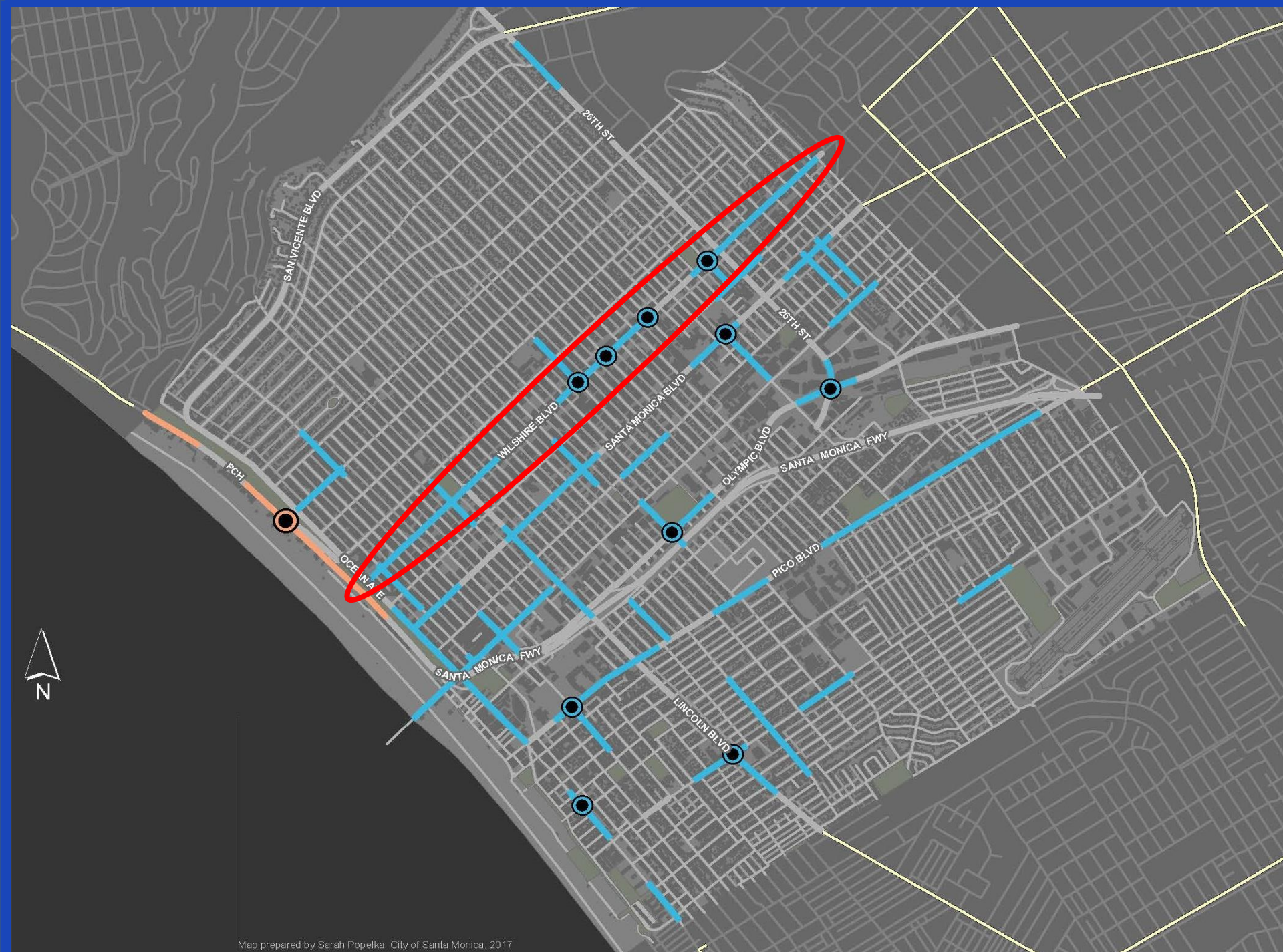


Wilshire Safety Study



City of Santa Monica
Commission for the Senior Community
October 16, 2019



TOP 10 INTERSECTIONS

1. Olympic & 26th
2. Ocean Park & Lincoln
3. Wilshire & 16th
4. Olympic & 14th
5. Pico & 4th
6. Hollister & Neilson
7. Santa Monica & Cloverfield
8. Wilshire & 18th
9. Wilshire & 21st
10. Wilshire & 25th

Project Objectives



Encourage safe and accessible linkages to nearby homes, businesses, and transit.

Project Objectives



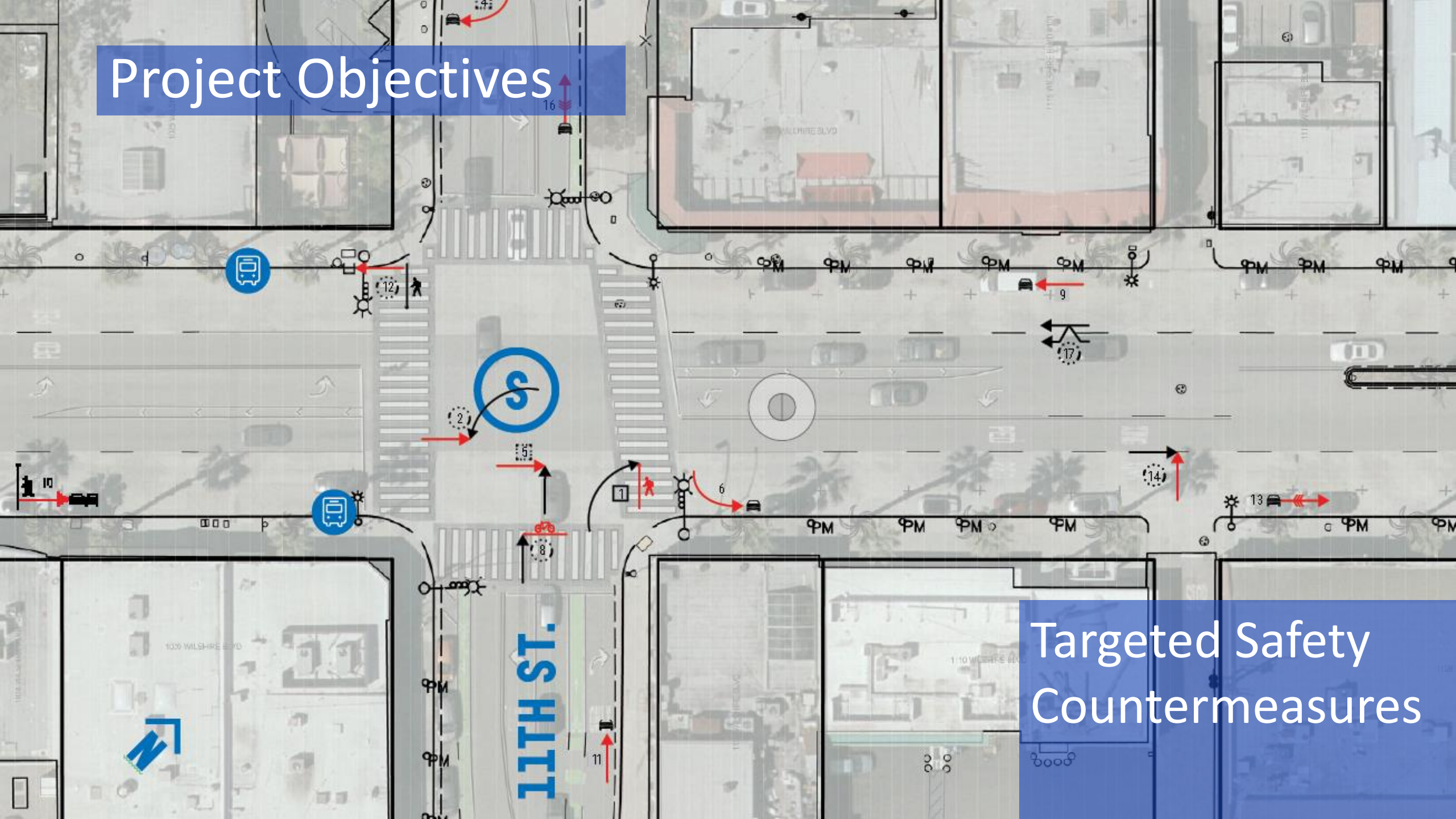
Data-driven, with focus on severe and fatal crashes

Project Objectives

A group of people are gathered around a long table, working on a large-scale project. The table is covered with various documents, including what appears to be a project plan or Gantt chart, and several markers in different colors (blue, green, black). One person in a blue shirt and grey vest is leaning over the table, writing on a document. Another person in a white shirt is also leaning over, looking at the documents. In the background, another person in a light-colored shirt is standing and looking at something in their hands. The setting appears to be a meeting room or a workshop.

