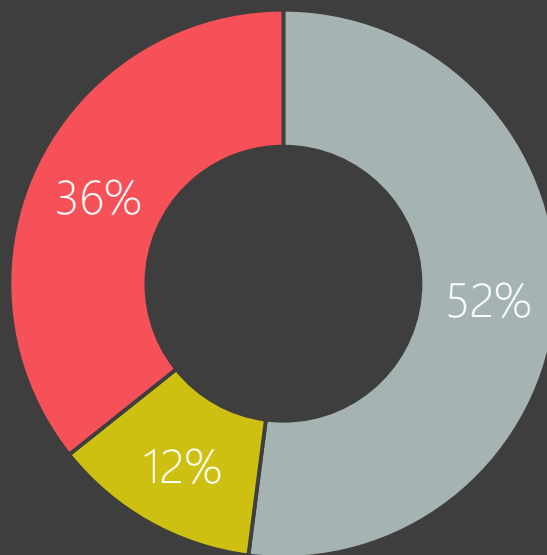
# VICTIMS BY MODE

2005-2014, Culver City

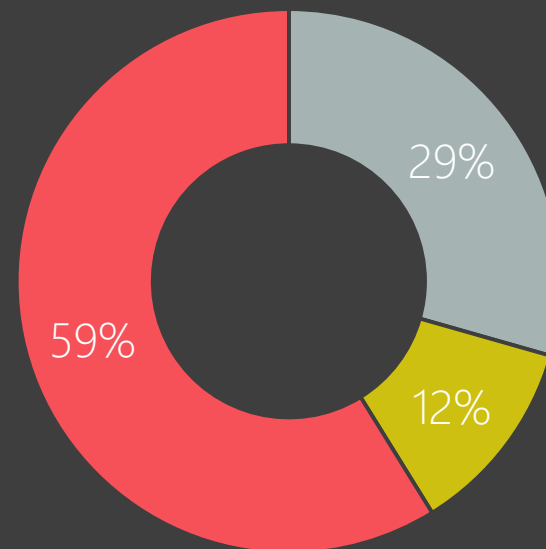
## ALL VICTIMS



## KSI VICTIMS



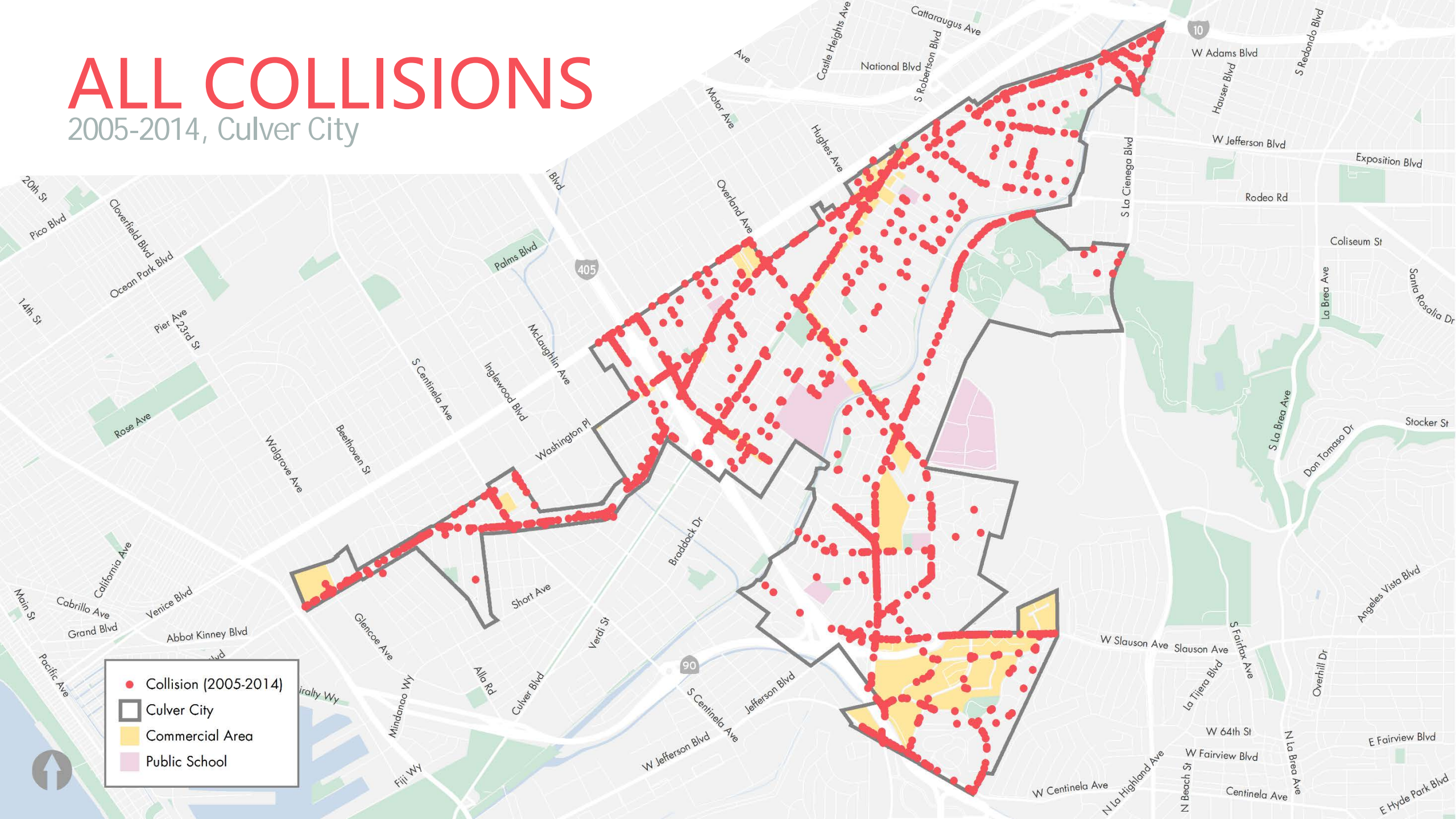
## FATAL VICTIMS



people walking    people biking    people in vehicles

# ALL COLLISIONS

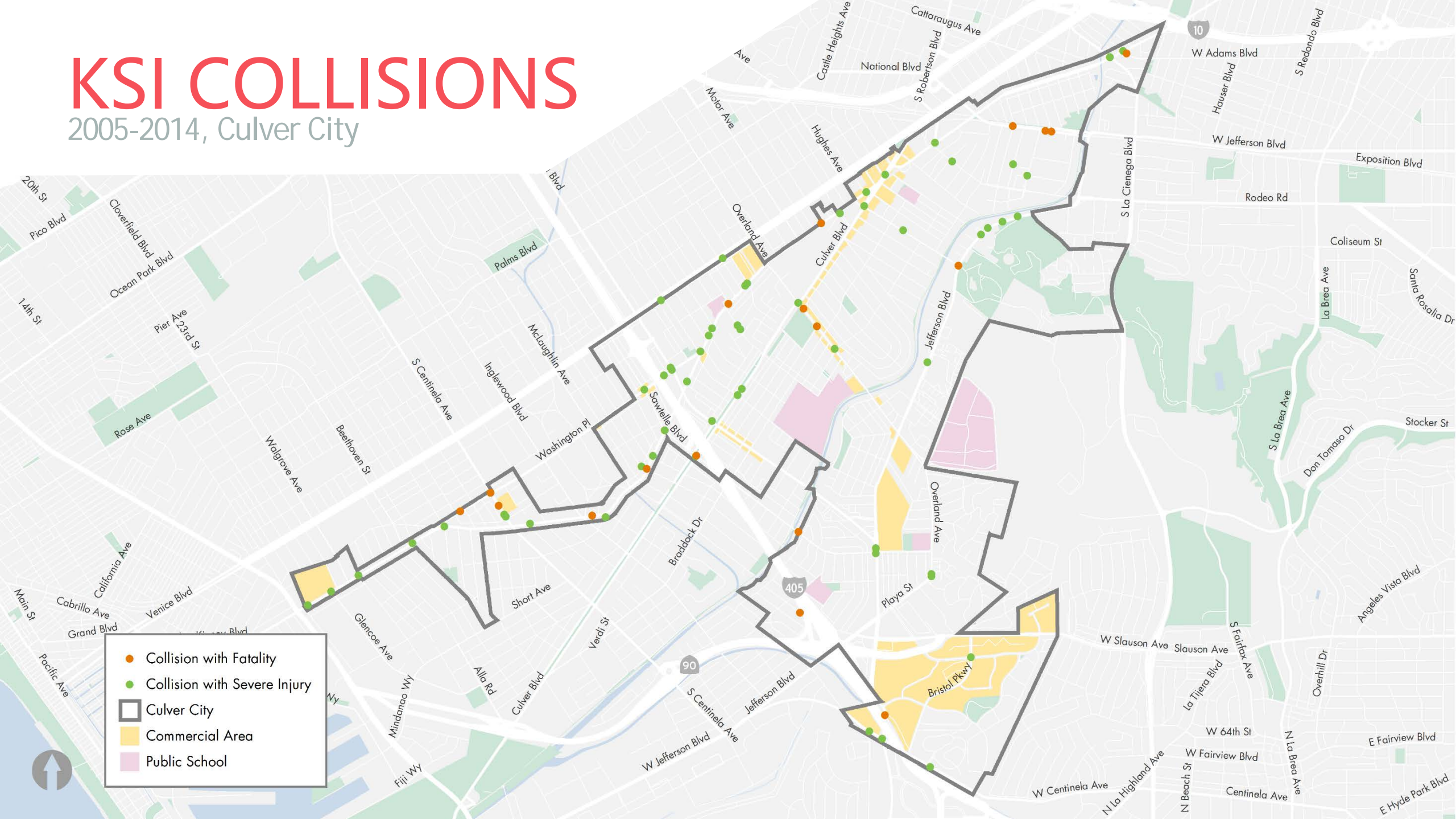
2005-2014, Culver City





