

Fountain-Hyperion Collision Analysis

Updated with 2018 and 2019 data

Prepared for the Hyperion Street Safety Coalition

October 19th, 2021



Key Takeaways

- Collisions tend to occur at intersections
- Car collisions involving cyclists tend to occur along the Fountain section of the road
- Car collisions involving pedestrians largely occur at the intersection of Fountain and Hyperion
- The majority of car collisions involving pedestrians or cyclists occurred:
 - During the day
 - With clear weather
 - On dry streets
 - Under no unusual road conditions
 - Areas with no control devices (e.g. signage, traffic lights)
- The majority of pedestrians were hit while crossing the street
- The majority of cyclists were hit by turning cars or cars coming up behind them

Analysis was conducted along the 1.6 mile stretch from Fountain/Hoover to Hyperion/Ettrick



Data was pulled from the following SWITRS data sets:

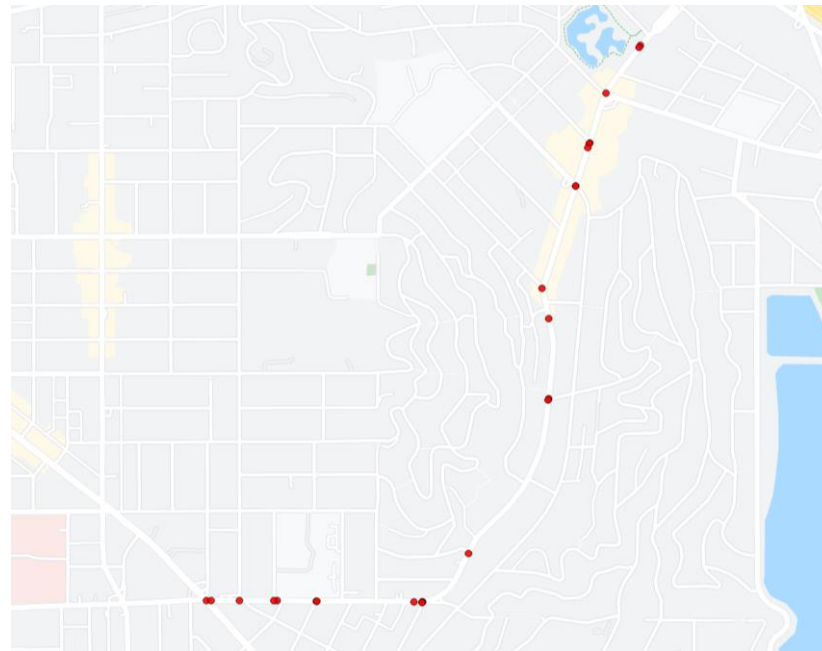
- [Collisions 2009-2013](#)
- [Collisions 2012-2016](#)
- [Los Angeles Collisions 2014 through 2019](#)

Agenda

- **Pedestrian collision analysis**
- Cyclist collision analysis
- Suggested actions

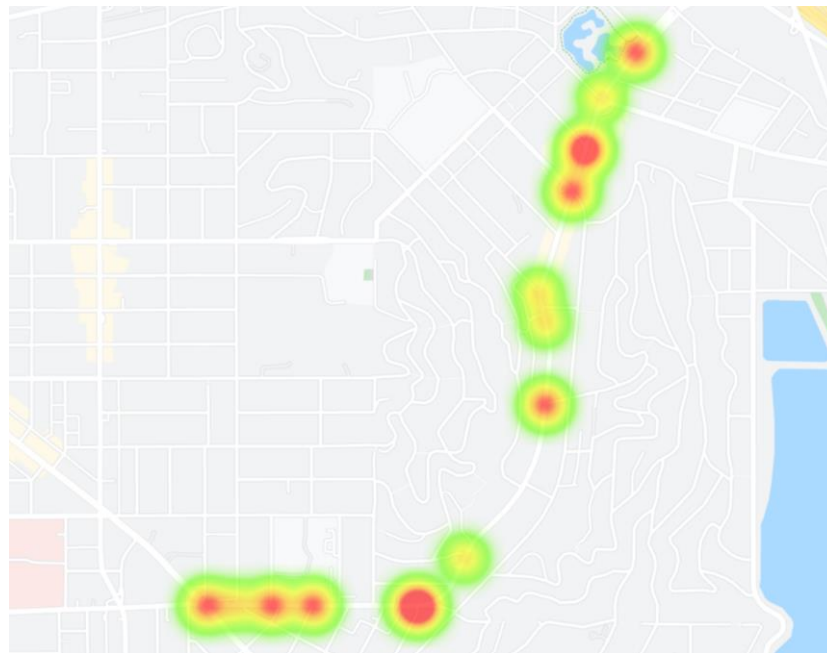
From 2009 to 2019 there were a total of 24 collisions involving pedestrians

