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.

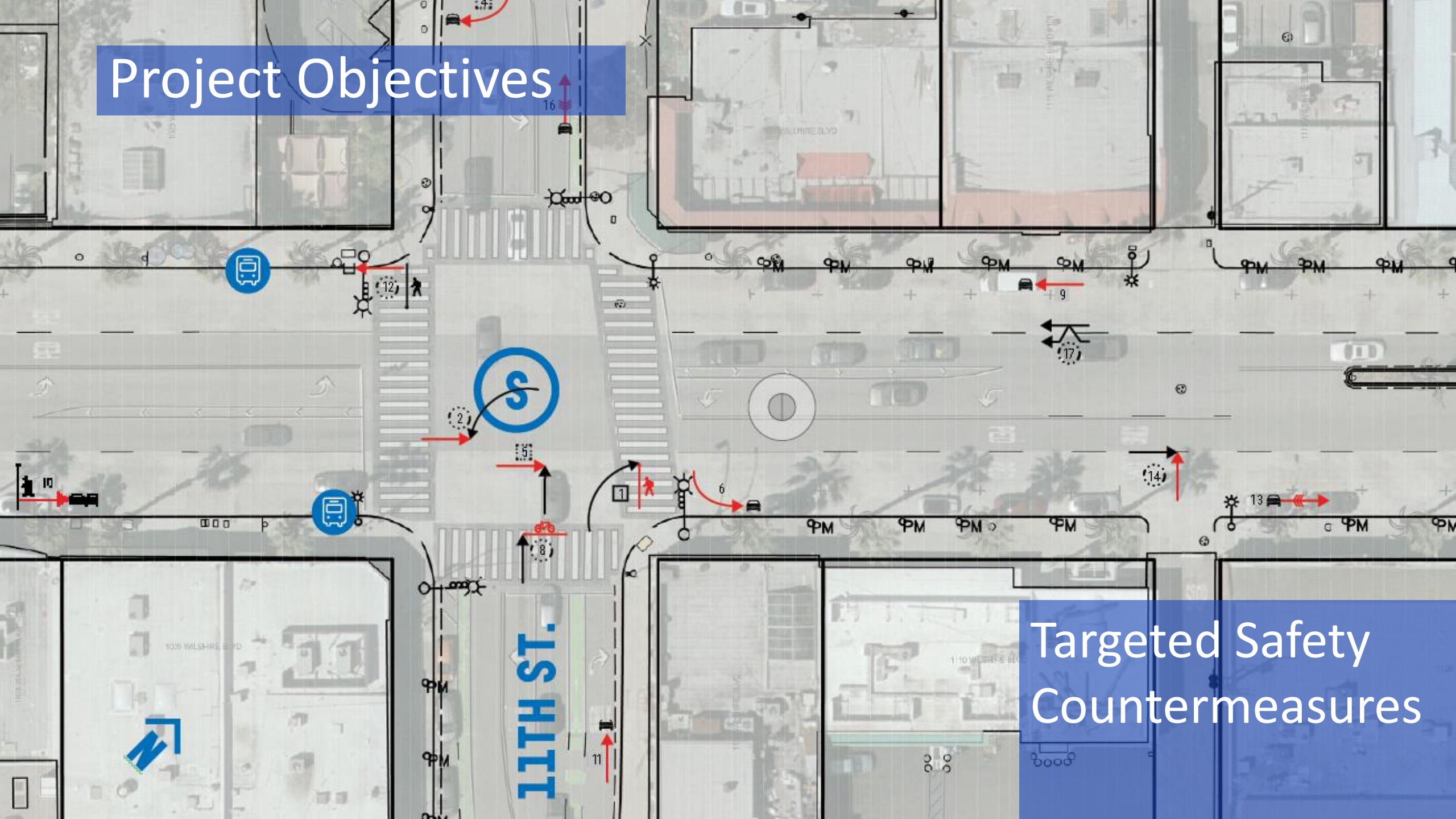
Project Objectives

Data-driven, with focus on severe and fatal crashes

Project Objectives

Use community input to inform recommendations

Project Objectives



Targeted Safety Countermeasures

Project Objectives

Develop a Plan for Implementation

PROJECT TIMELINE

Neighborhood Groups
Mailers
Interactive Map
Street Banners
Email
Planning Commission
Disability Commission

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

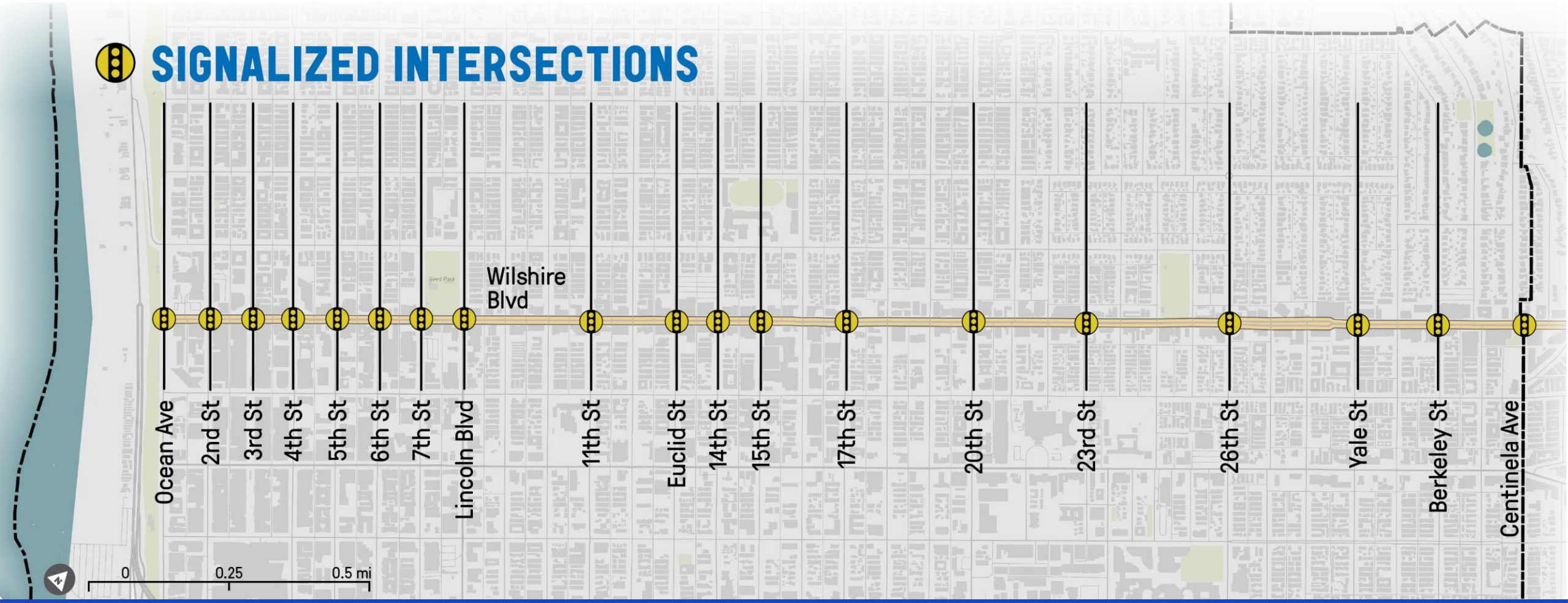
- 89% of ped/bike severe injuries
- 42% are left turn collisions