Use community
input to inform
recommendations

Project Objectives



Targeted Safety Countermeasures

Project Objectives

① 11h

- reflectors parked over schedule from side checks
- Bus driver permission
- also obscure pods not full standard
- lack of lighting over

Corridor

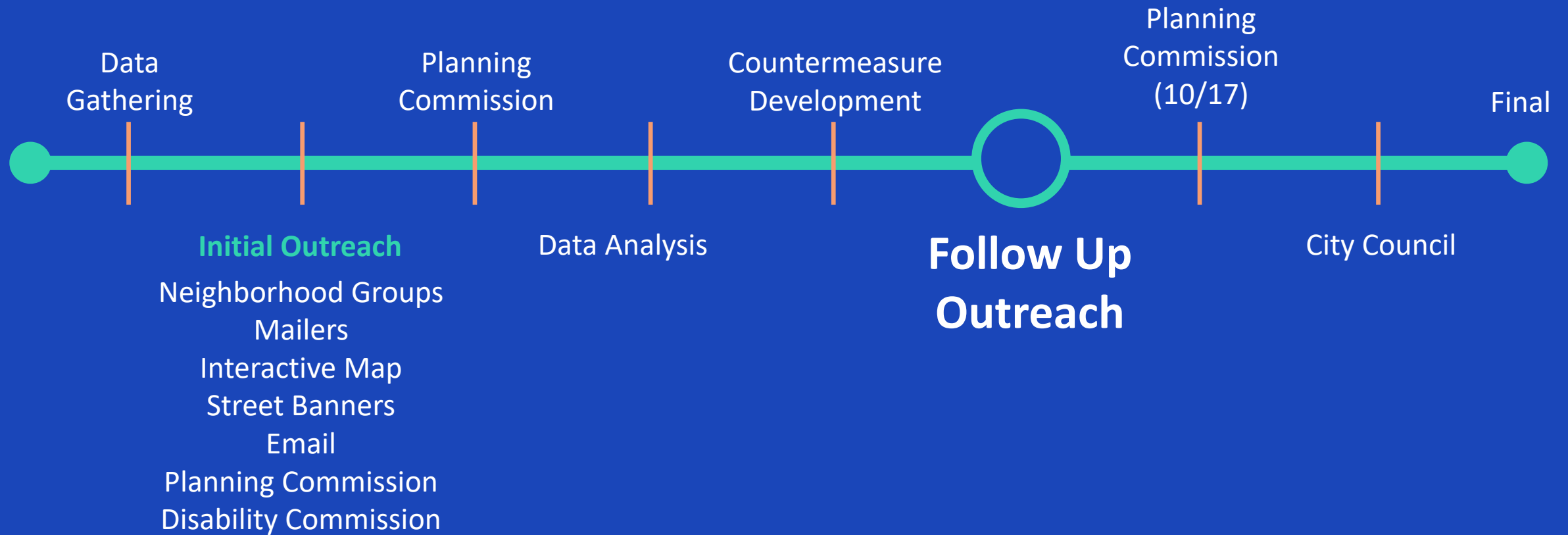
- ① - sight lines
- bus stops for safe for safety
- challenges w/ spacing bus stops per 2005 standard could lead to stop reduction
- "mid-free up" curb space for restoration
- look at lane widths

Pacific



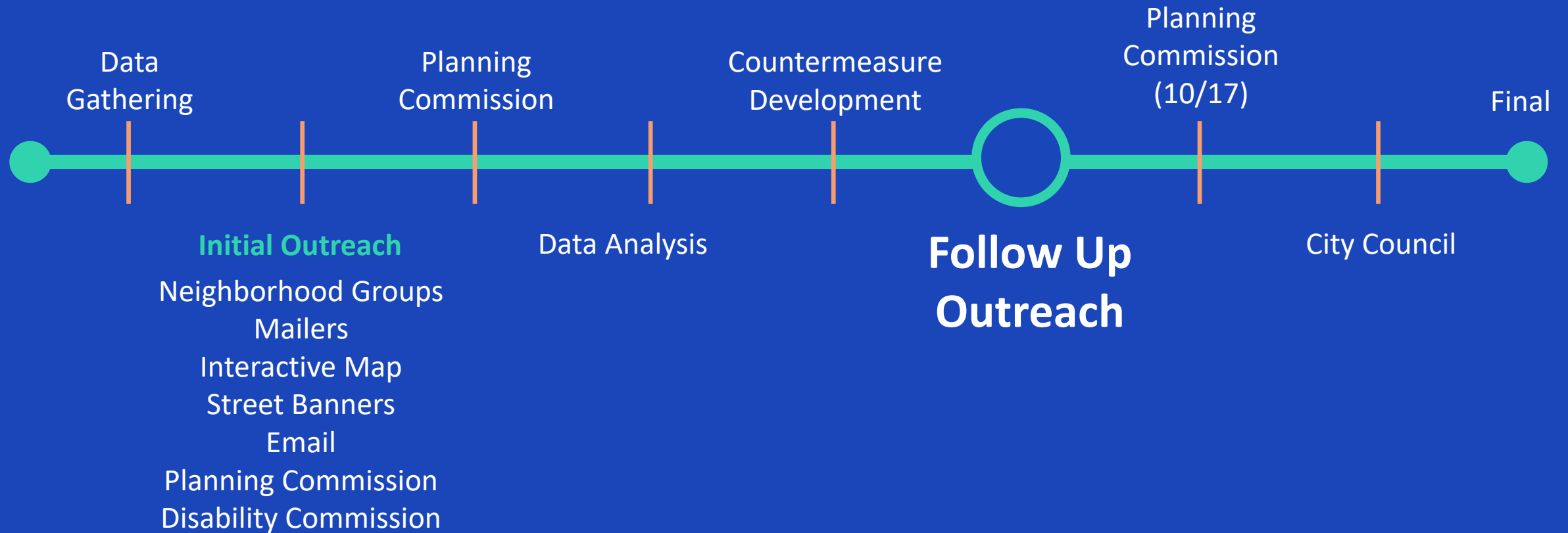
Develop a Plan for Implementation

PROJECT TIMELINE



PROJECT TIMELINE

Recommendations are Preliminary for Your Input
Phased Implementation and Monitoring



Intersection Types



Unsignalized

- 16 Intersections



Signalized

- 19 Intersections

Crashes by Intersection Type



Unsignalized

- 89% of ped/bike severe injuries
- 42% are left turn collisions



Signalized

- 87% of crashes at are vehicle-to-vehicle.
- Highest corridor crash rates at traffic signals