# KSI COLLISIONS

2005-2014, Culver City

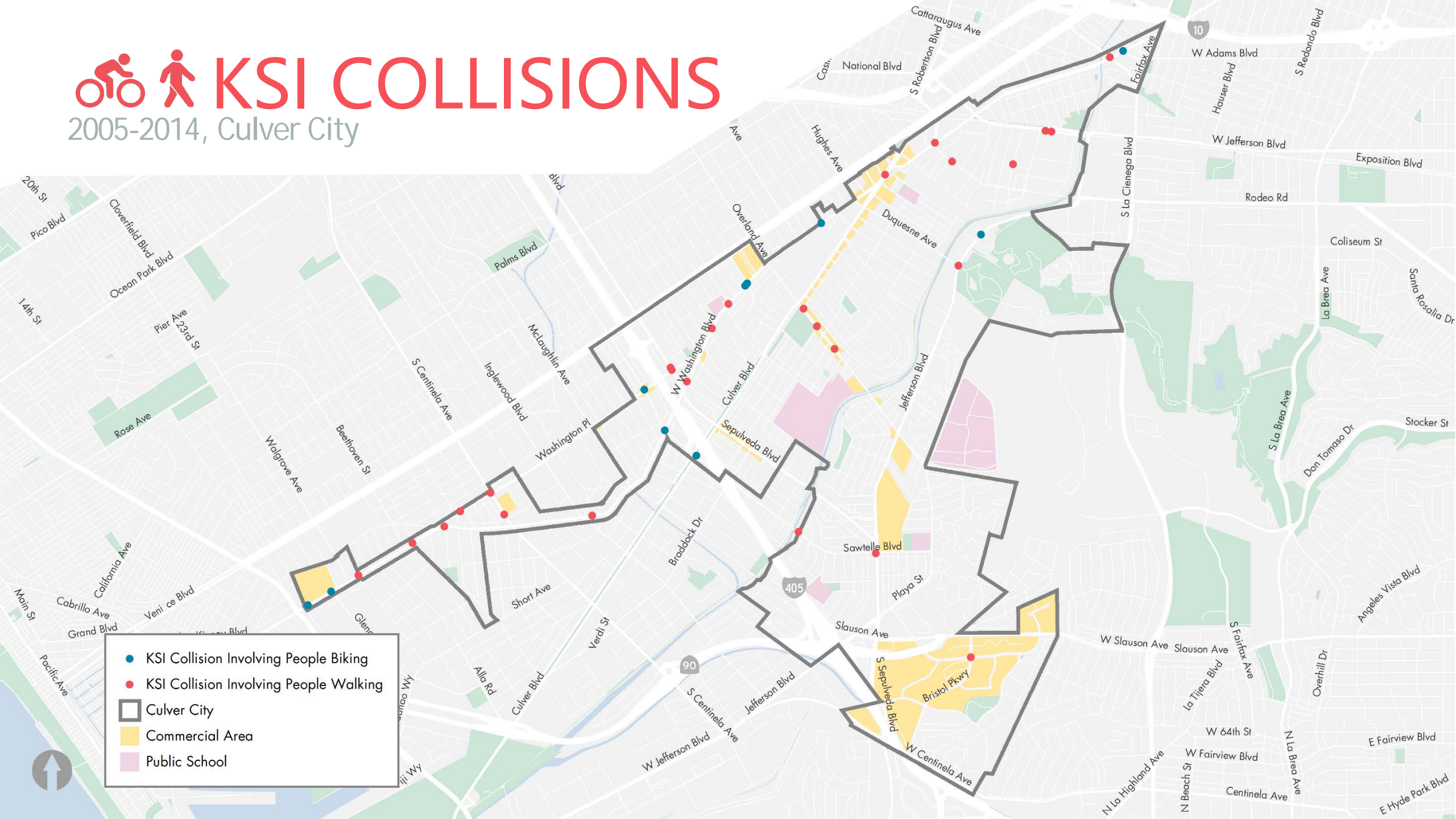






# KSI COLLISIONS

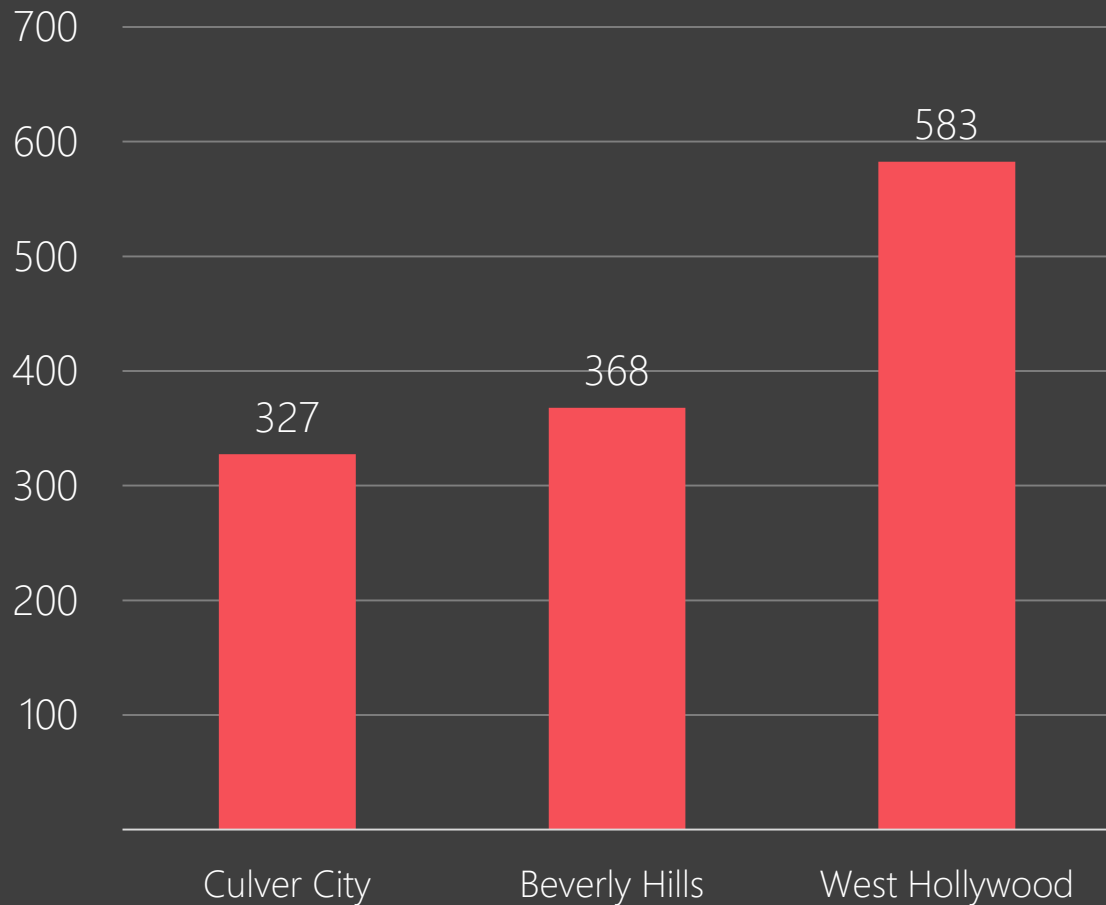
2005-2014, Culver City



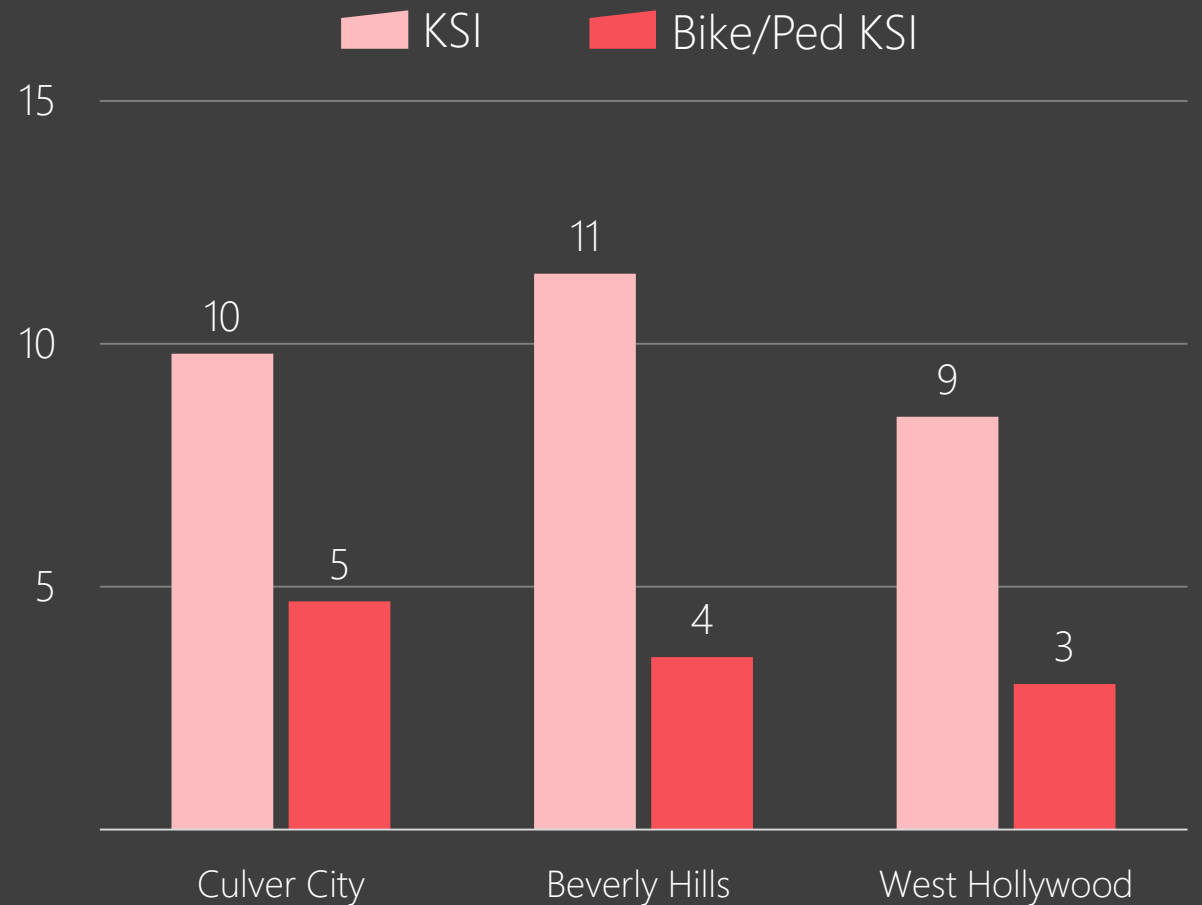


# HOW DOES CULVER CITY COMPARE?

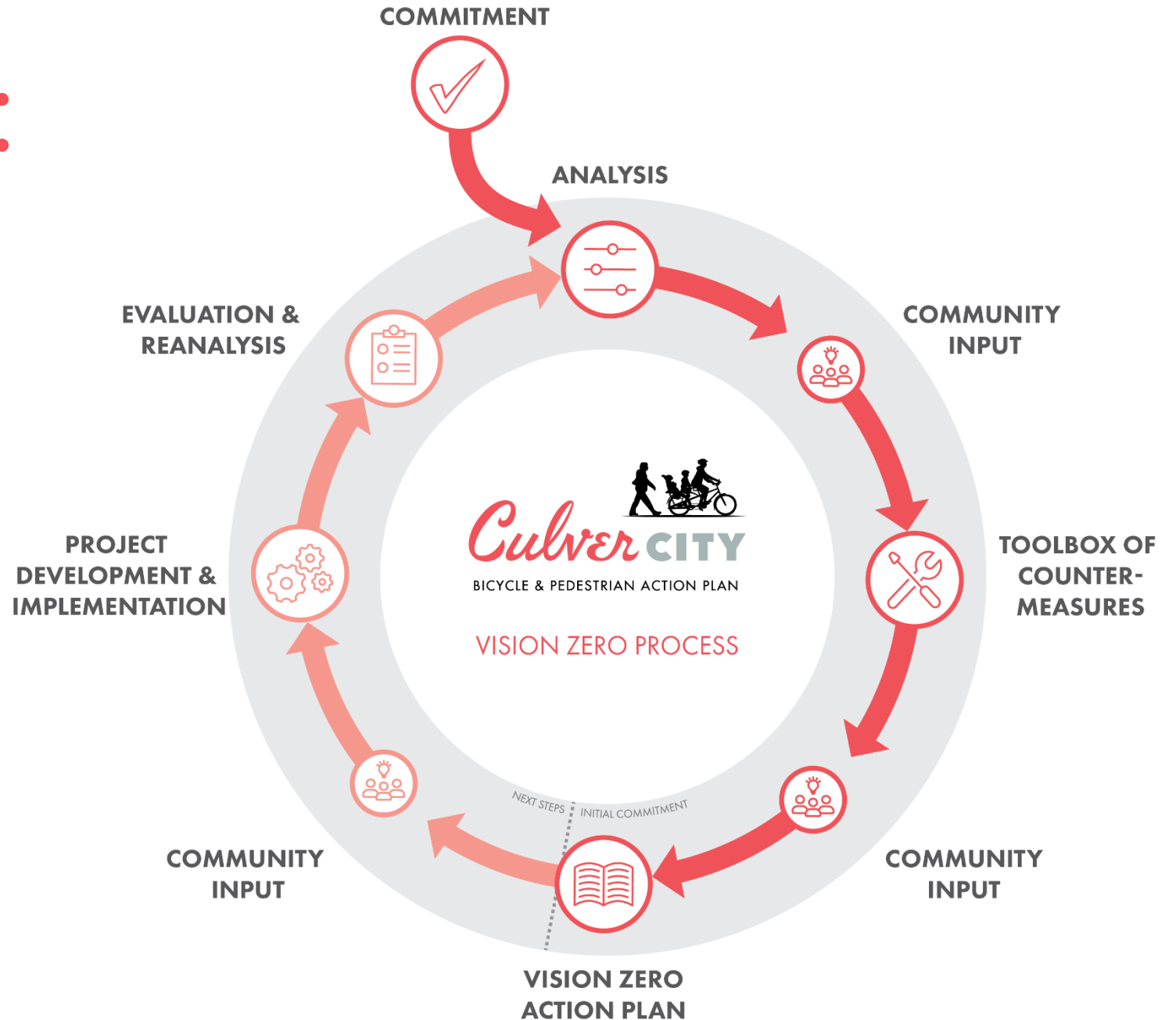
## Average Annual Collisions



## 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.

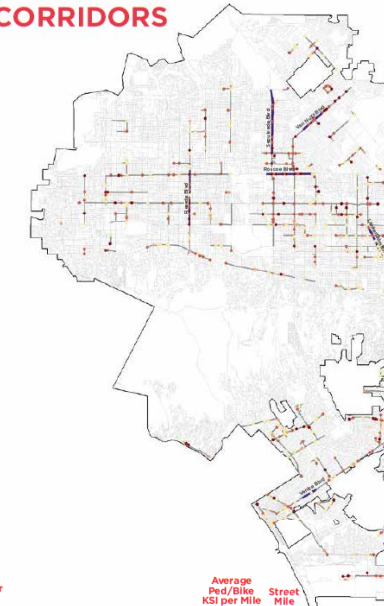