Signalized

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

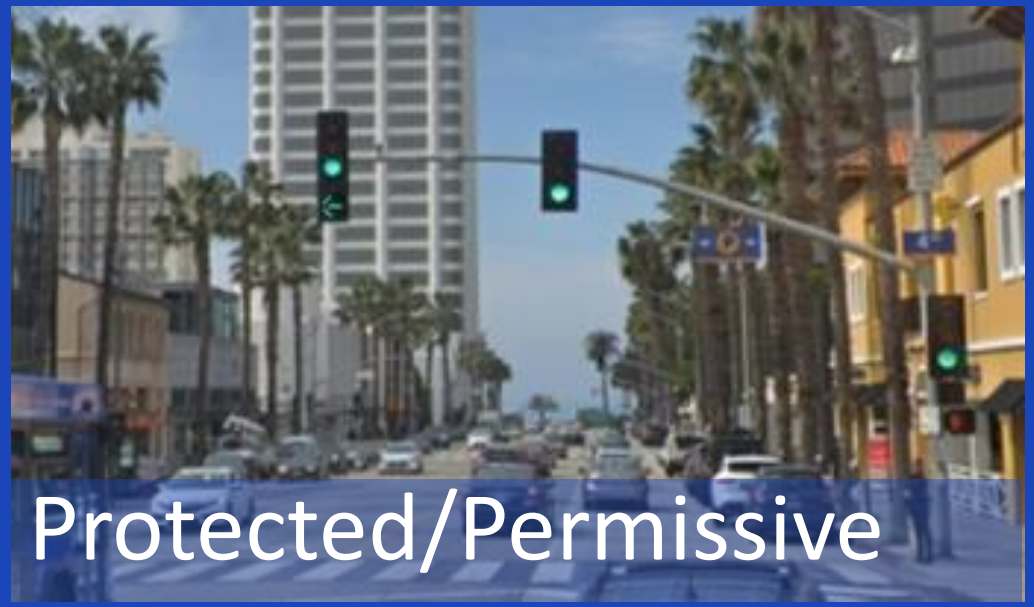
Community Comments

55% of community comments concerned about pedestrian crossing conditions



19 Traffic Signals

Issues



Protected/Permissive

Permissive

- 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

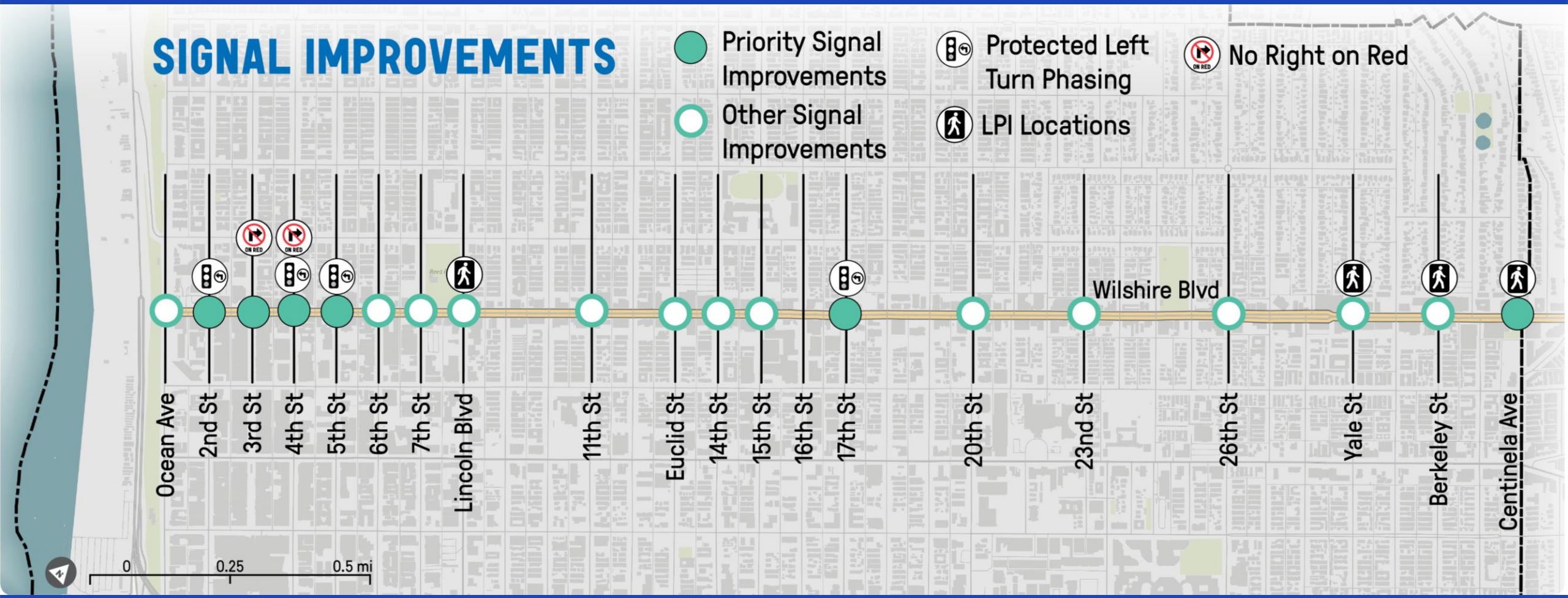
Leading Pedestrian Interval

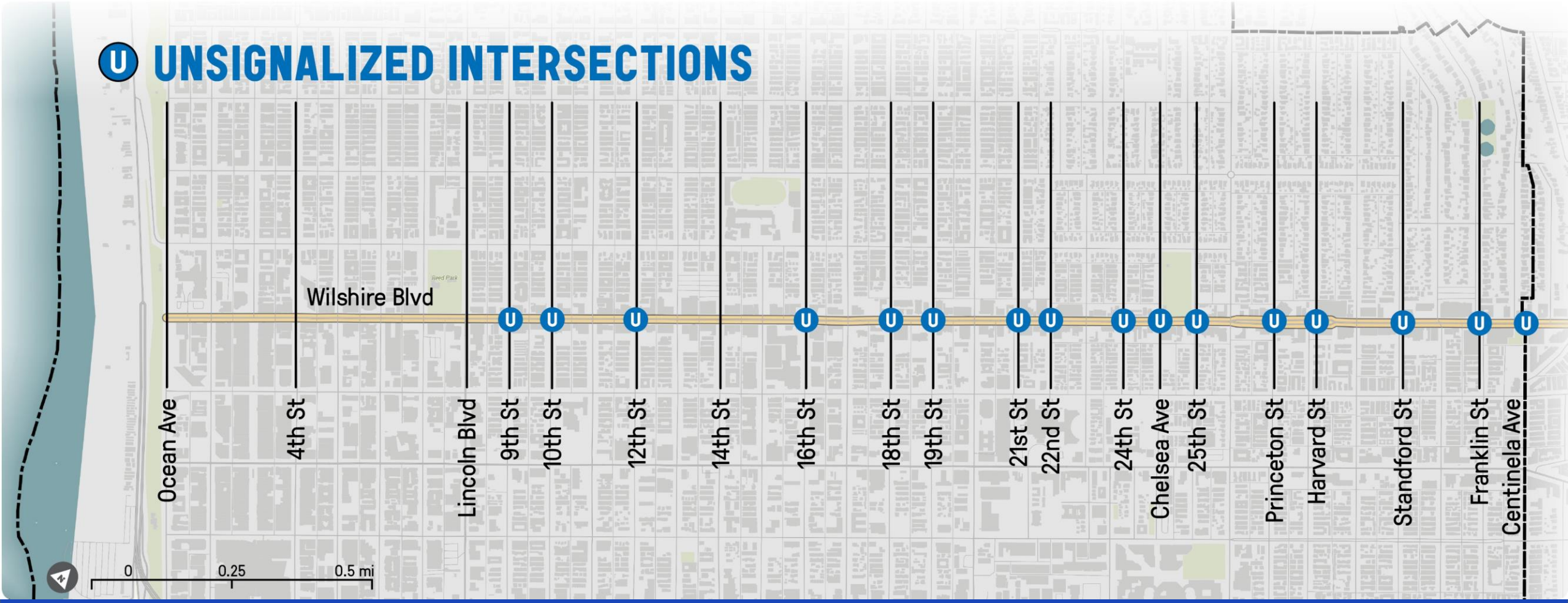
No right on red blank-out sign

Other Signal Improvements

Increase walk times

Retro-reflective Back Plate


SIGNAL IMPROVEMENTS
Priority Signal Improvements
Other Signal Improvements
Protected Left Turn Phasing
LPI Locations
No Right on Red
Ocean Ave
2nd St
3rd St
4th St
5th St
6th St
7th St
Lincoln Blvd
11th St
Euclid St
14th St
15th St
16th St
17th St
20th St
23rd St
Wilshire Blvd
26th St
Yale St
Berkeley St
Centinela Ave
0
0.25
0.5 mi



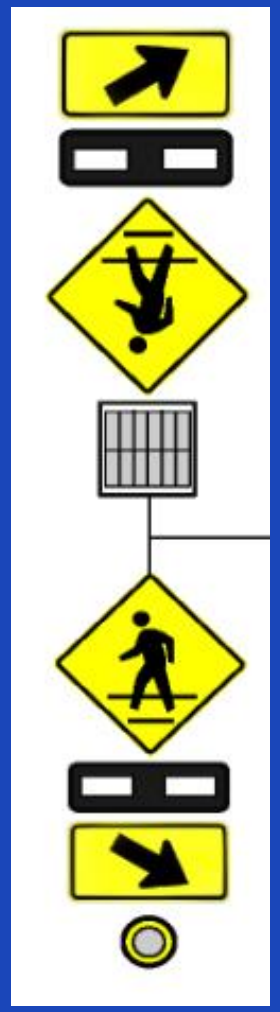
16 Unsignalized

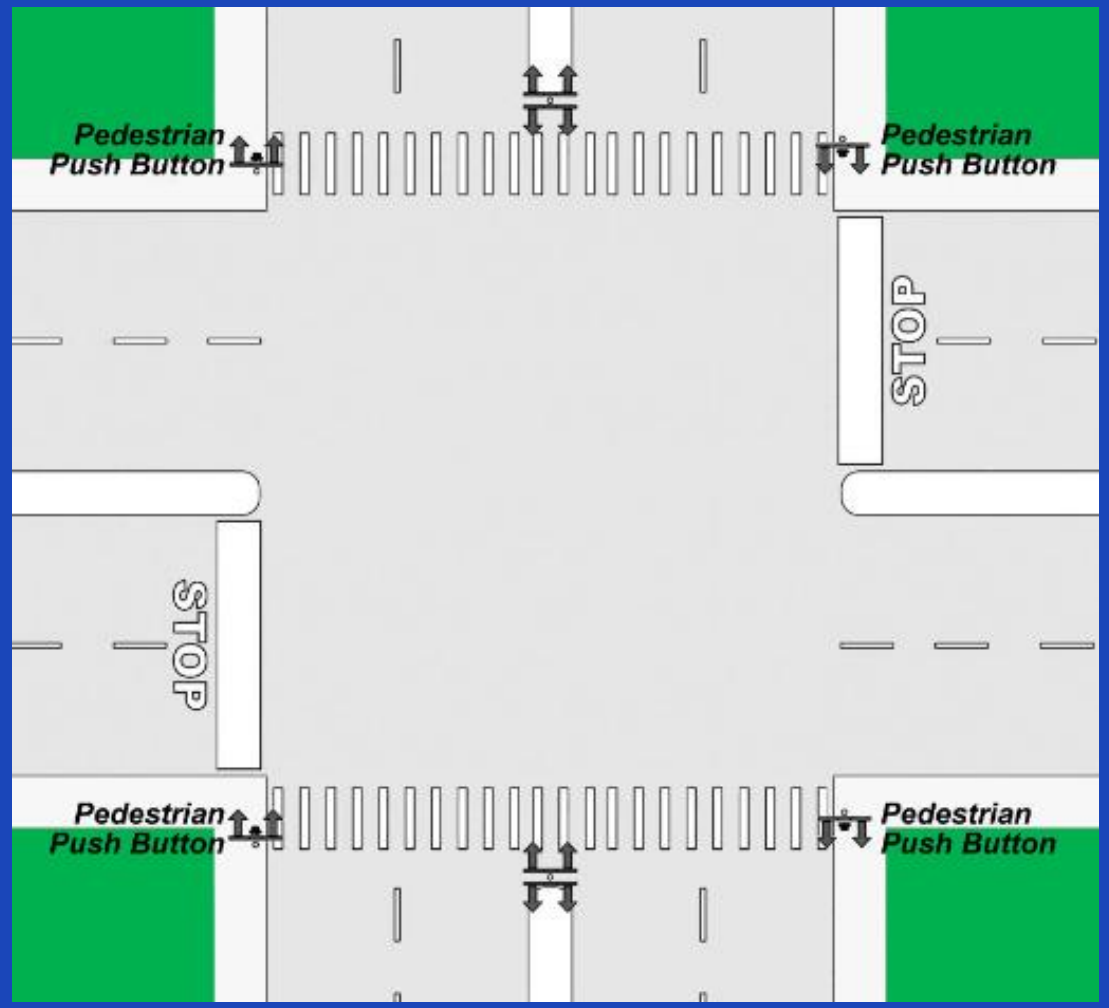
Improvements at Unsignalized Intersections