Community Comments

Maintenance

Risky Road User Behavior

Vehicle Loading Drop Off Issues

Red Light / Stop Sign Running

Failure To Yield

Difficult Crossing Conditions

Speeding

Poor Visibility

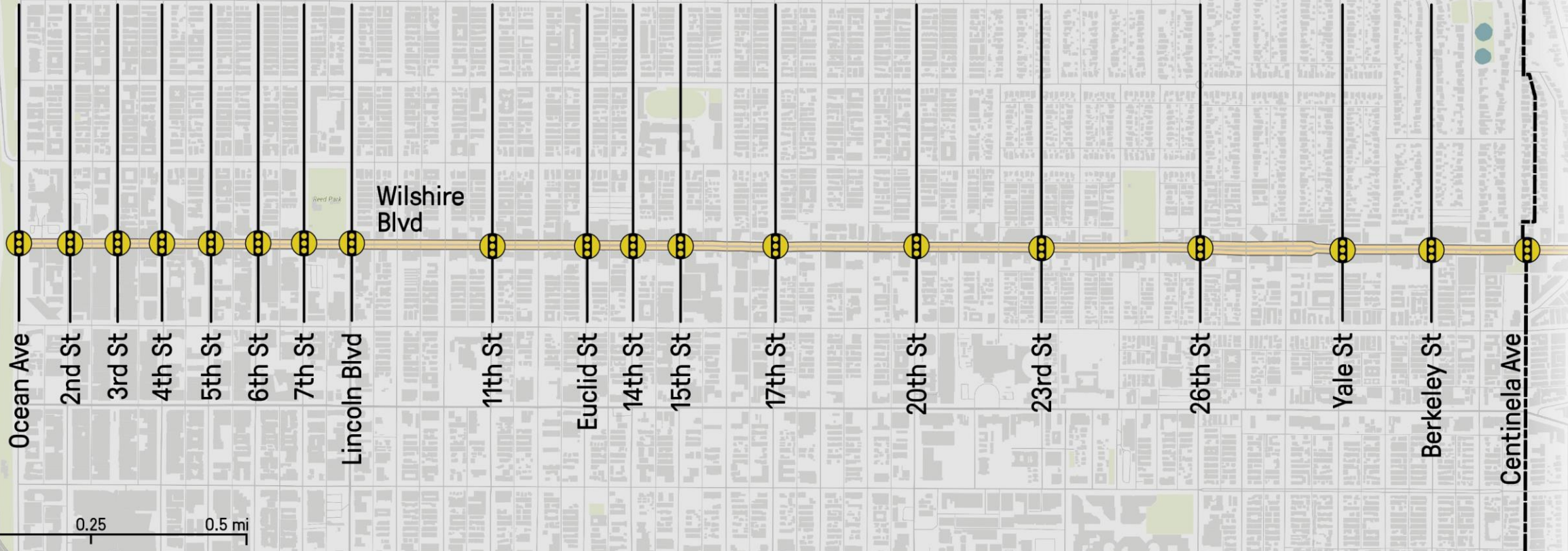
Double Parking

Vehicle Loading / Drop Off Issues

55% of community comments
concerned about pedestrian
crossing conditions

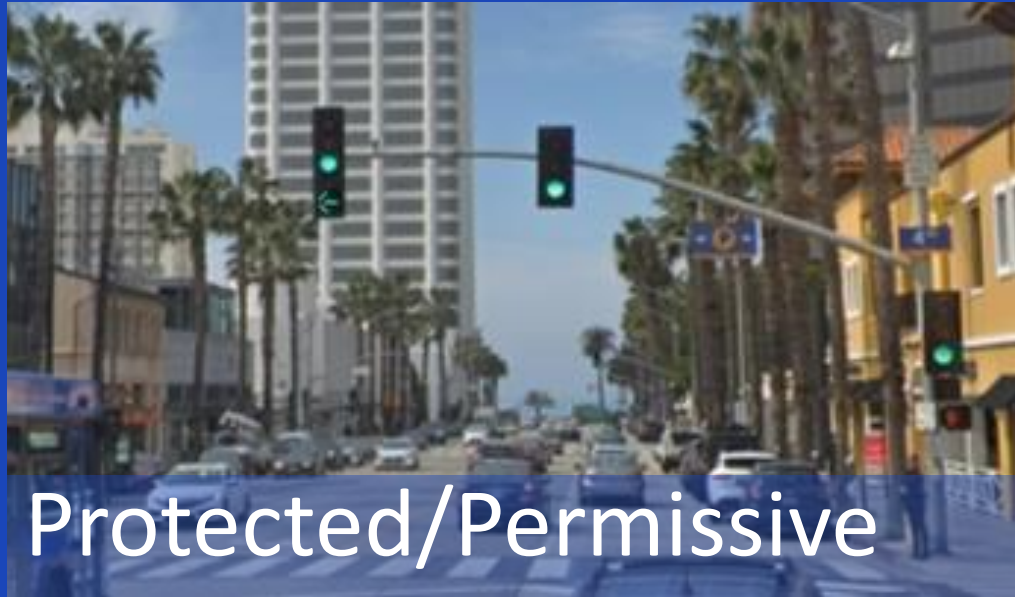


SIGNALIZED INTERSECTIONS



19 Traffic Signals

Issues



- 4 out of 19 have left-turn arrow, but not in all directions
- Left turn conflicts with people walking
- Hard to judge gaps in traffic
- Lefts during yellow & red