Fountain/Hyperion pedestrian collision points
2009-2019



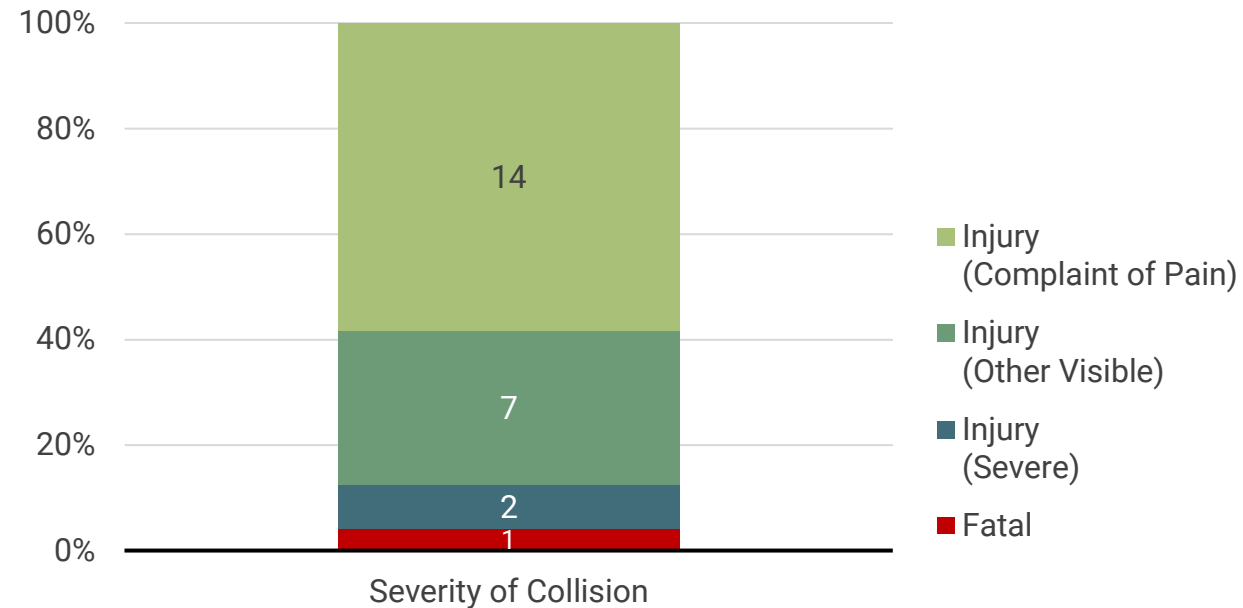
Collisions involving pedestrians largely occurred at intersections, particularly Fountain and Hyperion