Advanced Yield Lines

Rectangular Rapid Flashing Beacon

- Testing at 5 intersections
- Pre and post analysis





Rectangular Rapid Flashing Beacon

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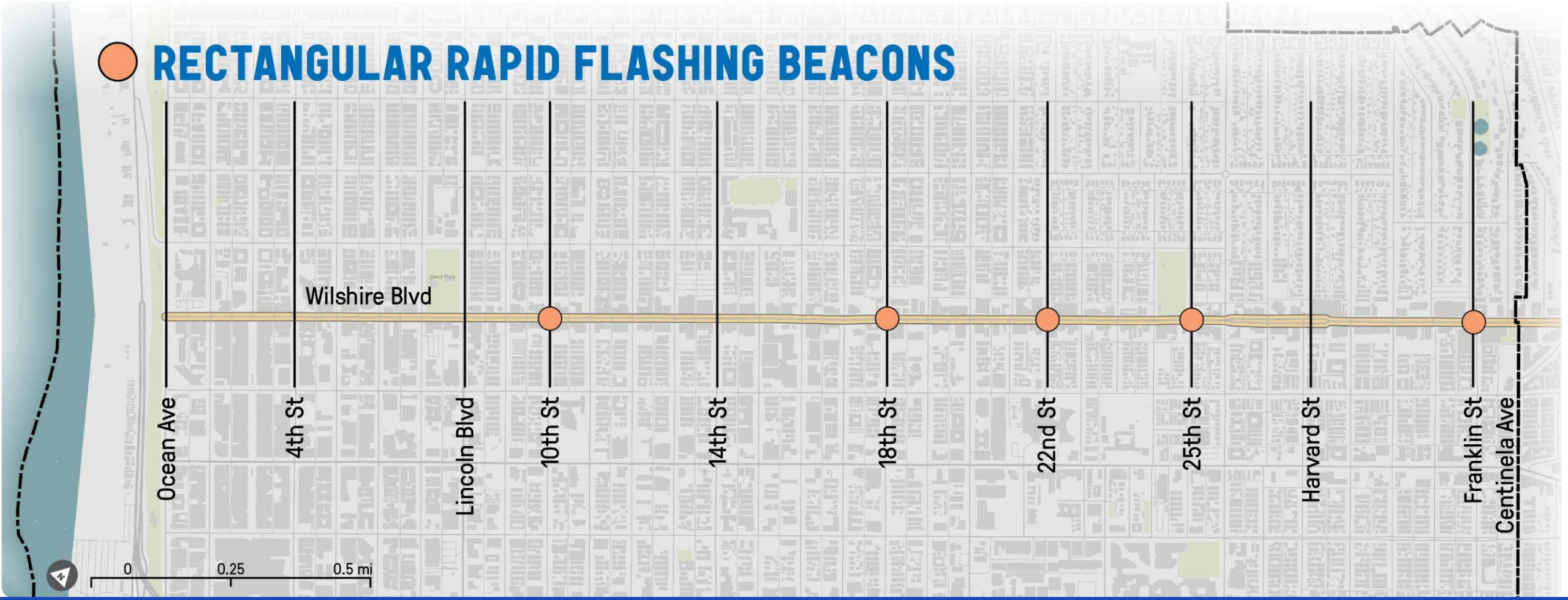
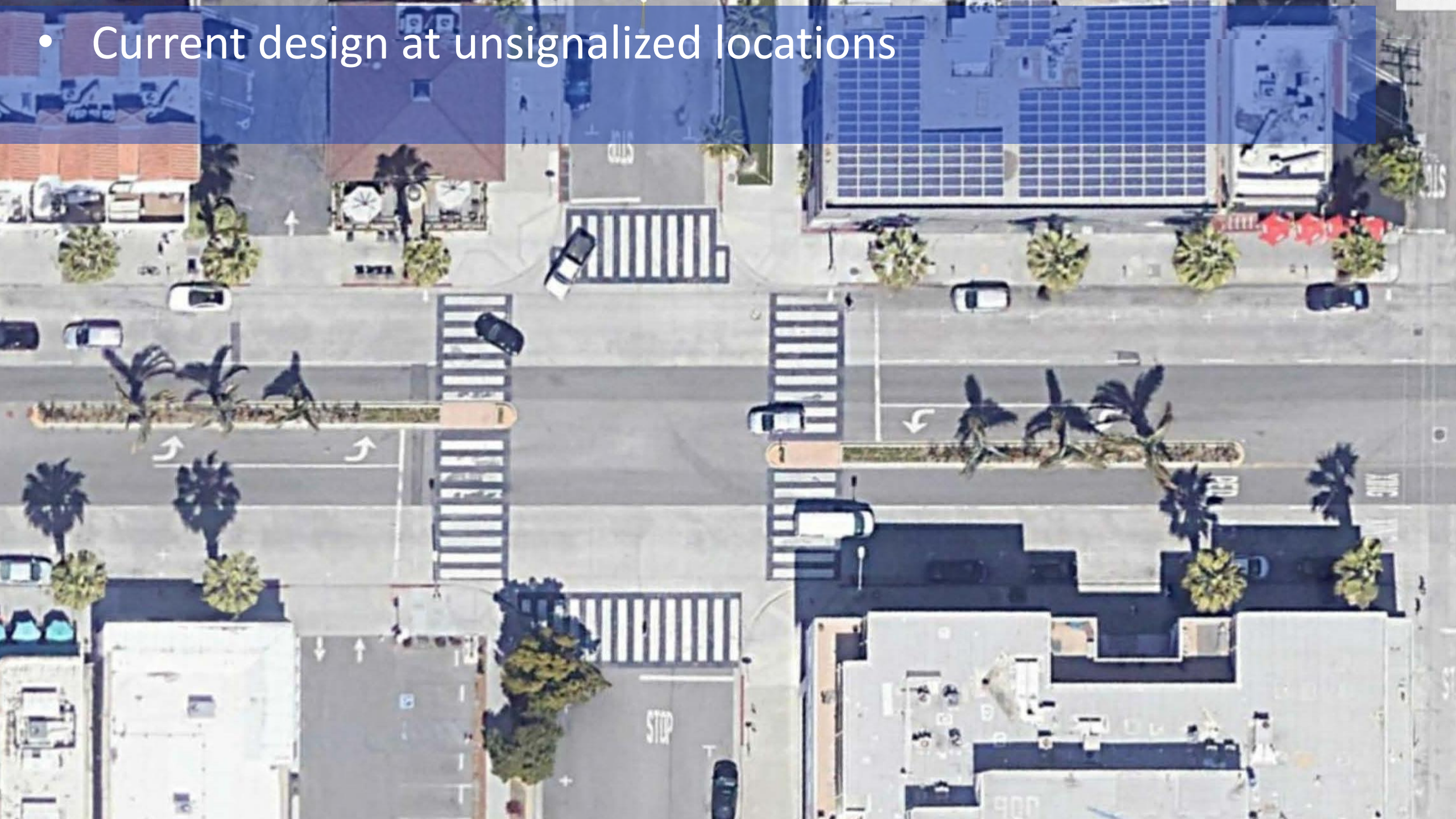



STAPLES
STAPLES FREE PARKING
STAPLES
STOP LOOK WAIT

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

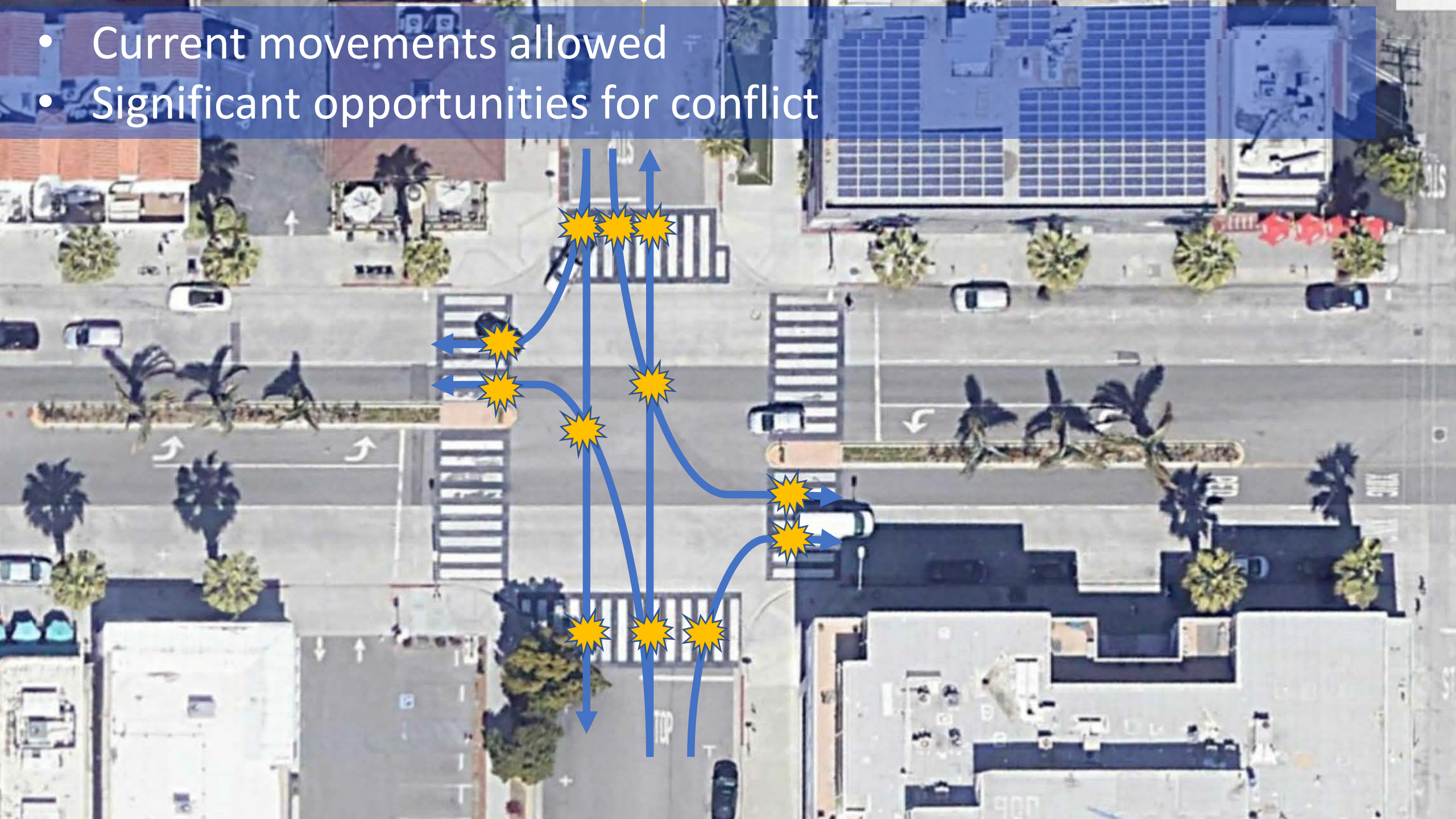
- Across unsignalized locations, one vehicle every 3-4 minutes attempts left/thru
- One out of ten motorists abandon left/thru maneuver
- 20-30% of motorists turn right and continue across Wilshire at a different intersection