Priority Signal Improvements



Protected-Only Left Turn



Leading Pedestrian Interval



No right on red blank-out sign

Other Signal Improvements



Increase walk times



Retro-reflective Back Plate

SIGNAL IMPROVEMENTS

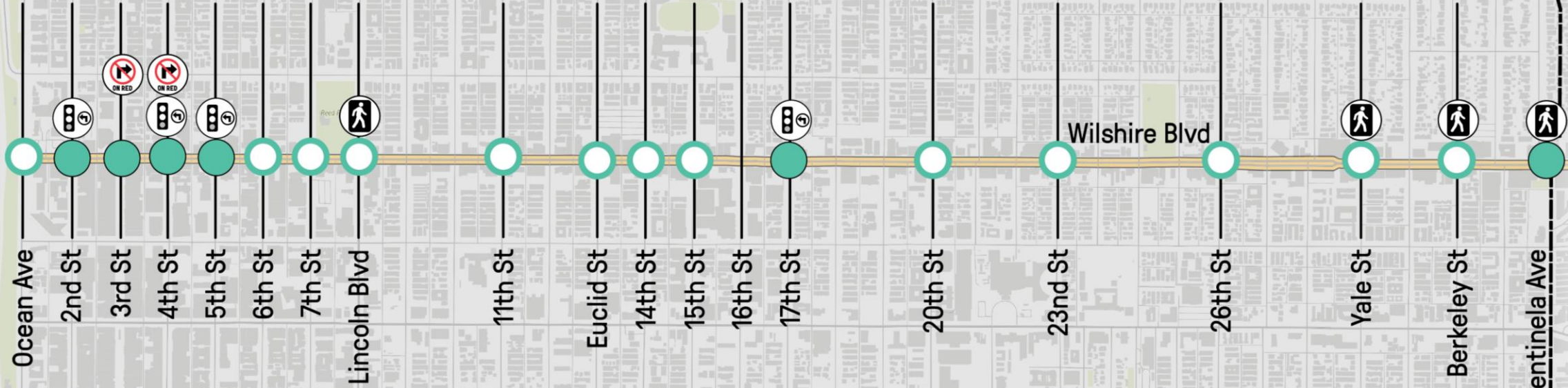
● Priority Signal Improvements

○ Other Signal Improvements

Ⓜ Protected Left Turn Phasing

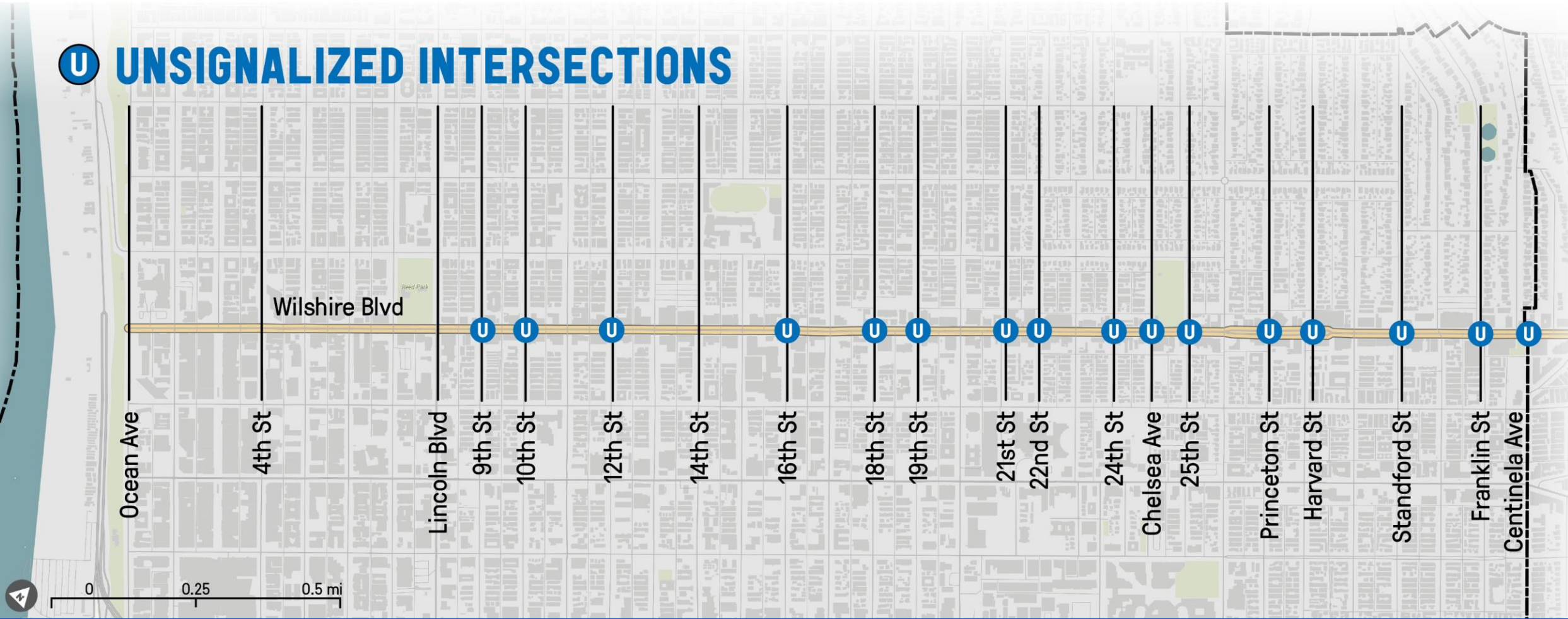
Ⓝ No Right on Red

Ⓜ LPI Locations



0 0.25 0.5 mi

UNSIGNALIZED INTERSECTIONS



16 Unsignalized





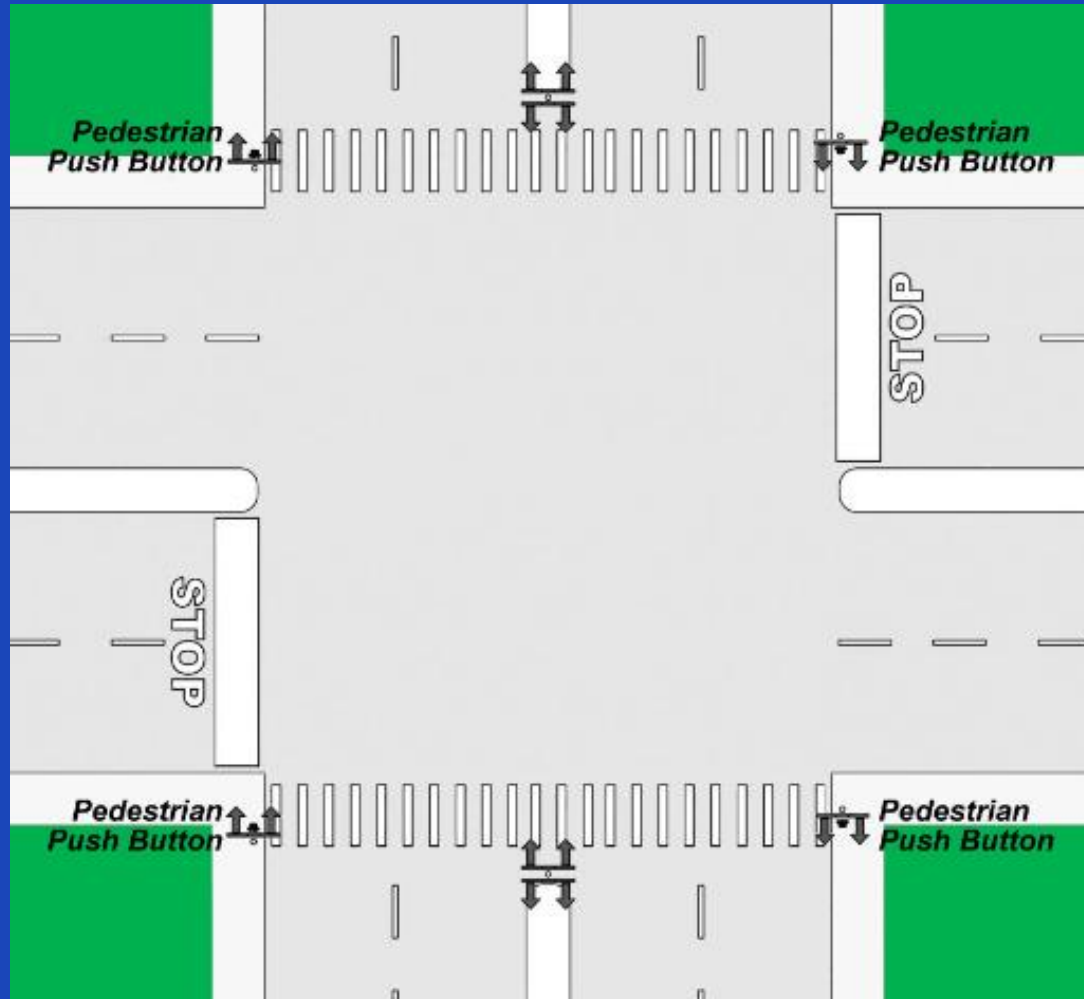
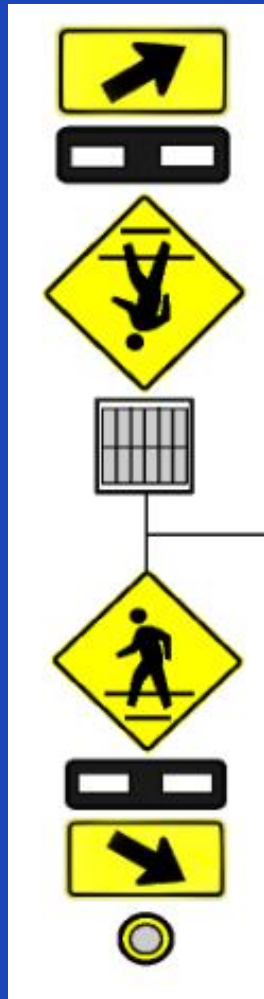
Improvements at Unsignalized Intersections



Advanced Yield Lines

Rectangular Rapid Flashing Beacon

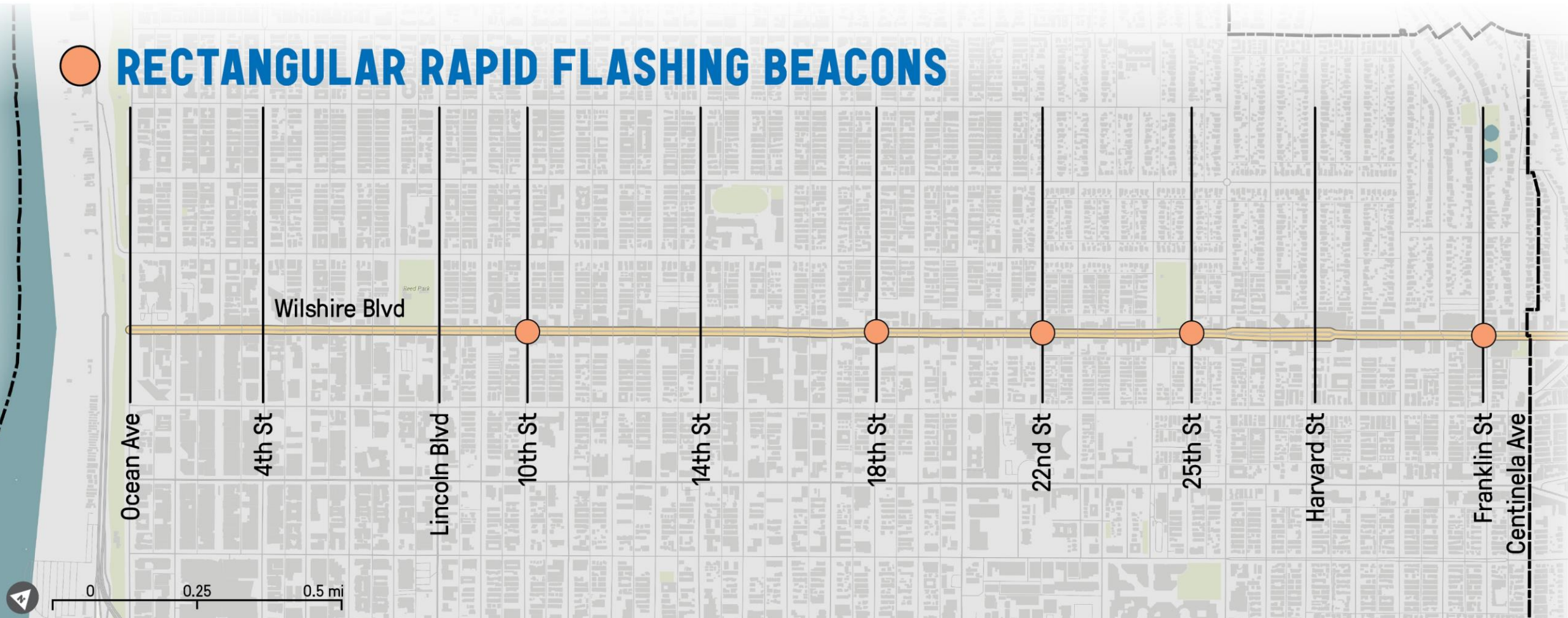
- Testing at 5 intersections
- Pre and post analysis