Fountain/Hyperion pedestrian collision heat map
2009-2019

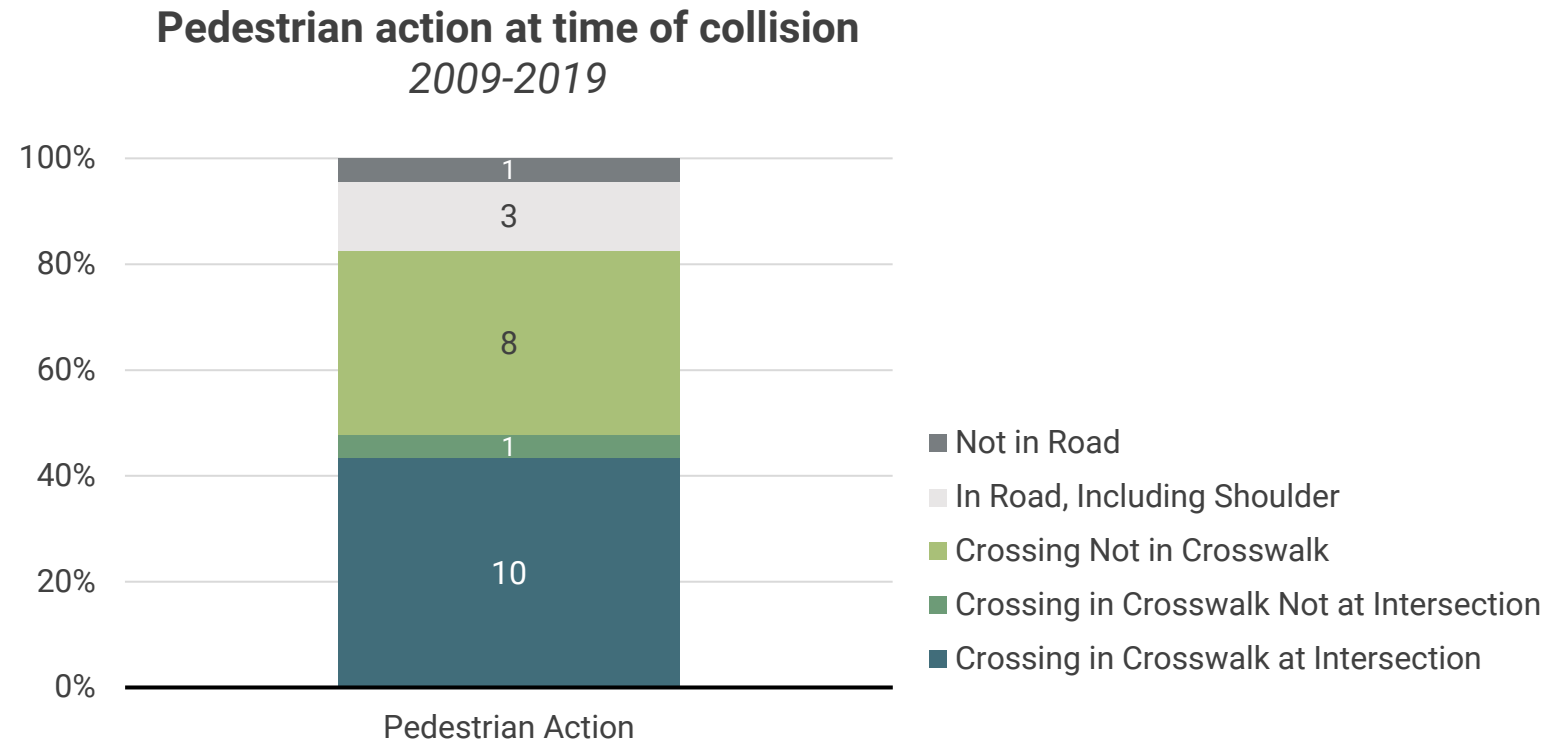


100% of collisions involving pedestrians resulted in injury or death

Severity of collisions involving pedestrians
2009-2019



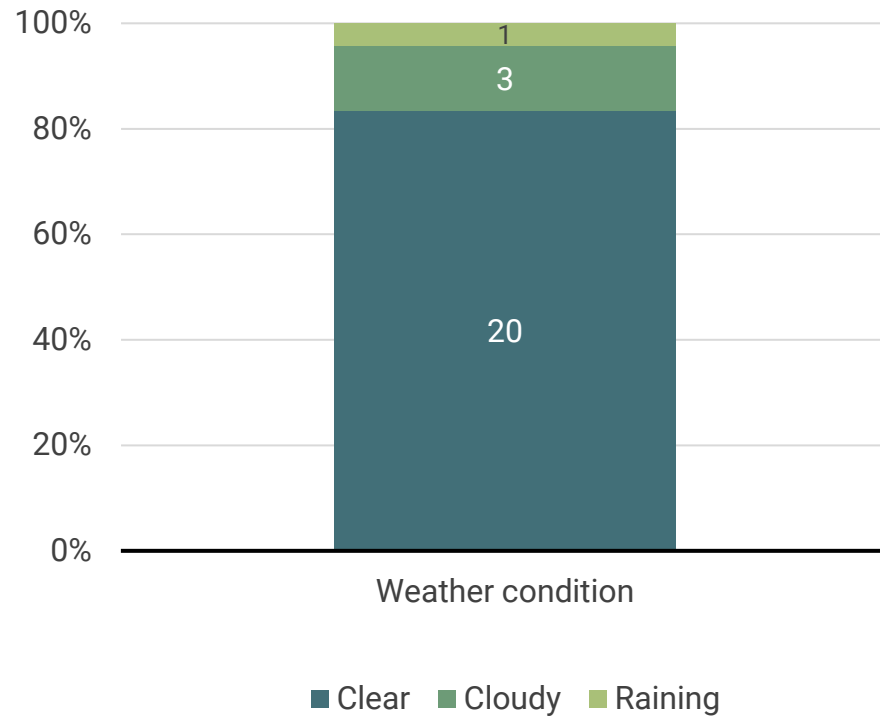
The majority of pedestrians were struck while crossing the street



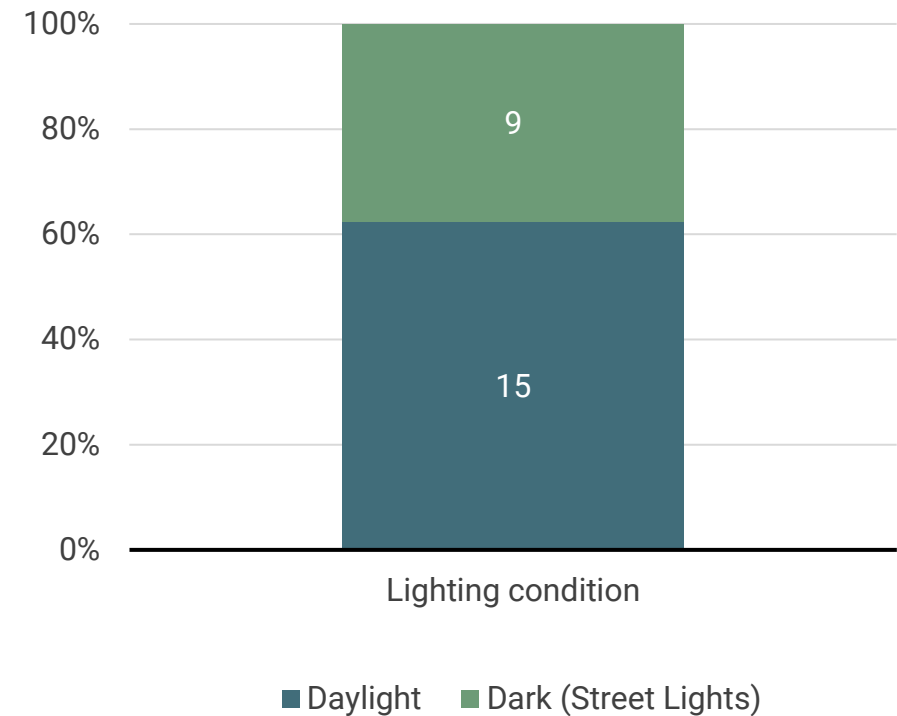
These findings highlight the importance of adding crosswalks and improving existing crosswalks

The majority of car collisions involving pedestrians occurred on clear days and in daylight