- Current design at unsignalized locations

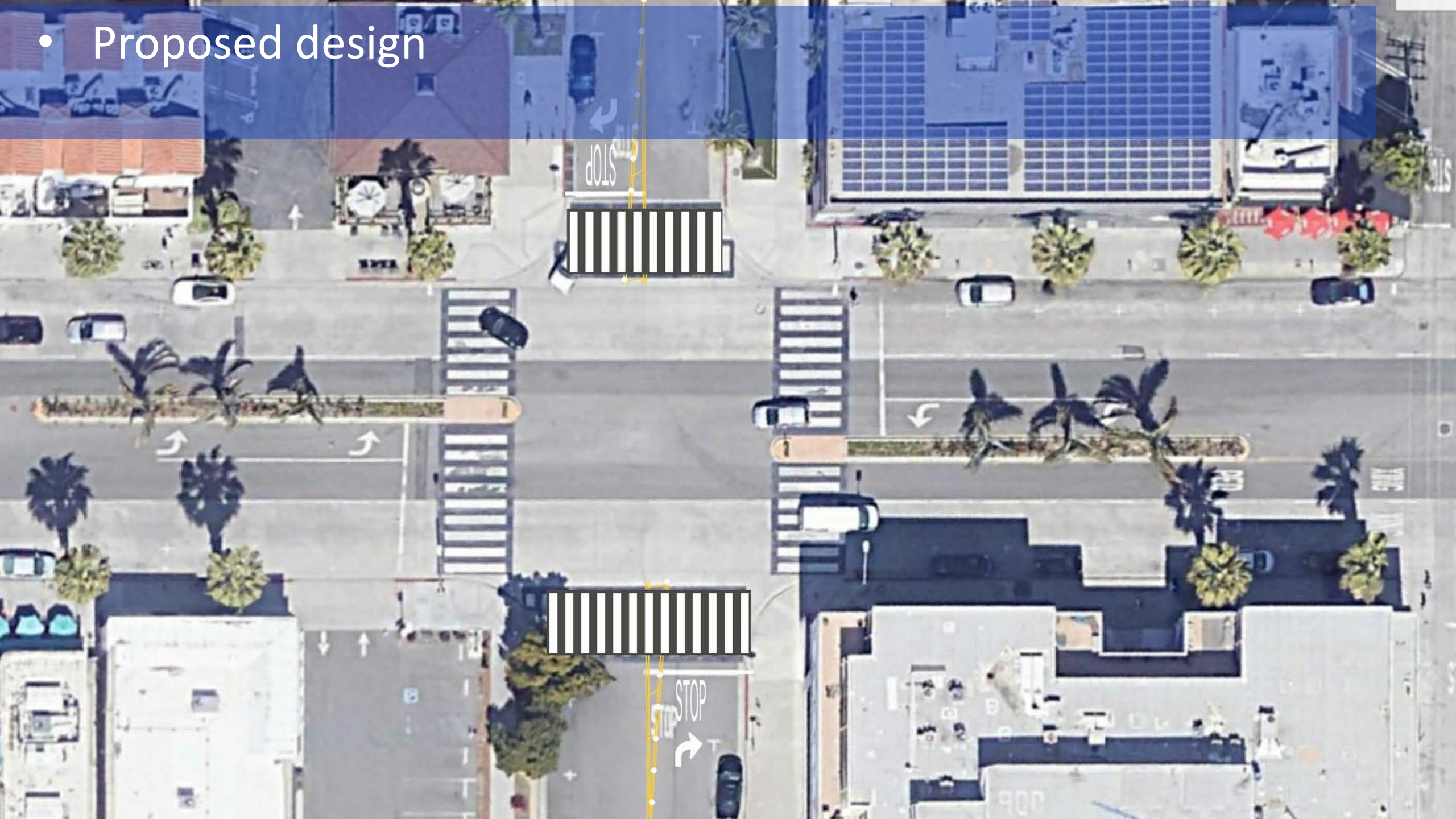


- Current movements allowed

- Current movements allowed
- Significant opportunities for conflict

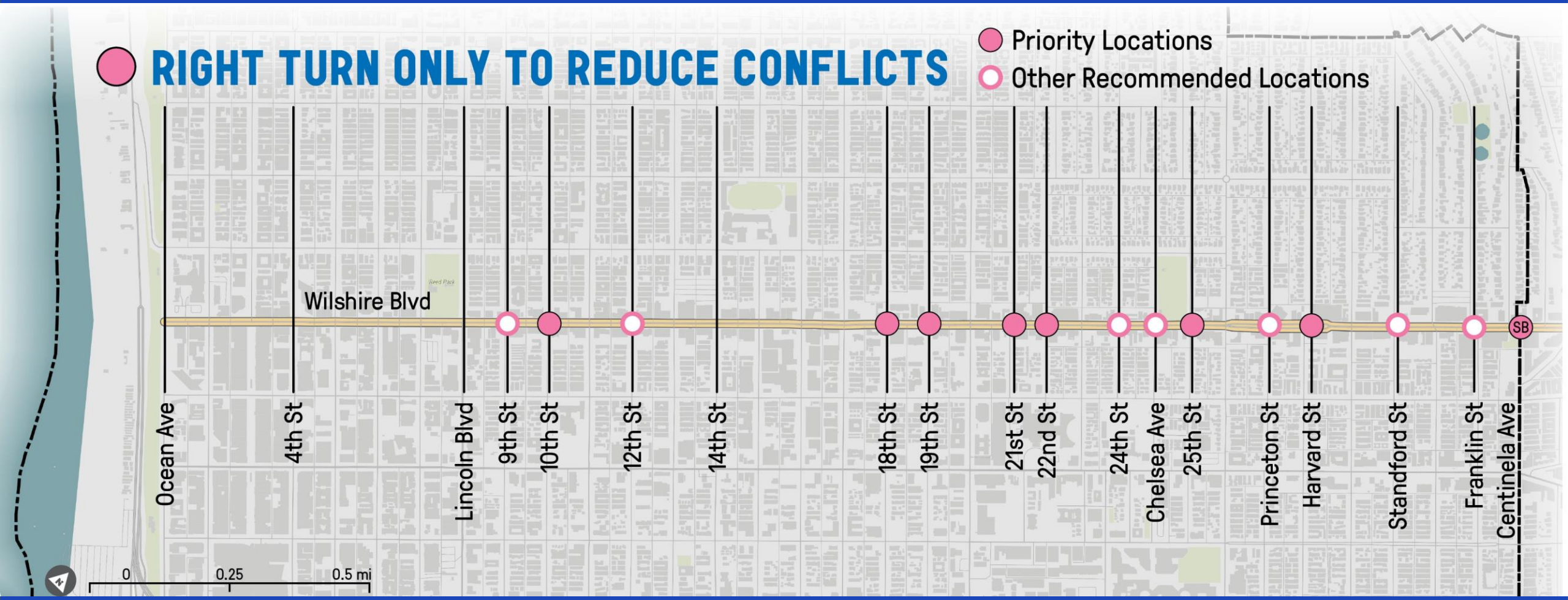


- Proposed design

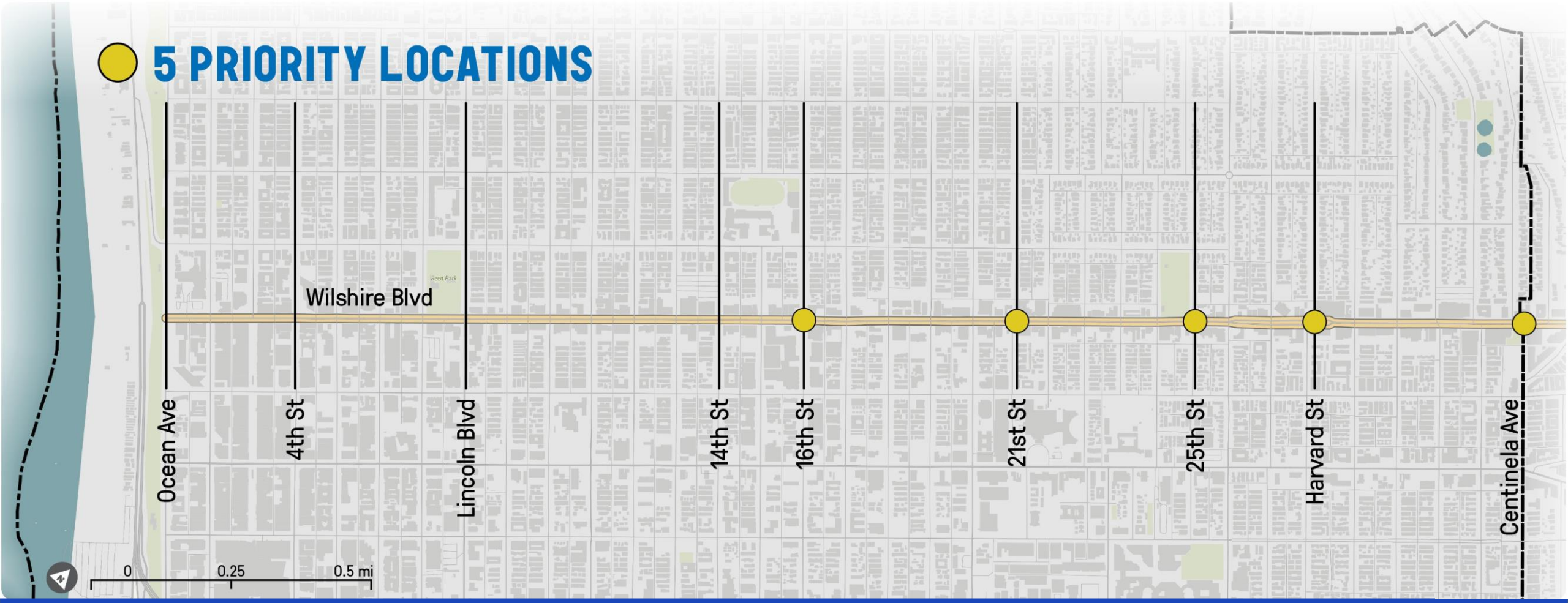


- Proposed movements allowed

- Proposed movements allowed
- Significant reduction in conflict points

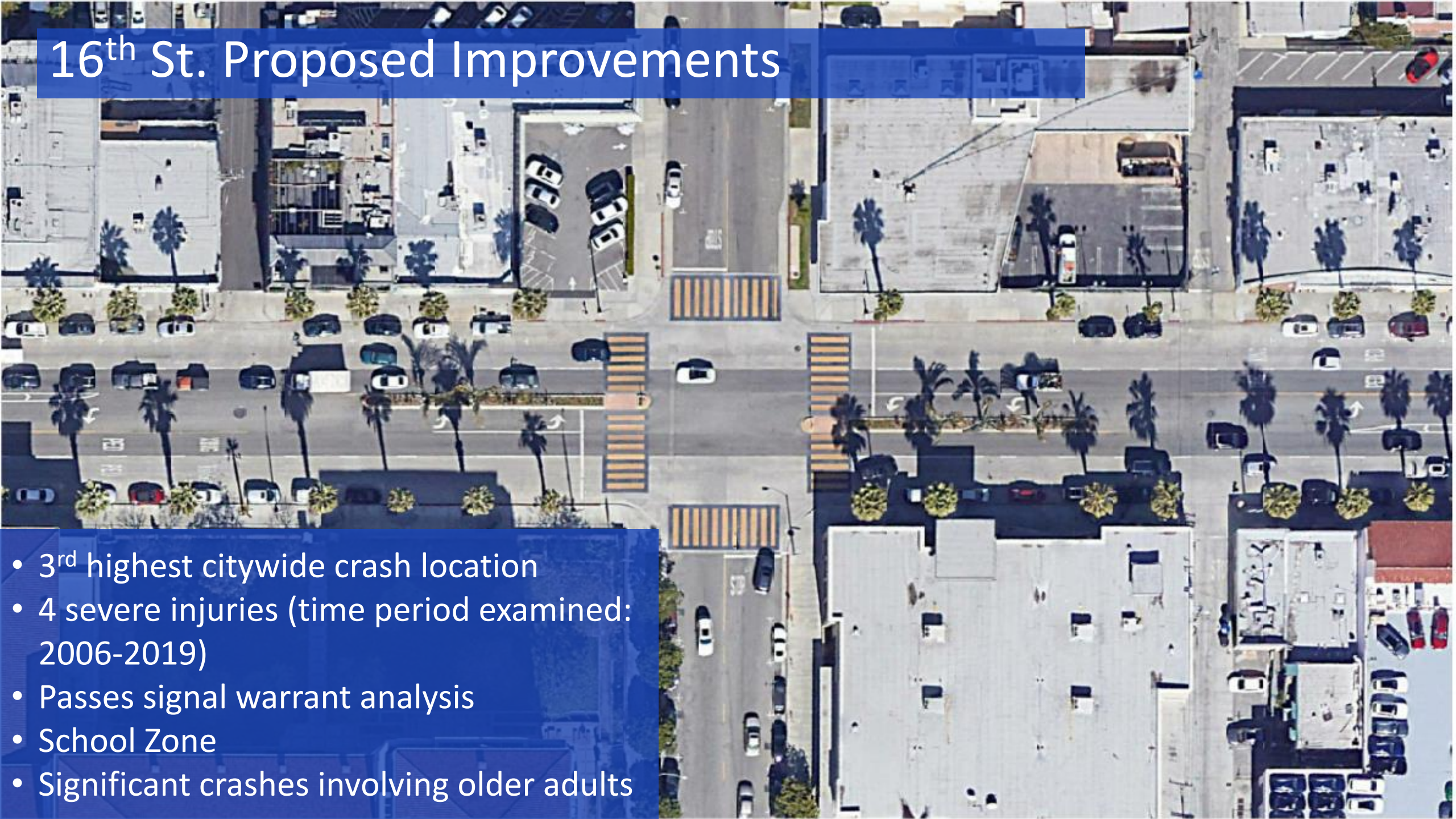


City to monitor traffic volumes. Other locations to be deployed as needed.