Rectangular Rapid Flashing Beacon

- Testing at 5 intersections
- Pre and post analysis

RECTANGULAR RAPID FLASHING BEACONS





STAPLES

STAPLES

STAPLES
FREE PARKING

W. 10th St

7

STOP - LOCK WHEELS

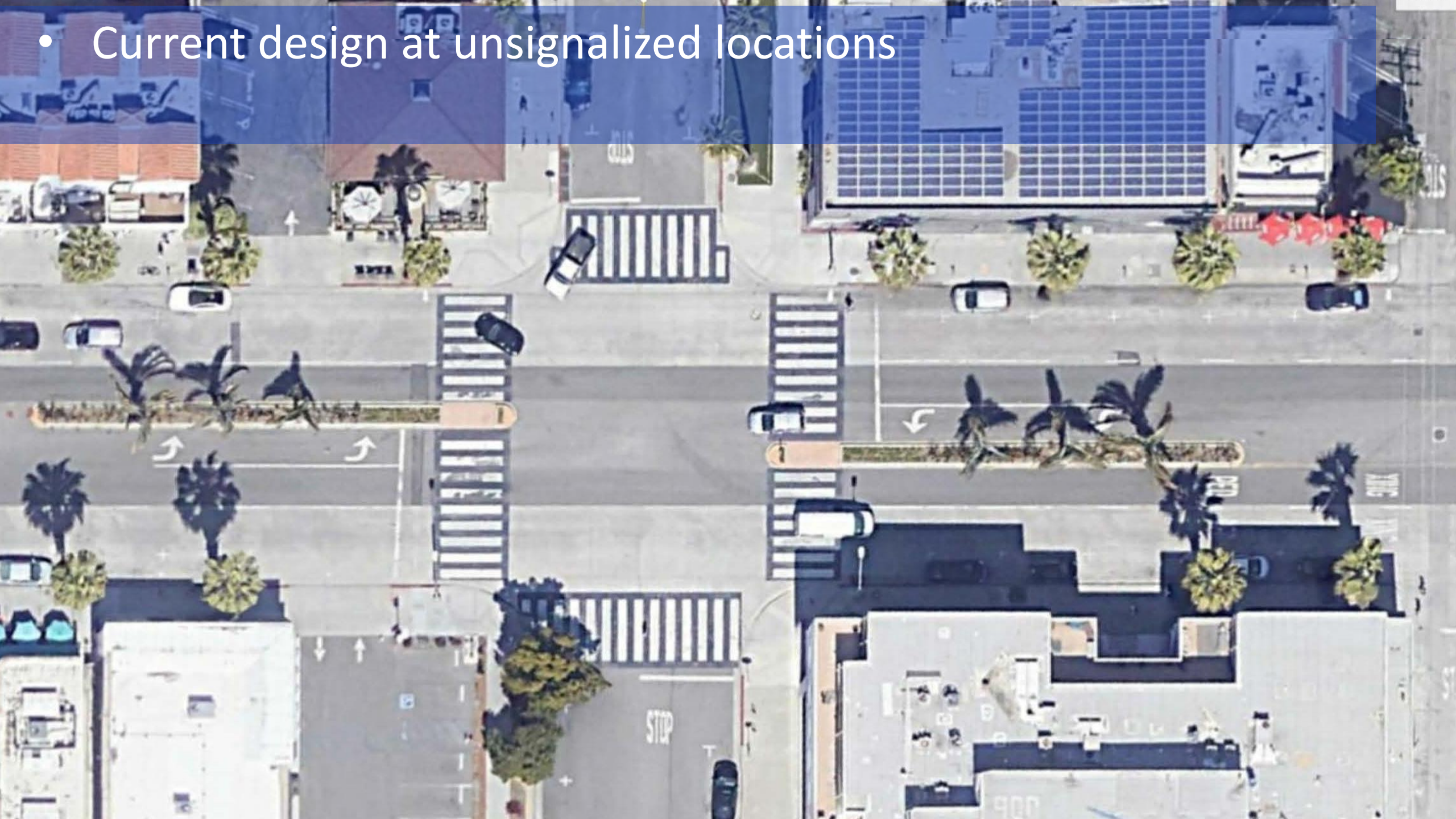


- One out of five crashes at unsignalized locations involves a left or through movements originating from side streets



- Across unsignalized locations, one vehicle every 3-4 minutes attempts left/thru
- One out of ten motorists abandon left/thru maneuver
- 20-30% of motorists turn right and continue across Wilshire at a different intersection

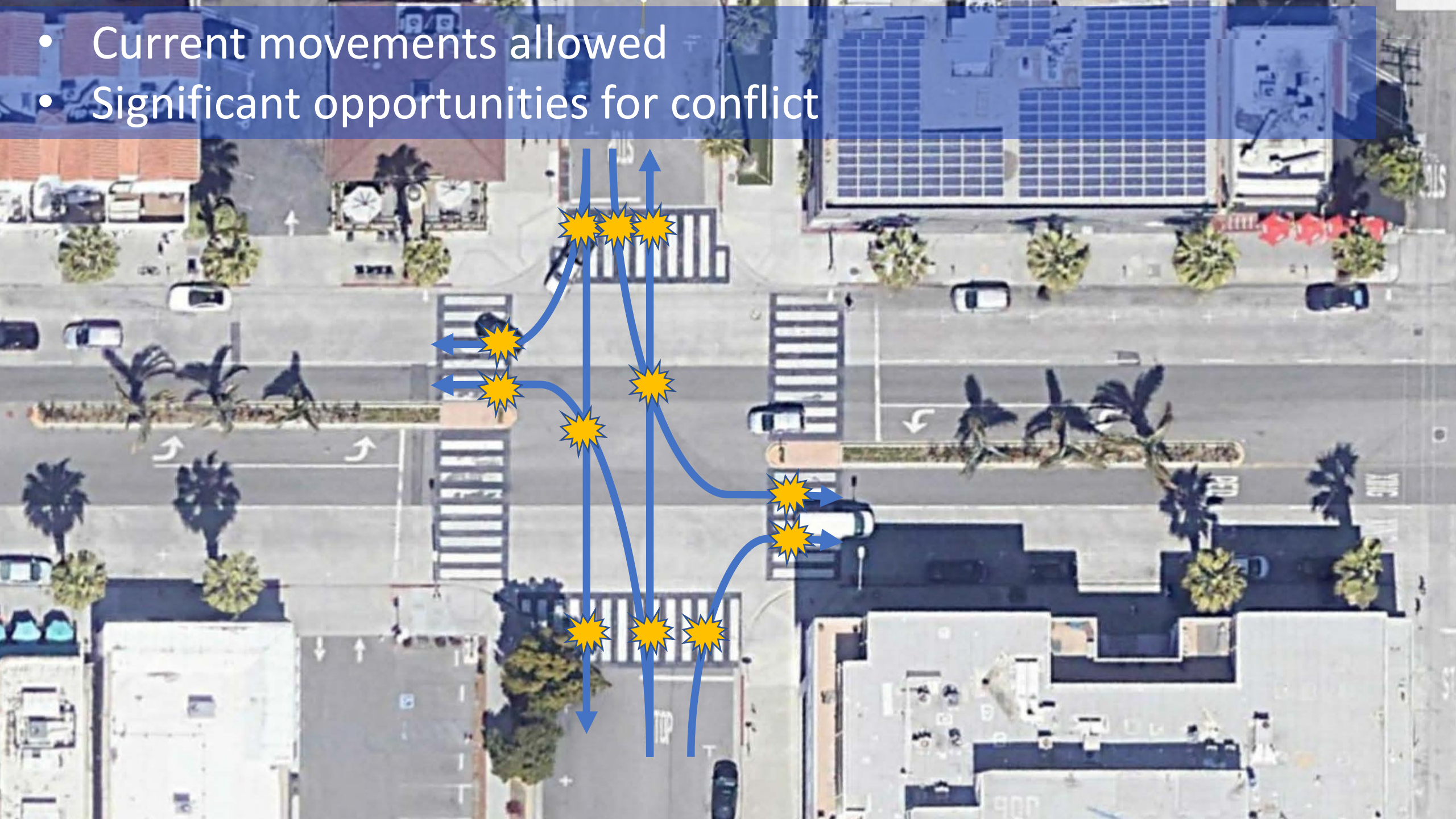
- Current design at unsignalized locations