Weather conditions in collisions involving pedestrians
2009-2019

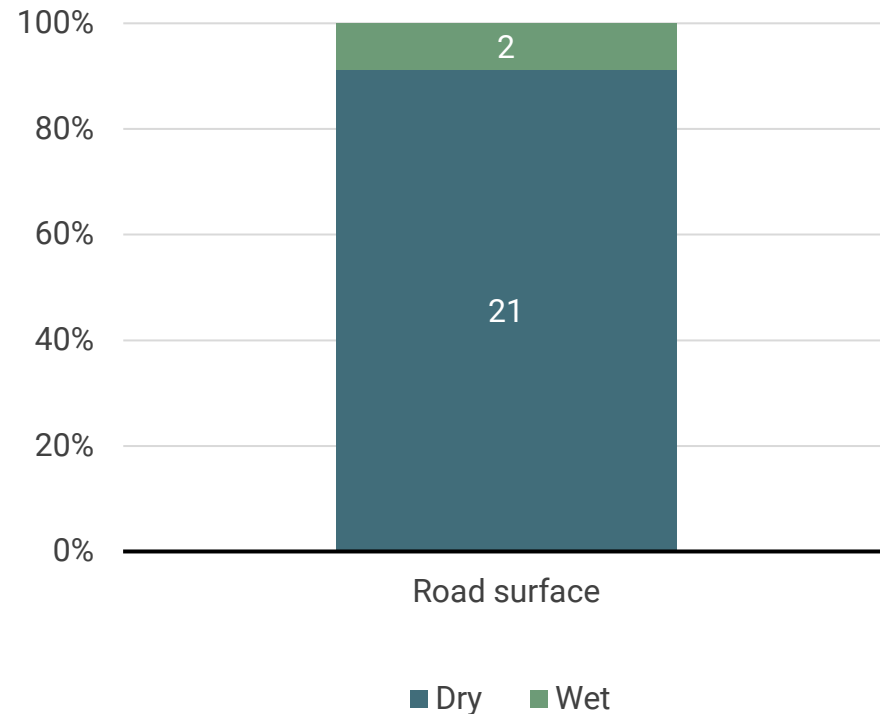


Lighting conditions in collisions involving pedestrians
2009-2019

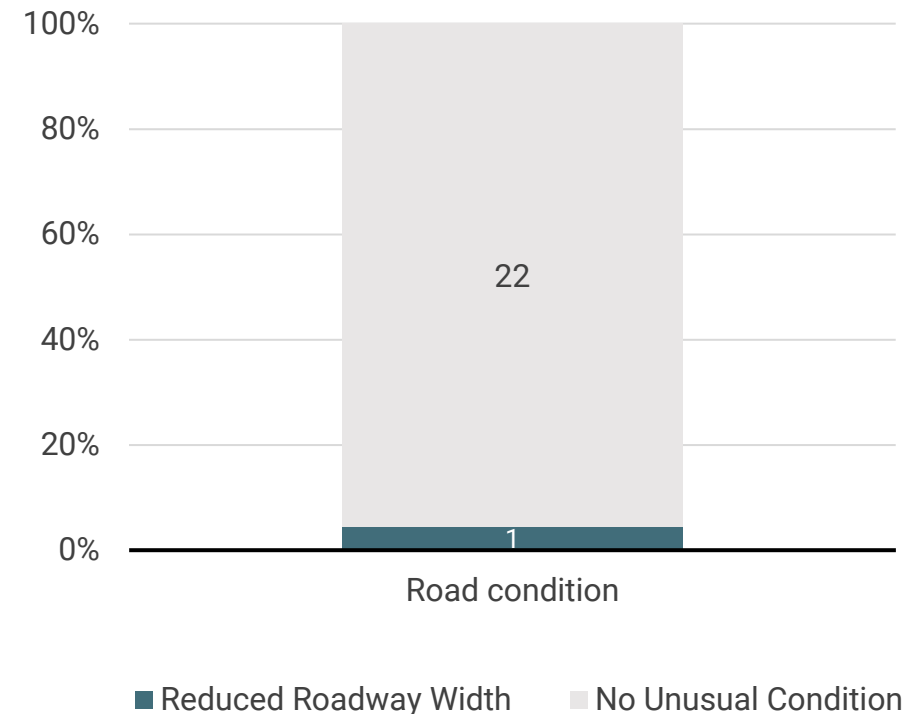


The majority of car collisions involving pedestrians occurred on dry roads with no unusual conditions

Road surface in collisions involving pedestrians
2009-2019

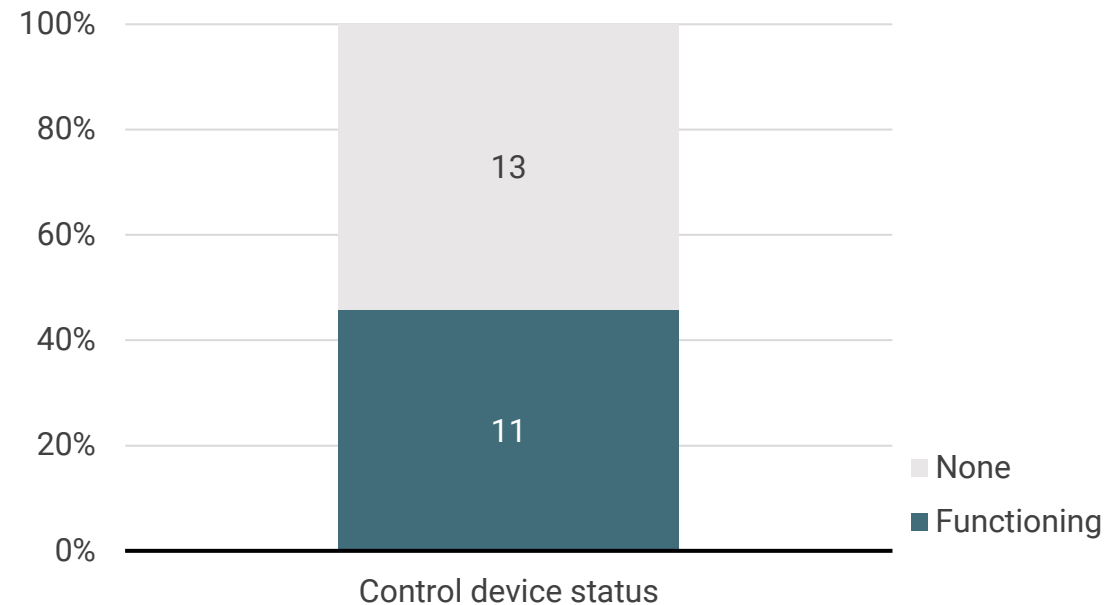


Road conditions in collisions involving pedestrians
2009-2019



In more than half of collisions involving pedestrians there was no control device present