Hot-spot locations identified for additional design treatments

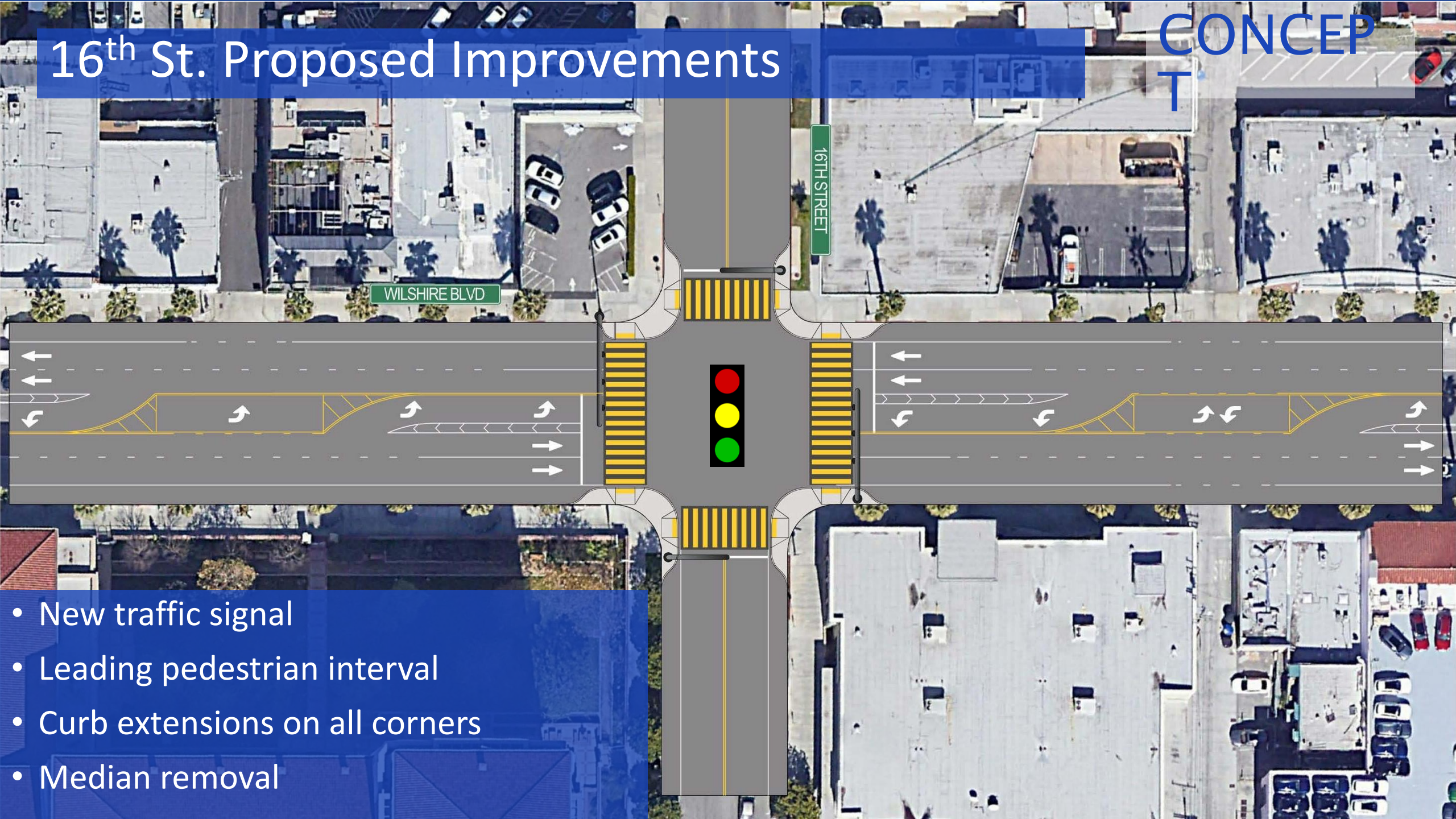
16th St. Proposed Improvements



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

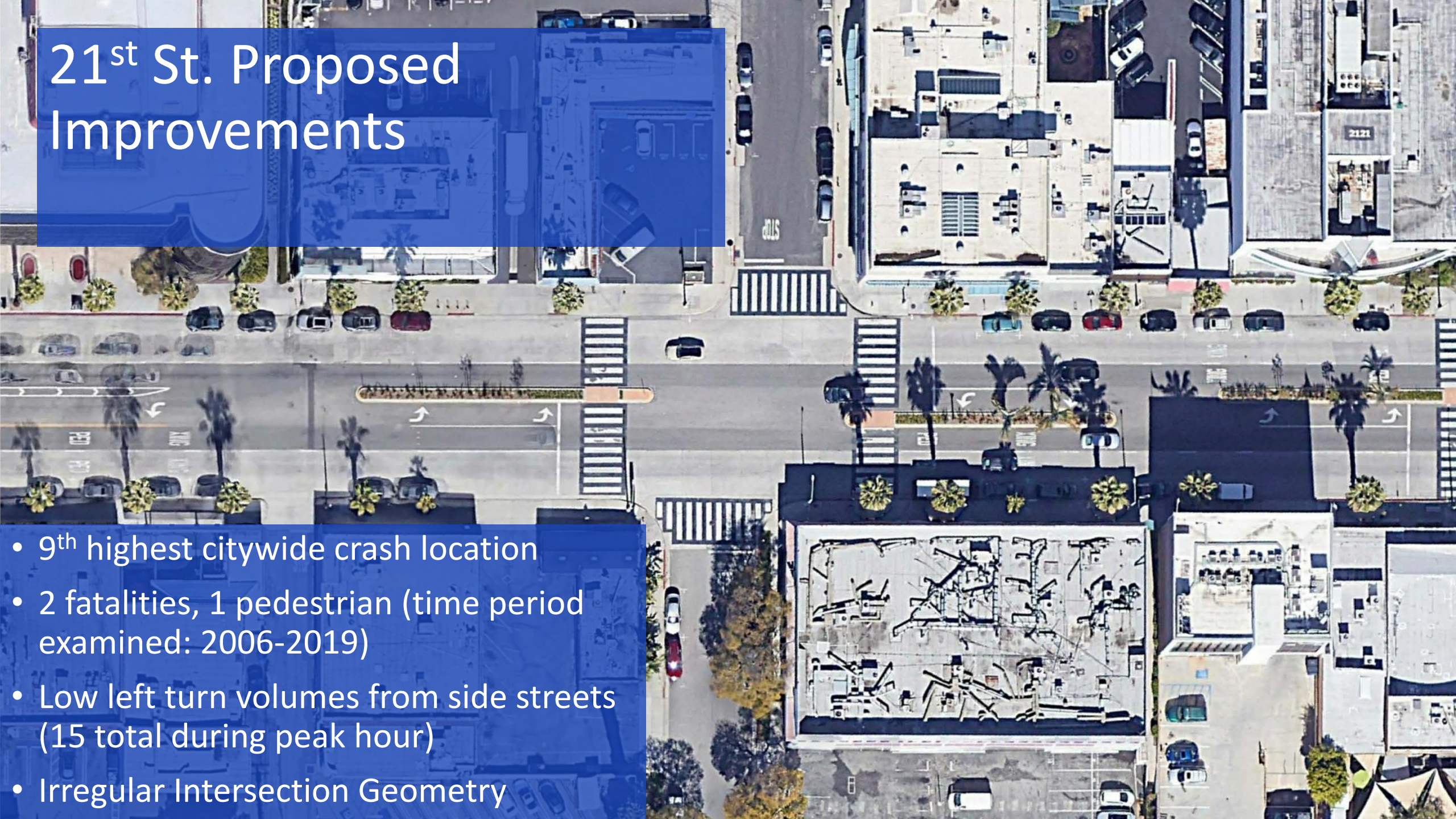
16th St. Proposed Improvements

CONCEPT



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

21st St. Proposed Improvements

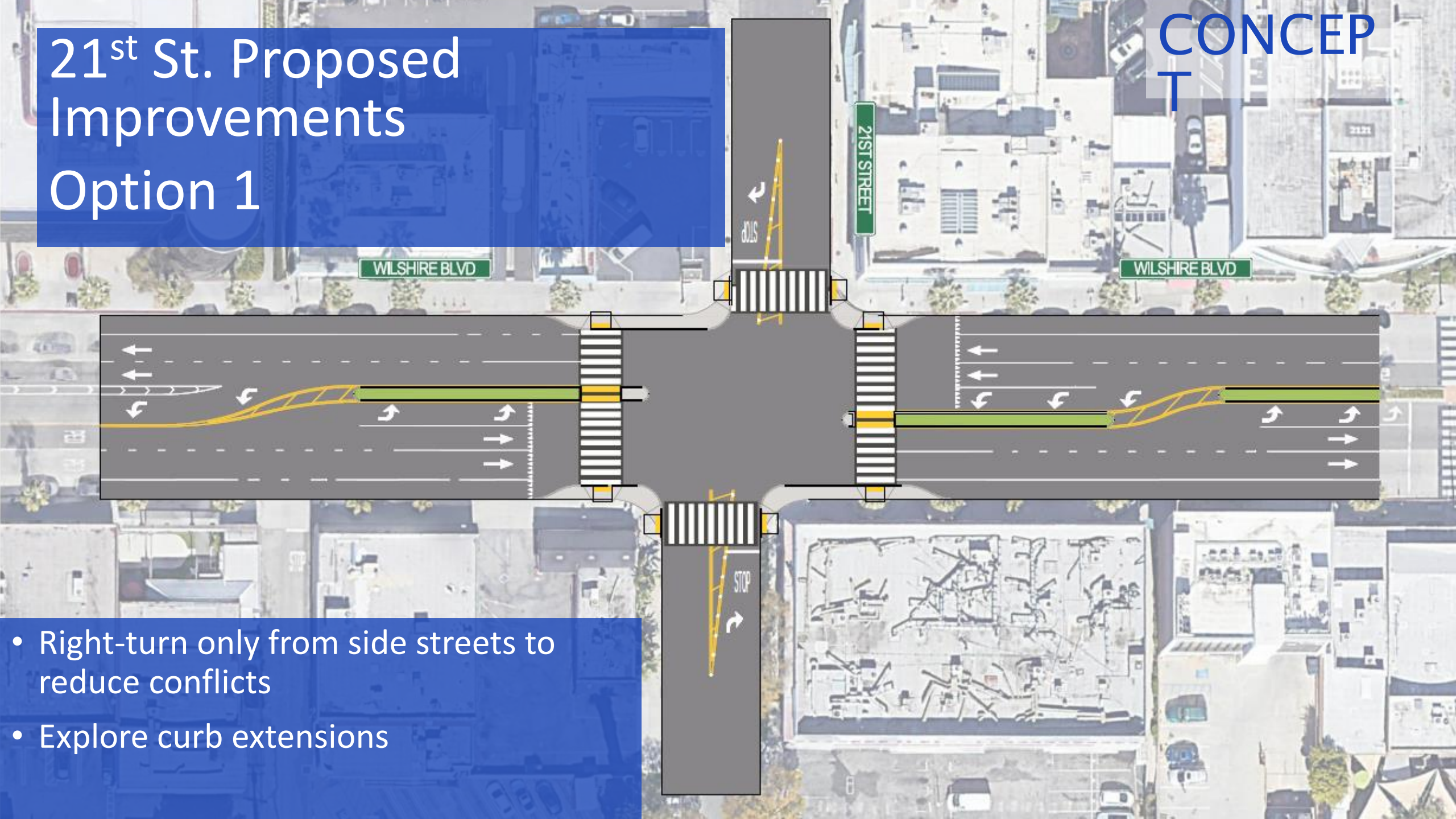