- Current movements allowed



- Current movements allowed
- Significant opportunities for conflict



- Proposed design



- Proposed movements allowed

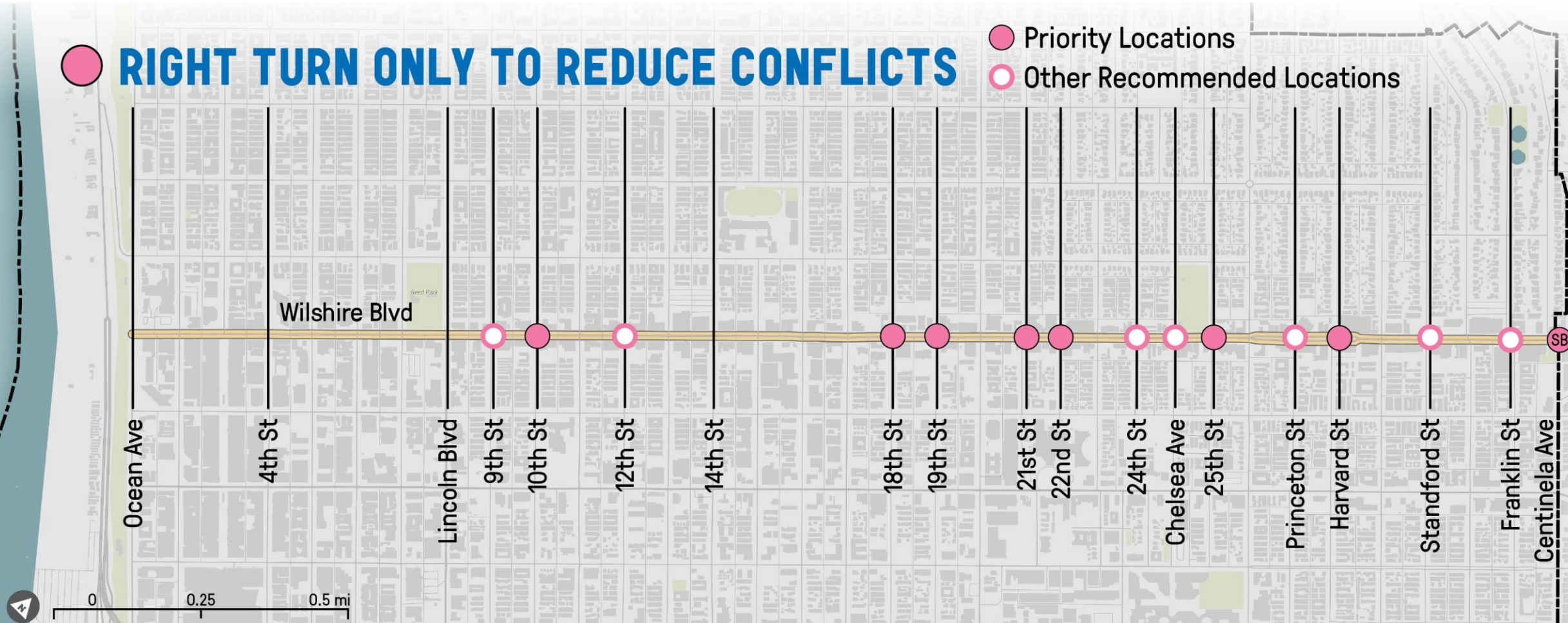


- Proposed movements allowed
- Significant reduction in conflict points



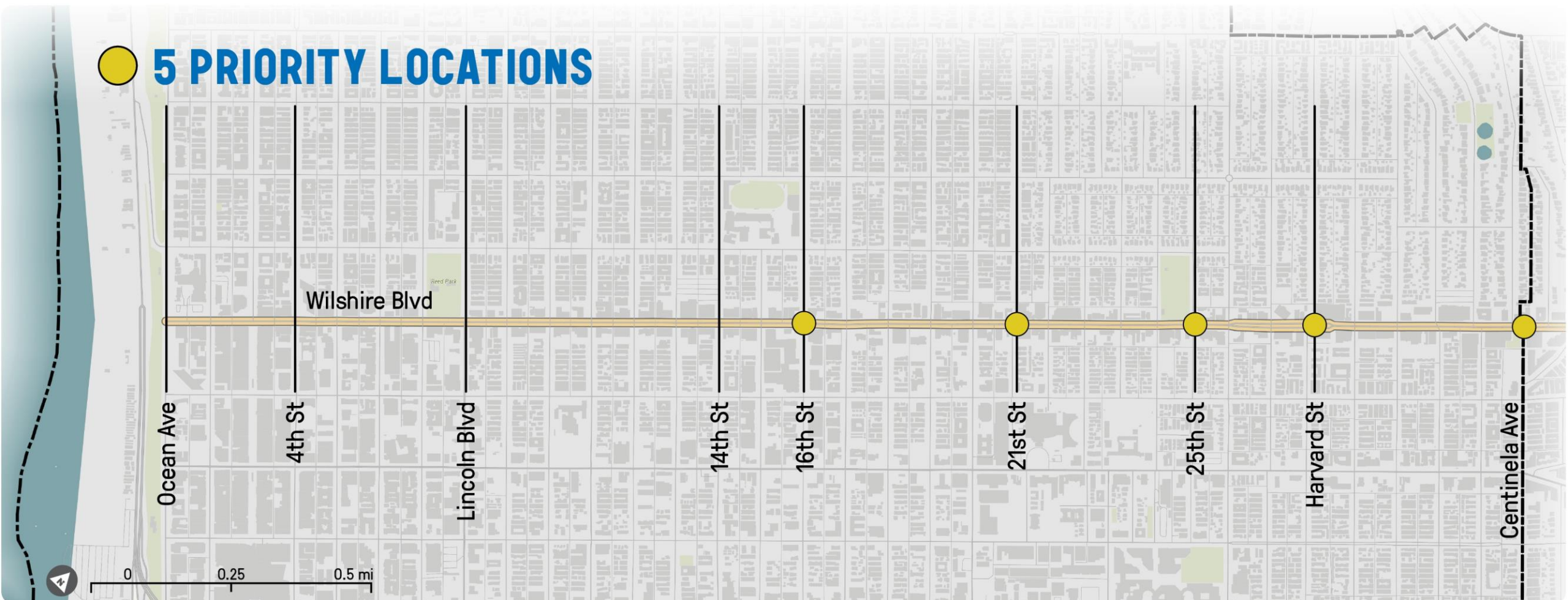
RIGHT TURN ONLY TO REDUCE CONFLICTS

- Priority Locations
- Other Recommended Locations



City to monitor traffic volumes. Other locations to be deployed as needed.

5 PRIORITY LOCATIONS



Hot-spot locations identified for additional design treatments

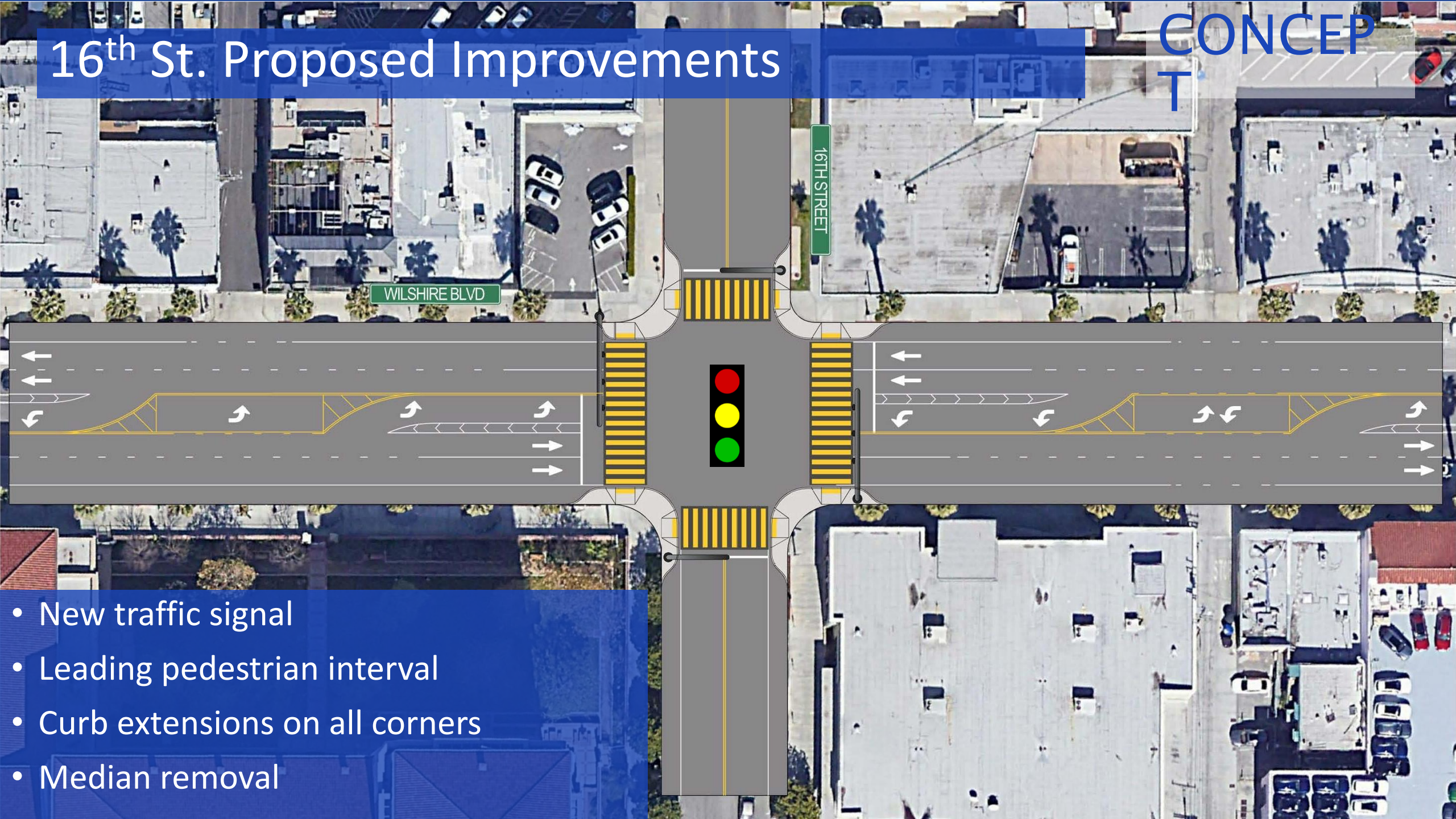
16th St. Proposed Improvements

An aerial photograph of a city street intersection. The street is wide with multiple lanes and a central median. There are several crosswalks with orange and white striped markings. The surrounding area includes buildings, parking lots, and palm trees. A blue banner at the top left contains the title '16th St. Proposed Improvements'. A blue banner at the bottom left contains a list of statistics and notes.