Status of control device in collisions involving pedestrians
2009-2019

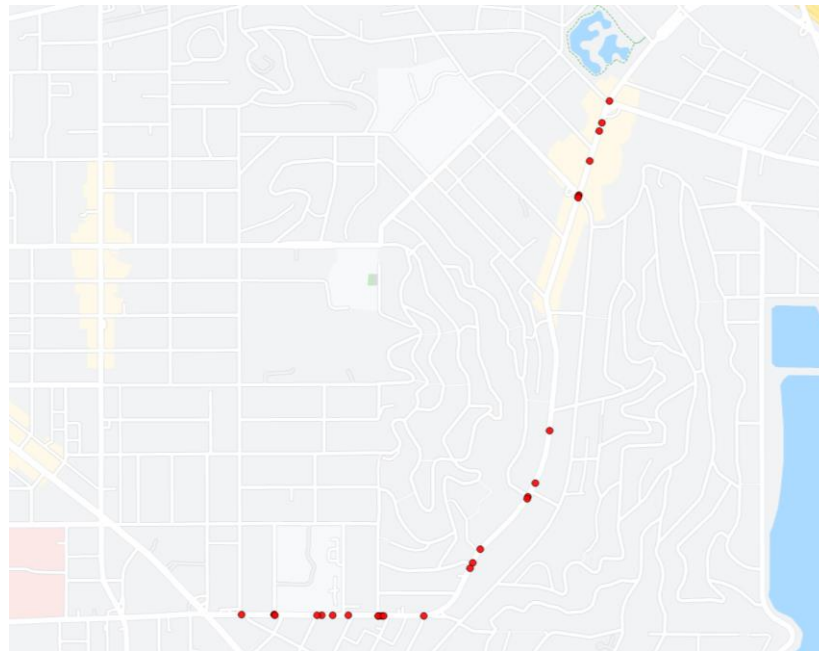


Agenda

- Pedestrian collision analysis
- **Cyclist collision analysis**
- Suggested actions

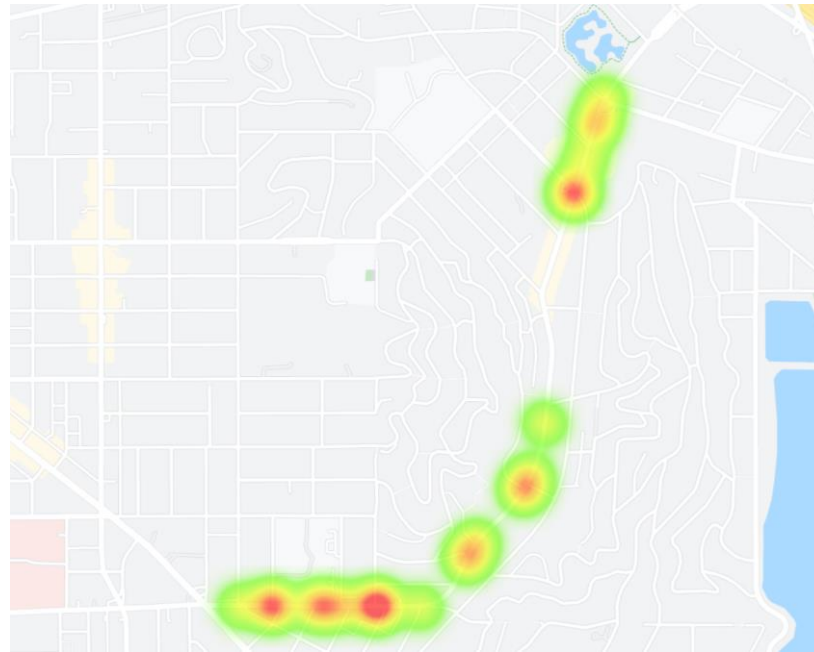
From 2009 to 2019 there were a total of 27 collisions involving cyclists