- 9th highest citywide crash location
- 2 fatalities, 1 pedestrian (time period examined: 2006-2019)
- Low left turn volumes from side streets (15 total during peak hour)
- Irregular Intersection Geometry

21st St. Proposed Improvements

Option 1

CONCEPT



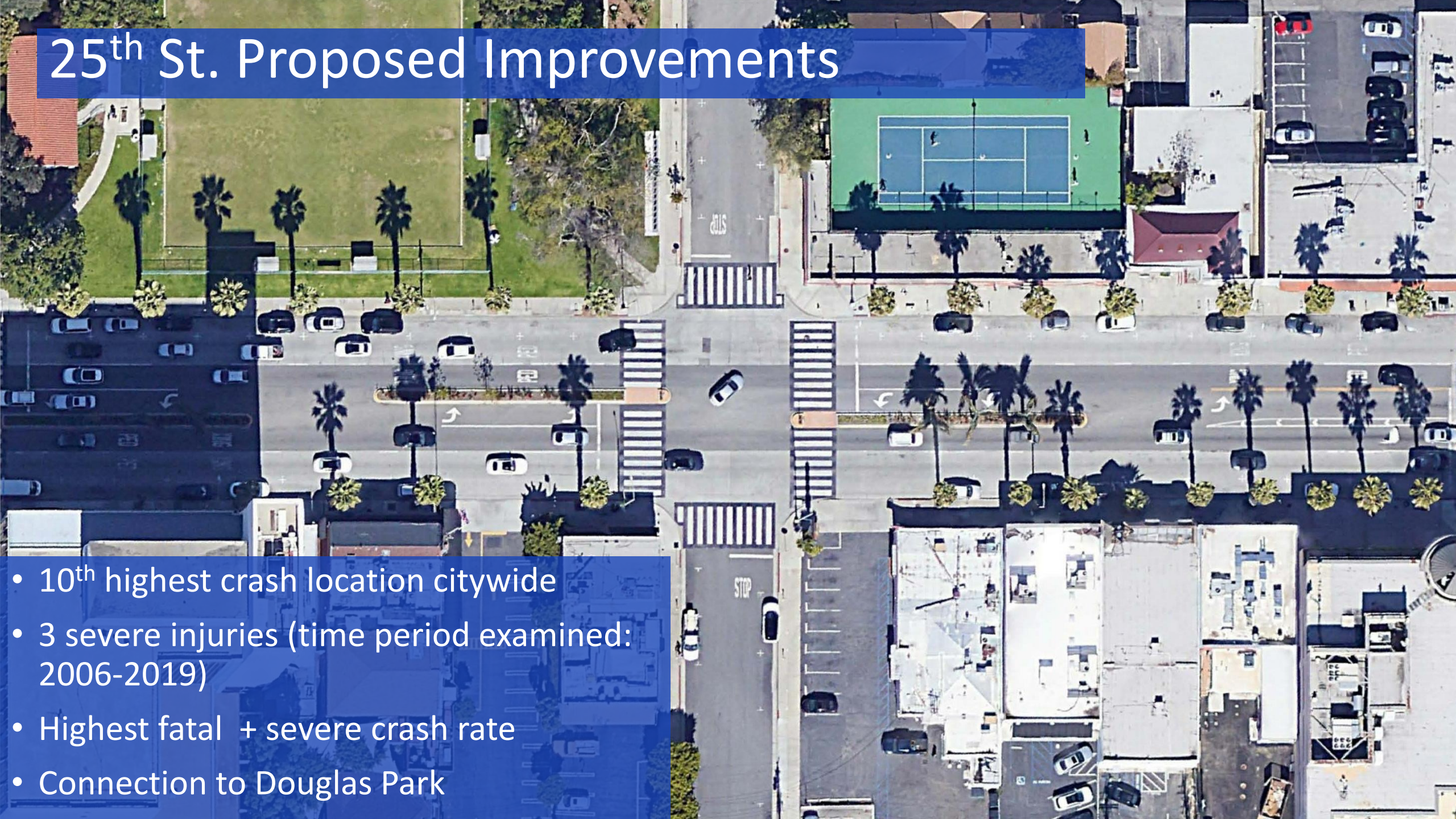
- Right-turn only from side streets to reduce conflicts
- Explore curb extensions