- 3rd highest citywide crash location
- 4 severe injuries (time period examined: 2006-2019)
- Passes signal warrant analysis
- School Zone
- Significant crashes involving older adults

16th St. Proposed Improvements

CONCEPT



- New traffic signal
- Leading pedestrian interval
- Curb extensions on all corners
- Median removal

21st St. Proposed Improvements

An aerial photograph of a city street intersection. The street is wide with multiple lanes, including a dedicated left-turn lane. There are several crosswalks with white stripes. Buildings of various heights and styles line the streets. A blue semi-transparent box is overlaid on the top left and bottom left of the image, containing white text. The text in the top box is a title, and the text in the bottom box is a bulleted list of statistics and observations.

- 9th highest citywide crash location
- 2 fatalities, 1 pedestrian (time period examined: 2006-2019)
- Low left turn volumes from side streets (15 total during peak hour)
- Irregular Intersection Geometry

21st St. Proposed Improvements Option 1

CONCEPT



- Right-turn only from side streets to reduce conflicts
- Explore curb extensions

21st St. Proposed Improvements Option 2

CONCEPT



- Right-turn only from side streets to reduce conflicts
- No westbound left turns from Wilshire to reduce turning conflicts
- Extend median with a mountable curb
- Explore curb extensions

25th St. Proposed Improvements

An aerial photograph of a city intersection. The main road is a multi-lane highway with a central median strip containing several palm trees. A side street crosses the highway from the bottom. The intersection area is marked with white crosswalks and a 'STOP' sign on the side street. To the left of the highway is a large green field with palm trees. To the right is a tennis court with a blue and green surface. Further right are residential buildings and parking lots. The overall scene is a typical urban environment with a focus on the intersection and surrounding amenities.

- 10th highest crash location citywide
- 3 severe injuries (time period examined: 2006-2019)
- Highest fatal + severe crash rate
- Connection to Douglas Park

25th St. Proposed Improvements

CONCEPT



- Enhancing connections to Douglas Park
- Enhanced pedestrian crossing
- Eliminating conflict with right-turn only
- No westbound left, creates opportunity for median expansion, installed initially with temporary materials.

Harvard St. Proposed Improvements

An aerial photograph of a city street intersection, Harvard St. The image shows a multi-lane road with a central median. The median is currently a simple concrete strip with some small plants. The proposed improvements, indicated by a semi-transparent blue overlay, include planting numerous palm trees along the median and the sidewalks. The street is lined with various buildings, including a large multi-story building on the right and several smaller structures on the left. There are cars parked and driving on the street. A blue semi-transparent box in the top left corner contains the title 'Harvard St. Proposed Improvements'. A blue semi-transparent box in the bottom right corner contains a bulleted list of reasons for the proposed improvements.

- Recent changes to adjacent land use with increased pedestrian volumes
- Frequent illegal parking within red-curb reduces sight distance
- Top ranking community comments
- Left turns from Wilshire Boulevard overlap

Harvard St. Proposed Improvements Option 1

CONCEPT



- Eliminating conflict with right-turn only
- Reconfigure left turn storage, creating opportunity for wider median
- Enlarged pedestrian refuge area, no more conflict with left-turns
- Install curb extension

Harvard St. Proposed Improvements Option 2

CONCEPT



- Eliminating conflict with right-turn only
- No eastbound left from Wilshire to reduce turning conflicts
- Mountable curb design for first responders
- Enlarged pedestrian refuge area
- Install curb extension

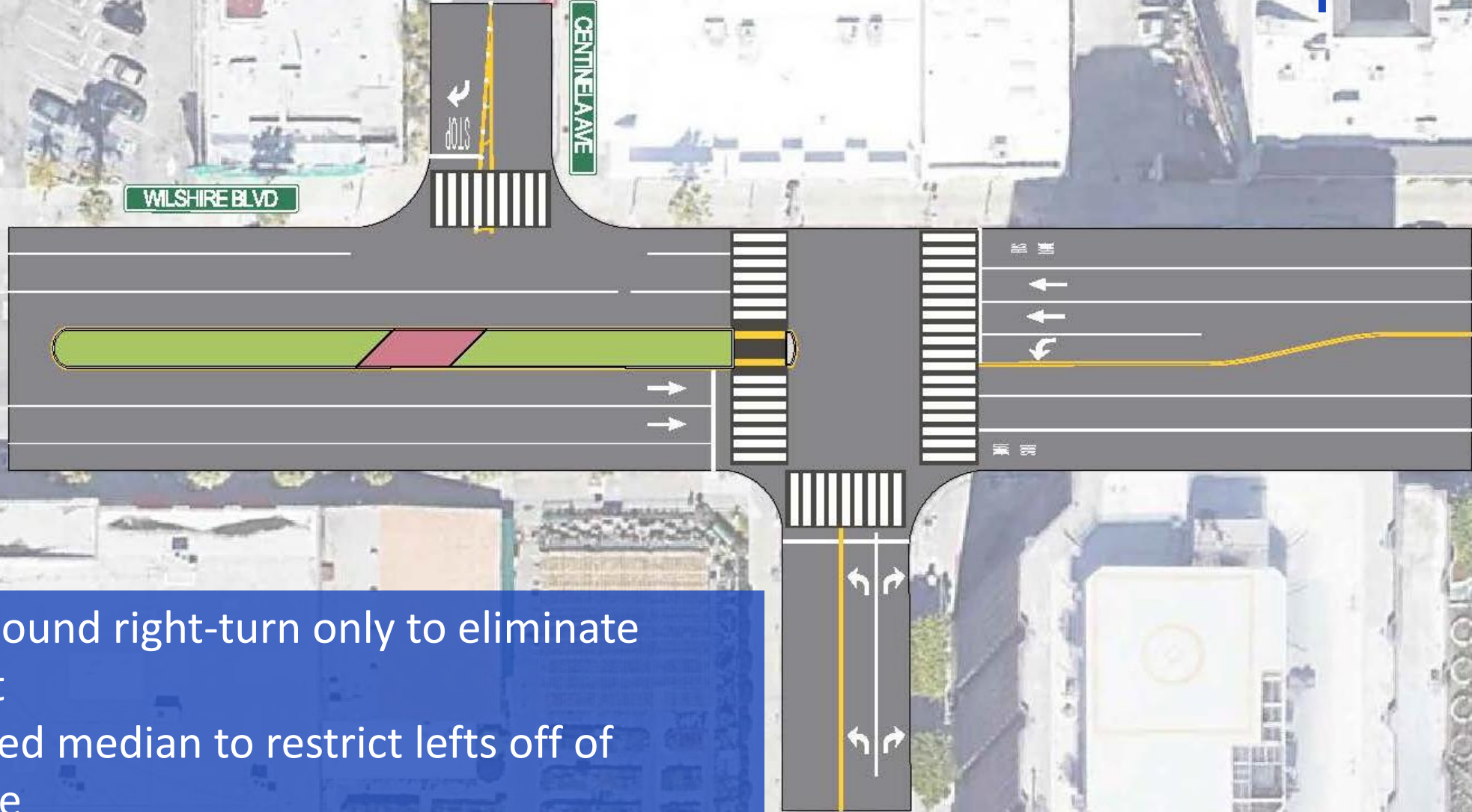
Centinela Ave. Proposed Improvements

An aerial photograph of a city street intersection. The street is wide with multiple lanes, including a left-turn lane. There are several cars and a bus visible. On the right side, there are large, modern buildings with flat roofs. On the left side, there are smaller buildings and a row of palm trees. The overall scene is a typical urban environment.