The City of Los Angeles ranks second in the nation for the number of people killed by motor vehicles when walking. Sixty more than half of fatal traffic collisions annually occur on just 14 percent of city streets. Similarly, people walking or pushing a stroller are severely injured in traffic collisions. Certain corridors are particularly vulnerable, and are five times more likely to be injured 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 sidewalks to be safe for everyone.**

Vision Zero is premised on the fundamental principle that no loss of life is unacceptable. The goal of Vision Zero is to create a city where the most vulnerable users of our streets are protected. Any mistake that people make must be designed to diminish the likelihood of severe injury or death while using our streets. The safety of all parts of our society: our transportation system, our streets, and our sidewalks, must be prosperous.

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

## HIGH INJURY NETWORK PRIORITY INTERSECTIONS AND CORRIDORS



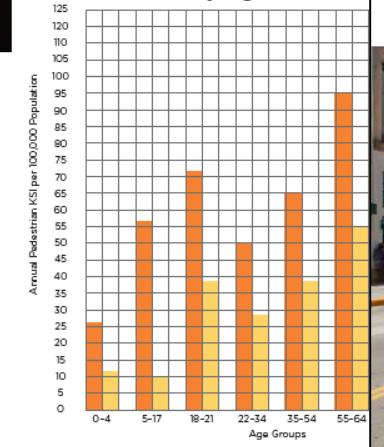
Priority Corridor (substantial road)	Average Ped/Bike KSI per Mile	Street Mile
1 3rd Street   Normandie Avenue to Vermont Avenue	16	0.5
2 6th Street   Rampart Blvd to Beaudry Ave	6	1.4
3 7th Street   Figueroa Street to Olive Street	2	0.3
4 Adams Boulevard   Hausler Boulevard to Crenshaw Boulevard	11	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	2.5
27 Satscoy 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 everyone.

Pedestrian KSI by Age and Gender



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

### A Spotlight on Motorcycles

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 caused by roadside 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





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## Vision Zero



# BIKE/PED COLLISIONS

2005-2014, Culver City