21st St. Proposed Improvements Option 2

CONCEPT

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

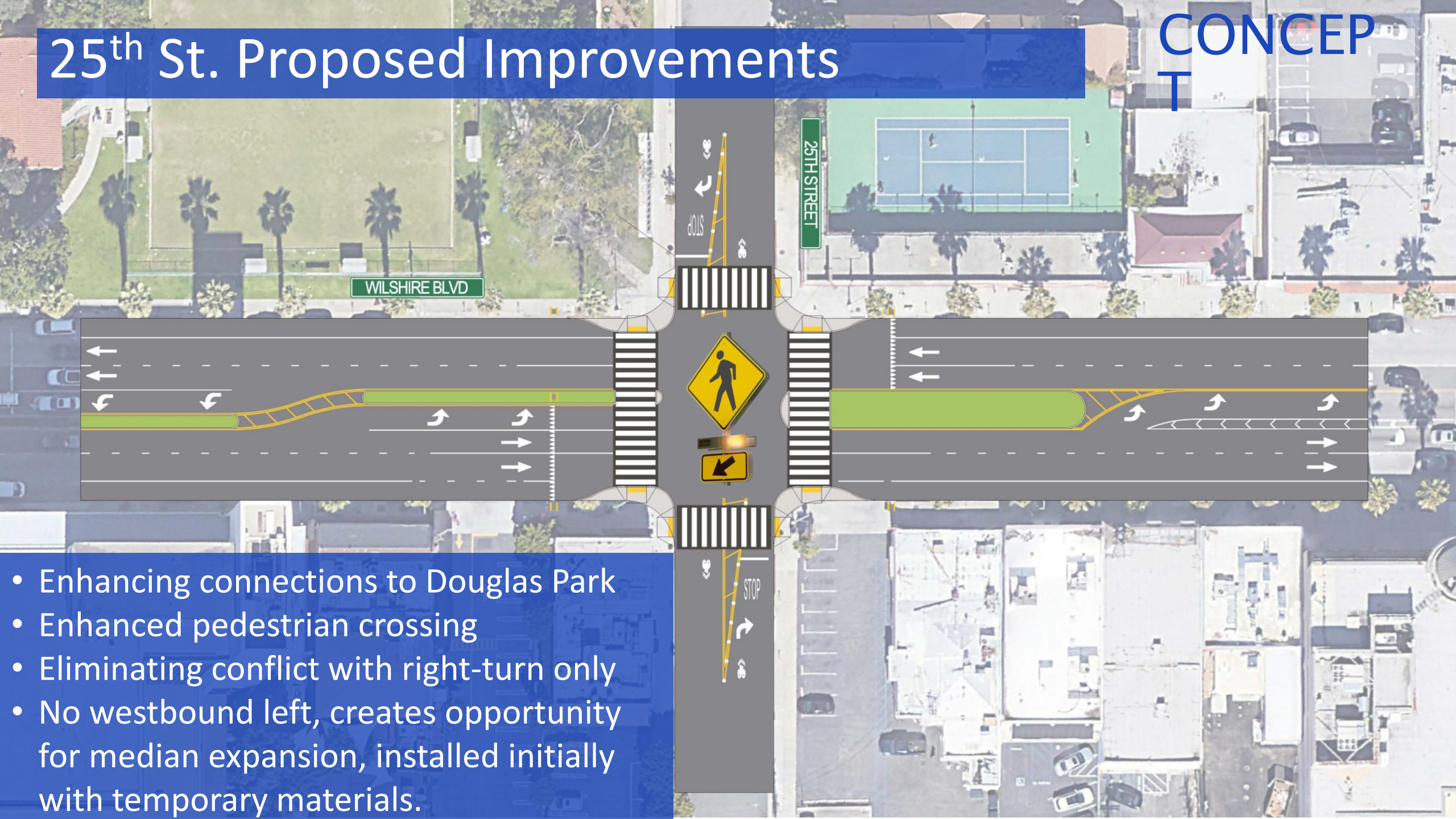
25th St. Proposed Improvements



- 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



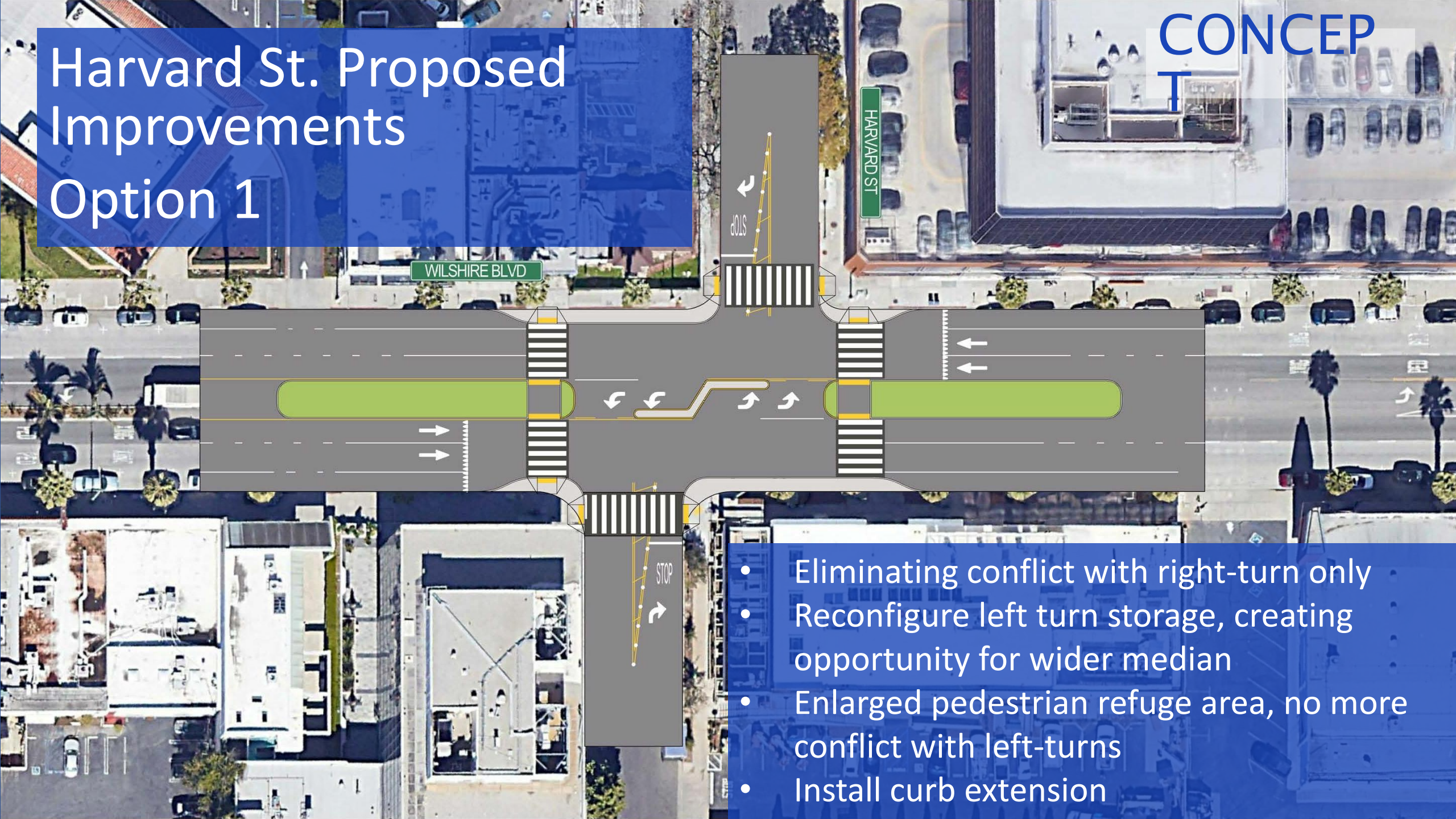
- Enhancing connections to Douglas Park
- Enhanced pedestrian crossing
- Eliminating conflict with right-turn only
- No westbound left, creates opportunity for median expansion, installed initially with temporary materials.