- 3 left turn pedestrian crashes, 5 ped crashes total (time period examined: 2012-2018)
- Significant driver confusion caused by proximity to signal
- Gateway to Santa Monica

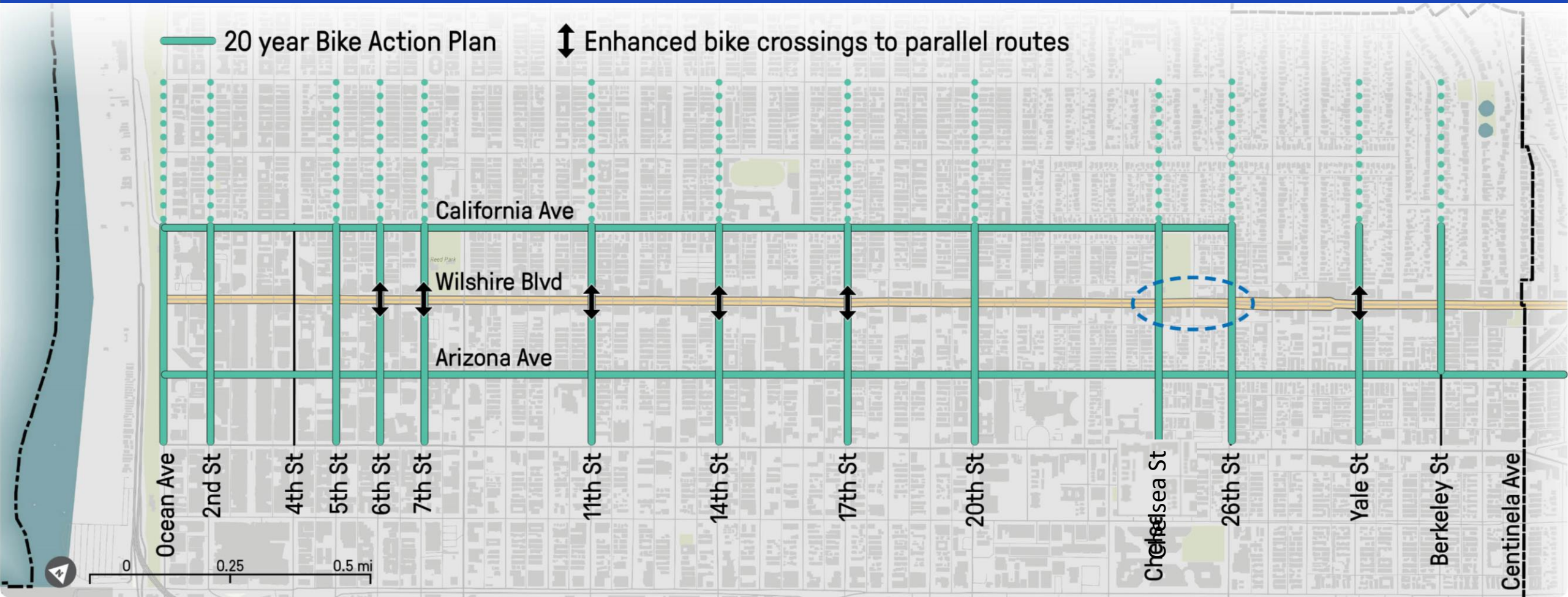
Centinela Ave. Proposed Improvements

CONCEPT



- Southbound right-turn only to eliminate conflict
- Extended median to restrict lefts off of Wilshire
- Leading pedestrian interval to give people walking a head start

Bicycle enhancements across existing facilities to improve access to parallel routes



Big Blue Bus/Metro Bus Stops Relocation:

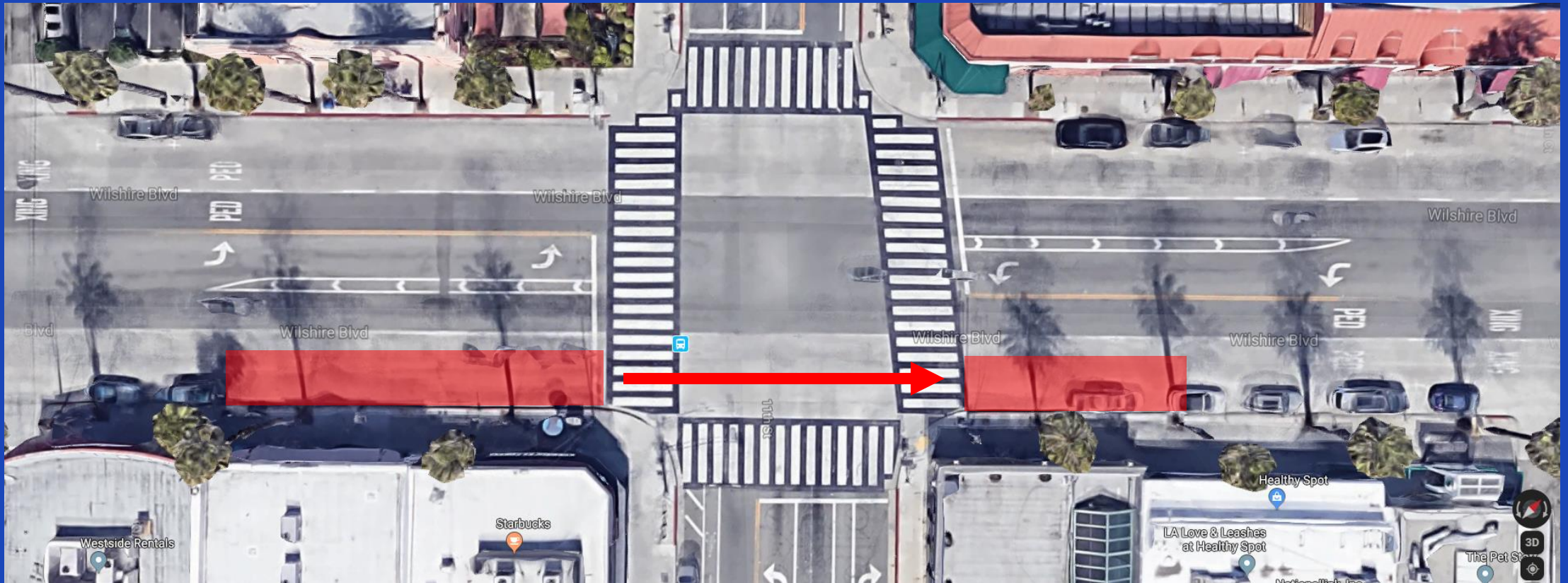
- Reduces delay for bus, improves service, safer for riders



Eastbound near side and Westbound far side Big Blue Bus stops

Big Blue Bus/Metro Bus Stops Relocation:

- Reduces delay for bus, improves service, safer for riders



Eastbound near side and Westbound far side Big Blue Bus stops

Other Systemic Improvements:

Curbside management plan



Curb Extensions



Lighting evaluation



Phasing of Improvements

Phase 1

- Low cost, corridor wide improvements that can be immediately implemented

Phase 2

- Capital intensive hot-spot priorities with identified safety issues, require more detailed design than Phase 1

Phase 3

- Corridor wide capital improvements that should be considered in a future grant cycle/capital plan for the corridor.

WILSHIRE SAFETY STUDY

SPECIAL MEETING OF THE PLANNING COMMISSION



The City of Santa Monica has conducted a roadway safety analysis for Wilshire Blvd. We want your input on **recommendations!**

To **sign-up** for project information and see our **interactive map**, please visit our website at:

WWW.SANTAMONICA.GOV/FRIENDLYROAD

You can **e-mail us directly** at:

SAFE.WILSHIRE@SMGOV.NET

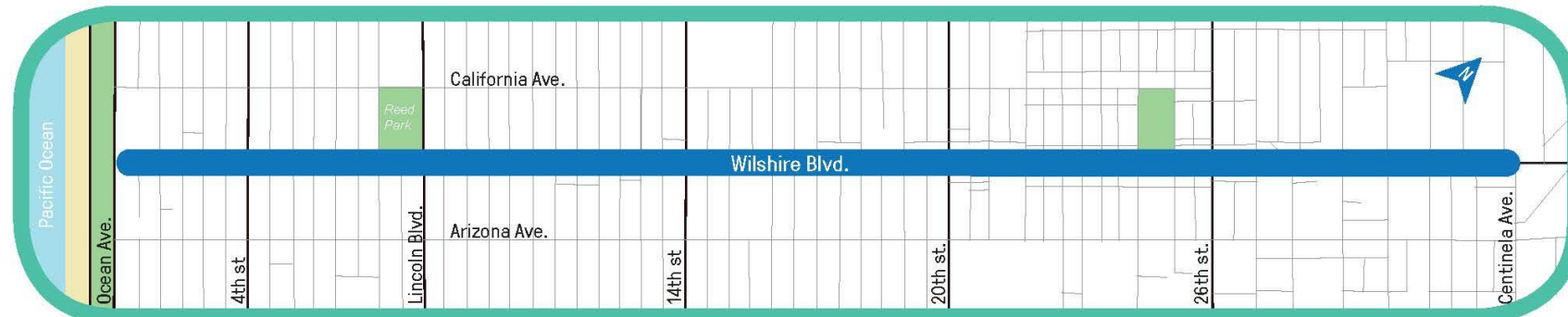
PROVIDE INPUT ON RECOMMENDATIONS

Please attend our Special Meeting of the Planning Commission:

WHEN: Thursday October 17th, 2019
meeting starts at 7:00pm

WHERE: Santa Monica Civic Auditorium - East Wing
1855 Main St, Santa Monica

Project Area: Wilshire Blvd. from Ocean Ave to Centinela Ave.



This effort is part of our citywide safety initiative called Take the Friendly Road.