Fountain/Hyperion cyclist collision points
2009-2019

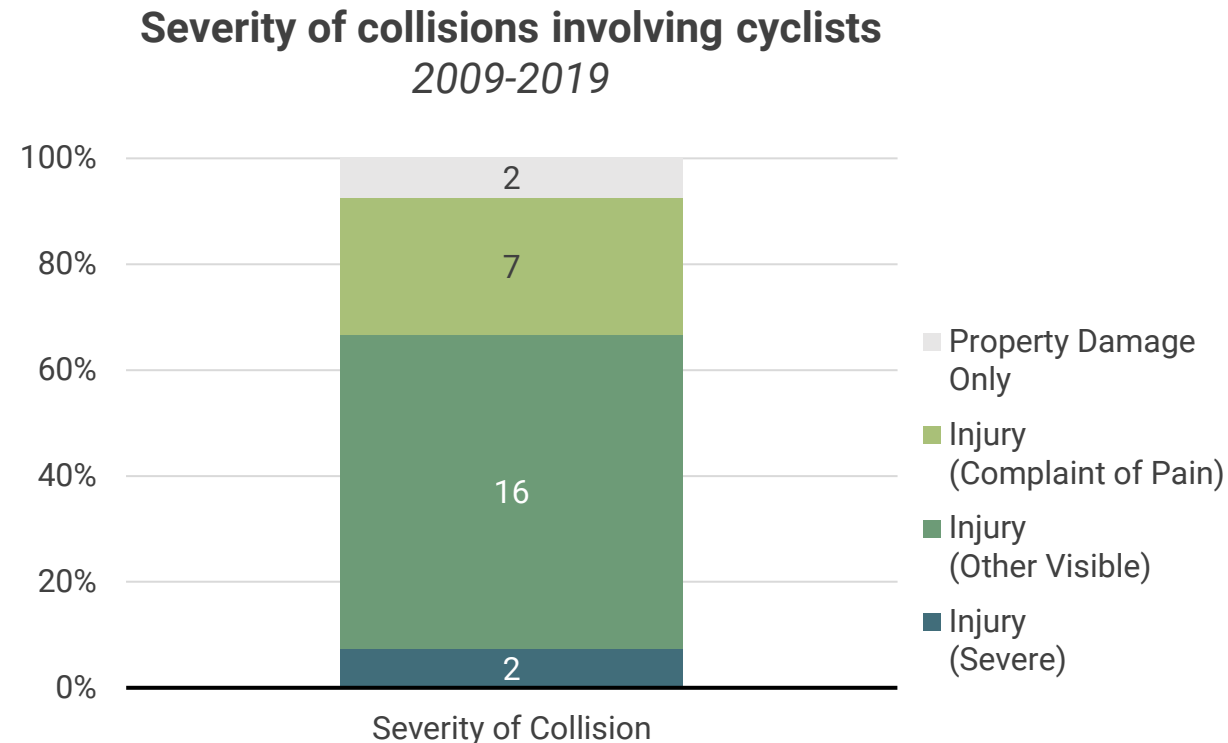


Car collisions involving cyclists most frequently occur along the Fountain section of the road

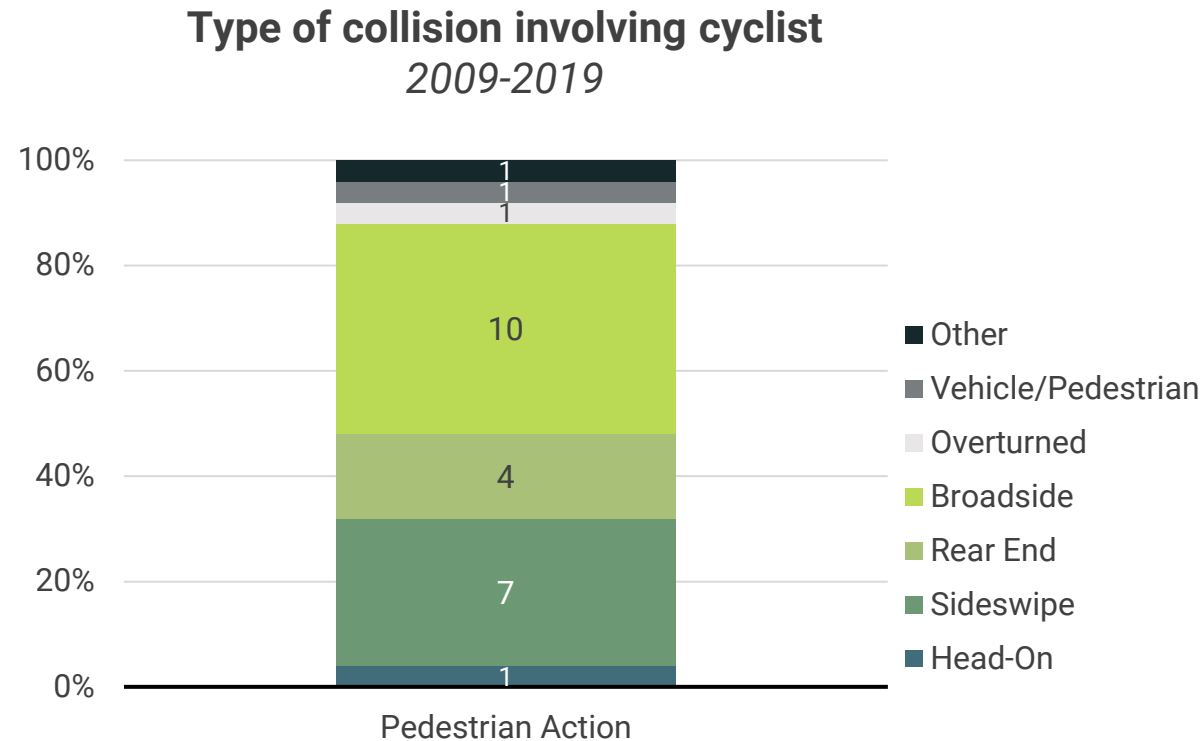
Fountain/Hyperion cyclist collision heat map
2009-2019



Collisions involving cyclists resulted in higher rates of visible injuries than collisions with pedestrians