Harvard St. Proposed Improvements

- 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

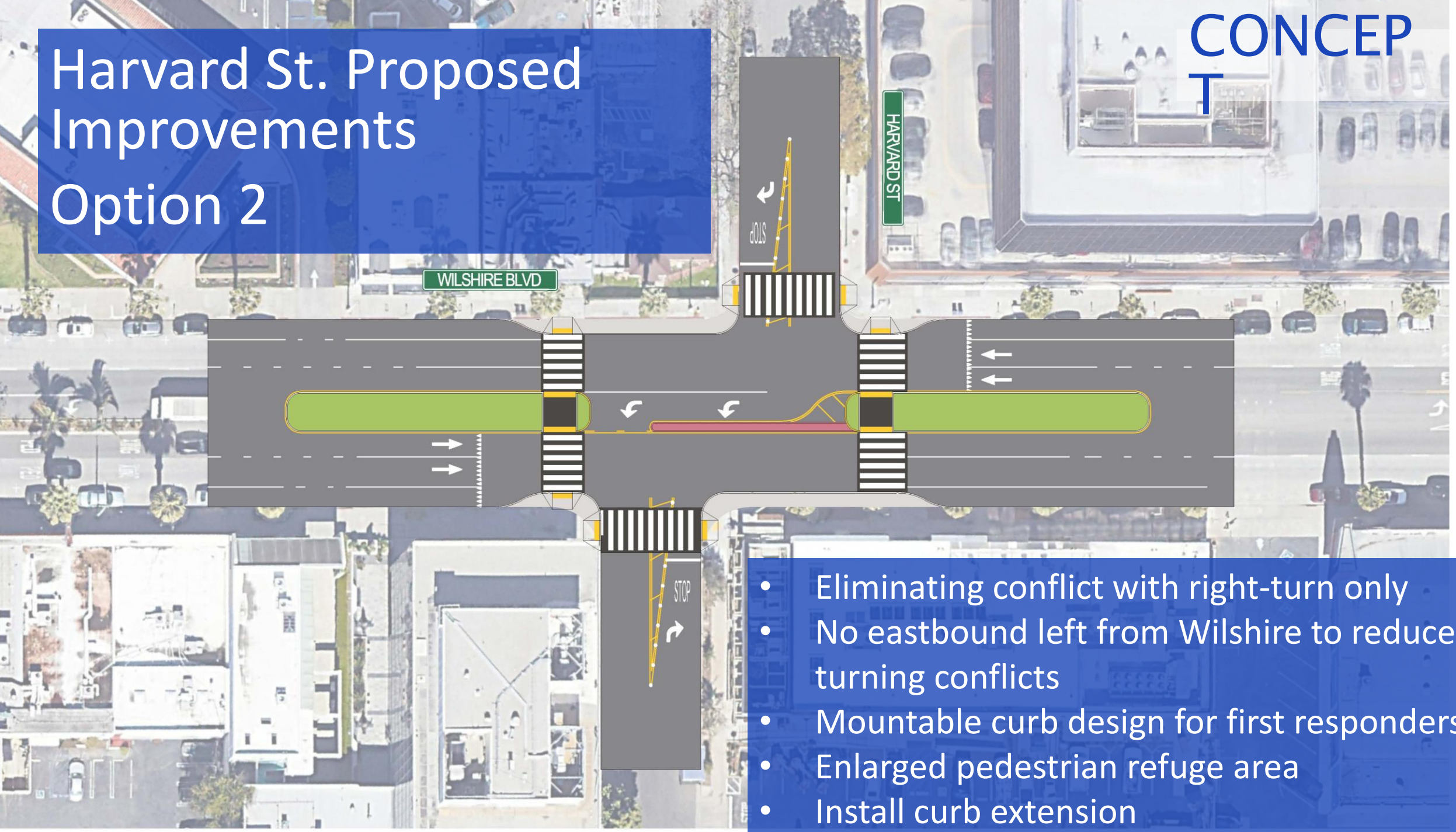
CONCEPT



- 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



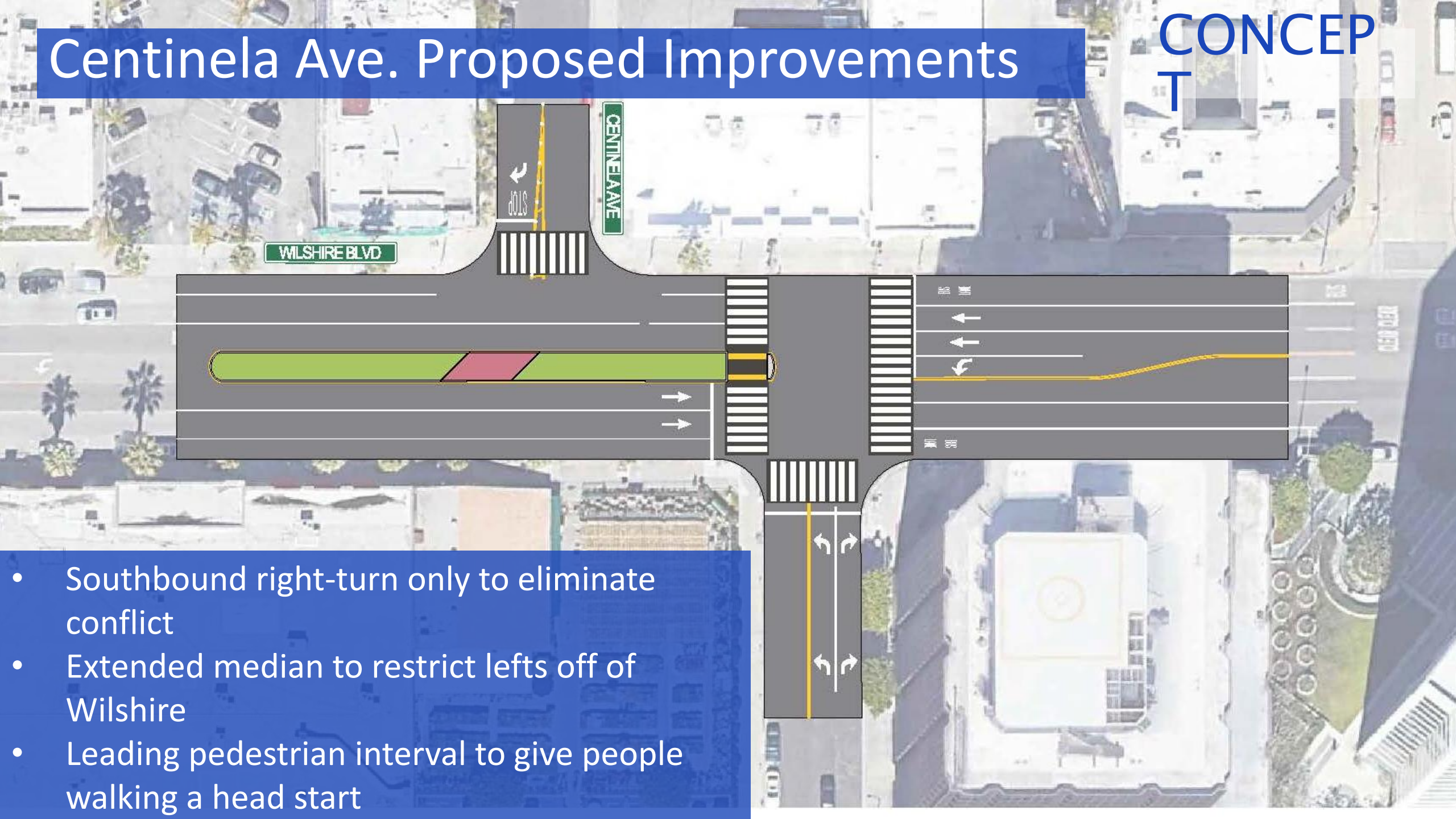
- Eliminating conflict with right-turn only
- No eastbound left from Wilshire to reduce turning conflicts
- Mountable curb design for first responders
- Enlarged pedestrian refuge area
- Install curb extension

Centinela Ave. Proposed Improvements

- 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

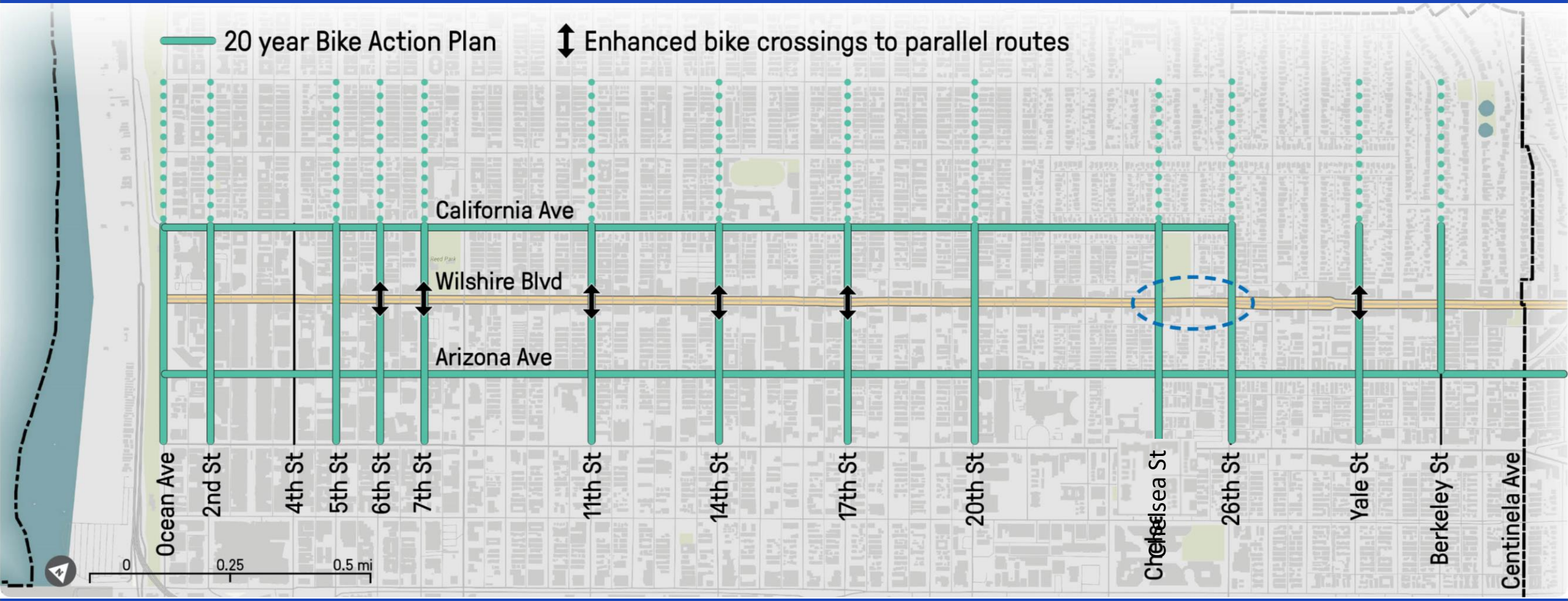
Centinela Ave. Proposed Improvements

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



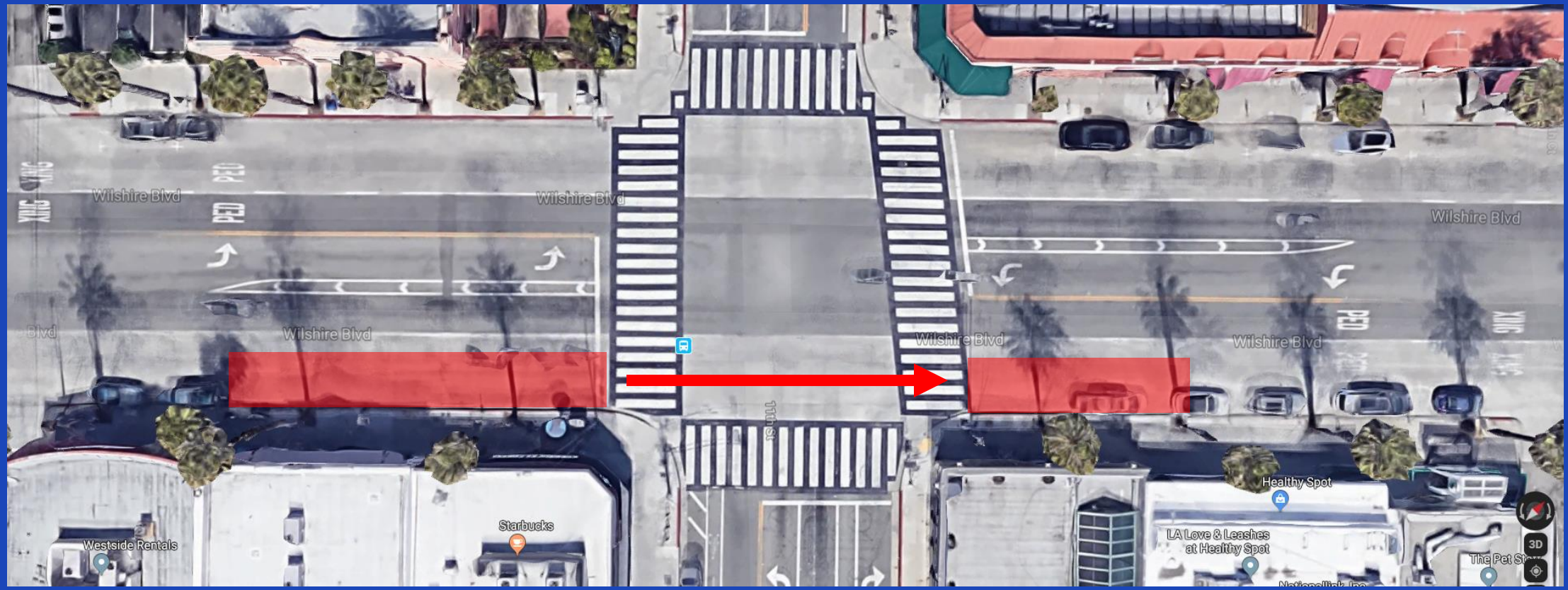
Big Blue Bus/Metro Bus Stops Relocation:

- 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

Lighting evaluation

Curb Extensions

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

City of Santa Monica®

take the friendly road for a safe santa monica

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.