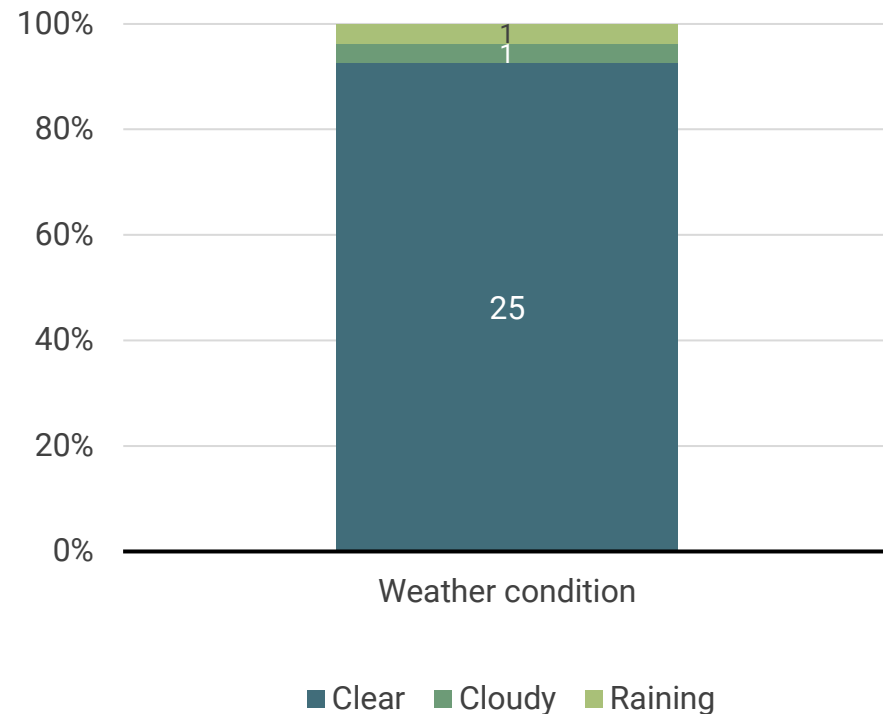
The majority of cyclists were broadsided, and a significant number were rear-ended or sideswiped



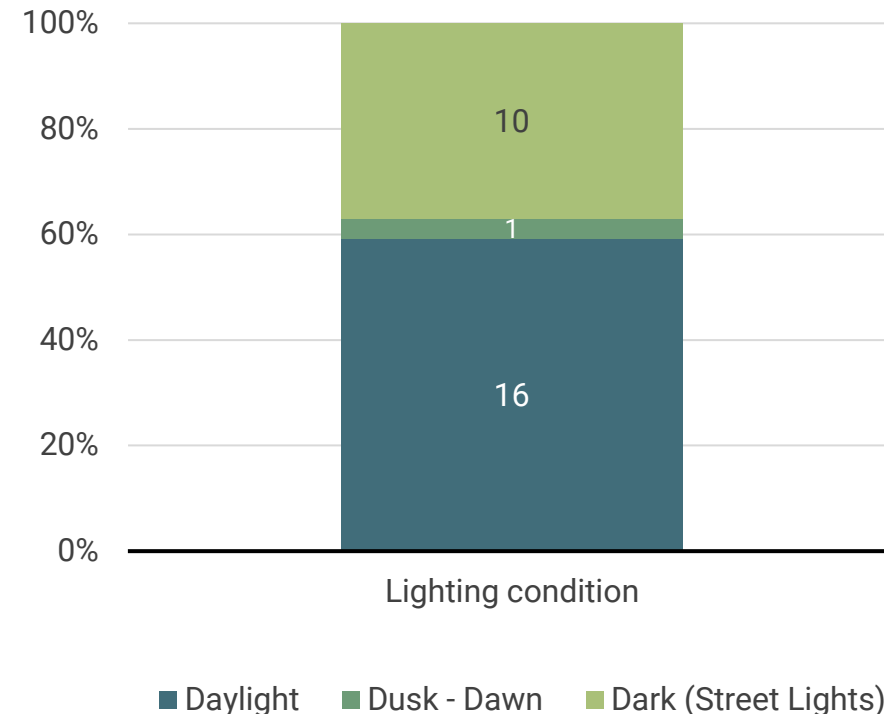
These findings suggest that cyclists are being hit by cars making turns, or cars coming up too fast behind them

The majority of car collisions involving cyclists occurred on clear days and in daylight

Weather conditions in collisions involving cyclists
2009-2019

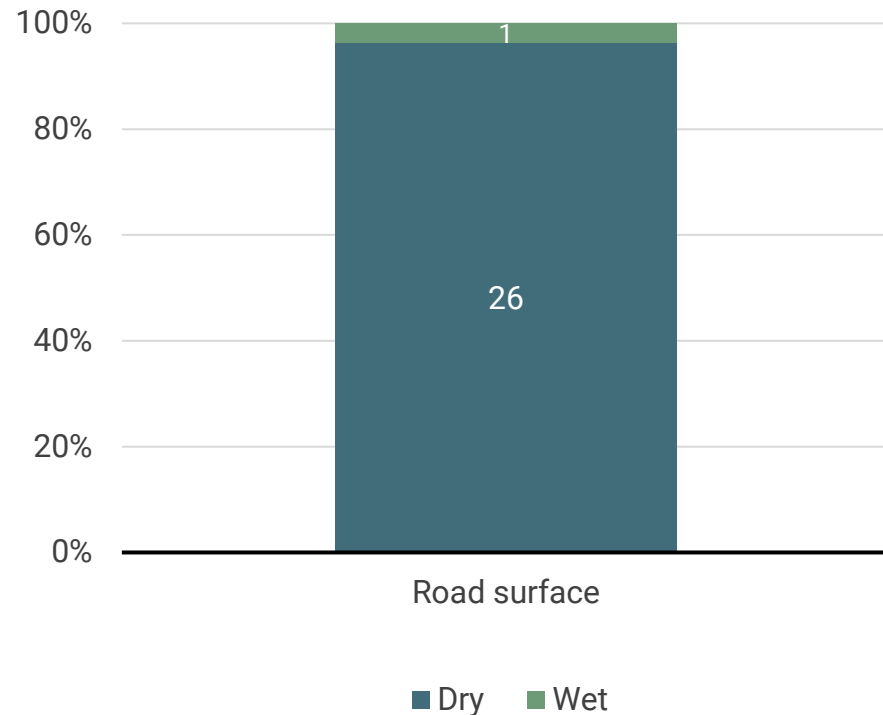


Lighting conditions in collisions involving cyclists
2009-2019

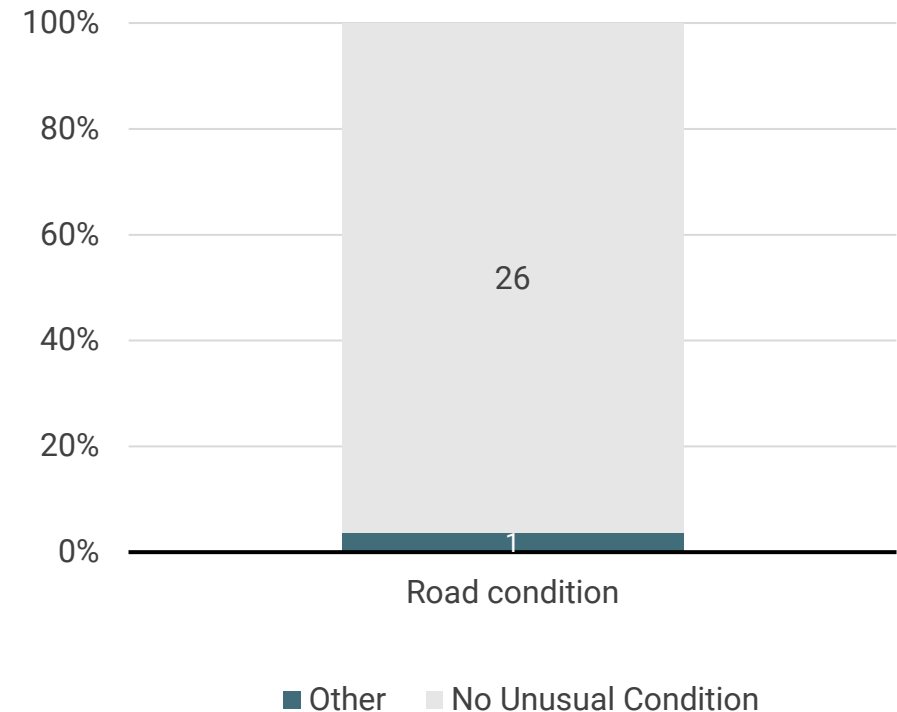


The majority of car collisions involving cyclists occurred on dry roads with no unusual conditions

Road surface in collisions involving cyclists
2009-2019

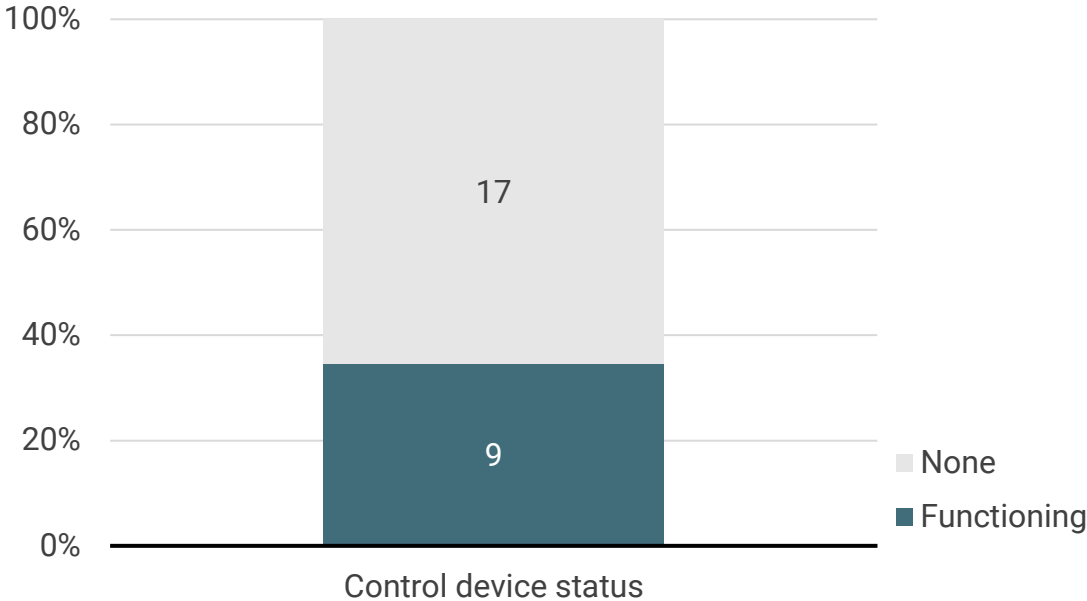


Road conditions in collisions involving cyclists
2009-2019



In the majority of car collisions involving cyclists there was no control device present

Status of control device in collisions involving cyclists
2009-2019



Note: one collision involving cyclists did not include data on status of control device

Agenda

- Pedestrian collision analysis
- Cyclist collision analysis
- **Suggested actions**

Safety infrastructure must be improved along Fountain/Hyperion

The fact that the majority of car collisions involving pedestrians or cyclists occurred during the day, with clear weather, on dry streets, and under no unusual road conditions suggests that Fountain/Hyperion itself does not provide sufficient protection to pedestrians or cyclists.

Suggested safety infrastructure improvements include:

- Adding crosswalks along sections of Fountain/Hyperion that do not currently have crosswalks
- Improving existing crosswalks with better lighting, pedestrian activated lighting, and raised speed bumps
- Adding control devices to sections of Fountain/Hyperion that do not currently have control devices
- Adding protected bicycle lanes along Fountain
- Working with Silver Lake Neighborhood Council to improve bicycle lane infrastructure on Griffith Park Boulevard

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