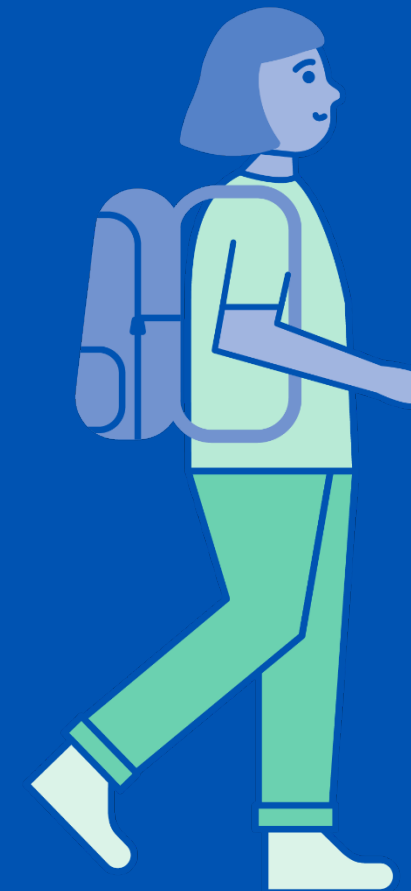
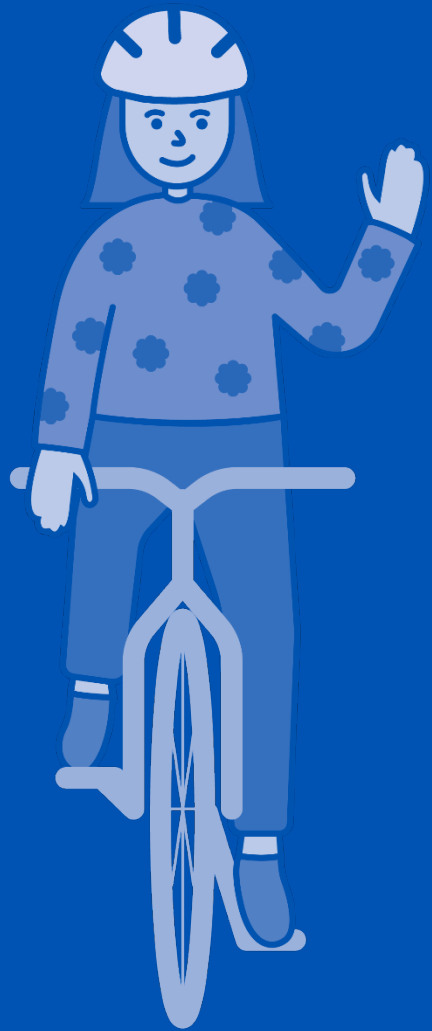


SANTA MONICA BLVD SAFETY STUDY

**CITY COUNCIL MEETING
JUNE 10, 2025**



PROJECT OVERVIEW

Approach

GATHER EXISTING CONDITIONS INFO

To establish and understand the context of the corridor.

SEEK COMMUNITY FEEDBACK

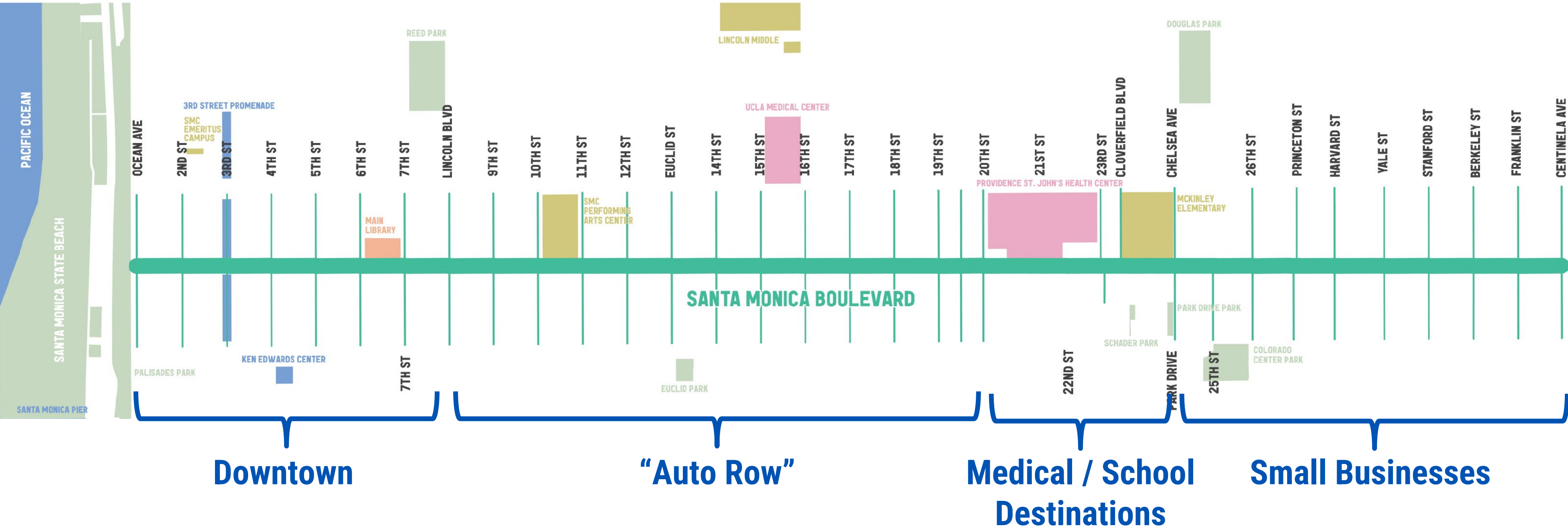
Through a robust public outreach process.

IDENTIFY TARGETED SAFETY ENHANCEMENTS

Using a detailed and data-driven process.

PROJECT OVERVIEW

Project Area



SAFETY ANALYSIS FINDINGS

Who is impacted?

- Young people ages 16-25 are overrepresented in crashes (16% of all crashes vs. 8% of City's population).
- Seniors aged 66+ make up 23% of all **pedestrians** involved in injury crashes (19% of this age group in Santa Monica).



SAFETY ANALYSIS FINDINGS

What are common crash types?

- Right of Way violations are the primary collision factor.
- Crashes occur most frequently at signalized intersections.
- Injury severity is highest at unsignalized intersections.



COMMUNITY FEEDBACK



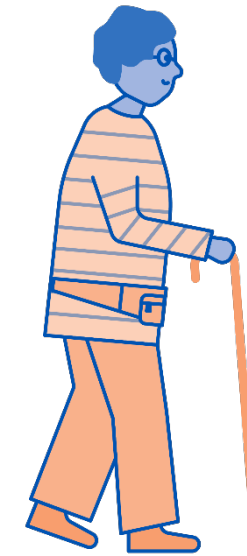
Touchpoint #1:

Pop-up at Downtown branch, October-November 2024.



Touchpoint #2:

Community Walk Audit at St. John's Health Center in February.



Social Pinpoint:

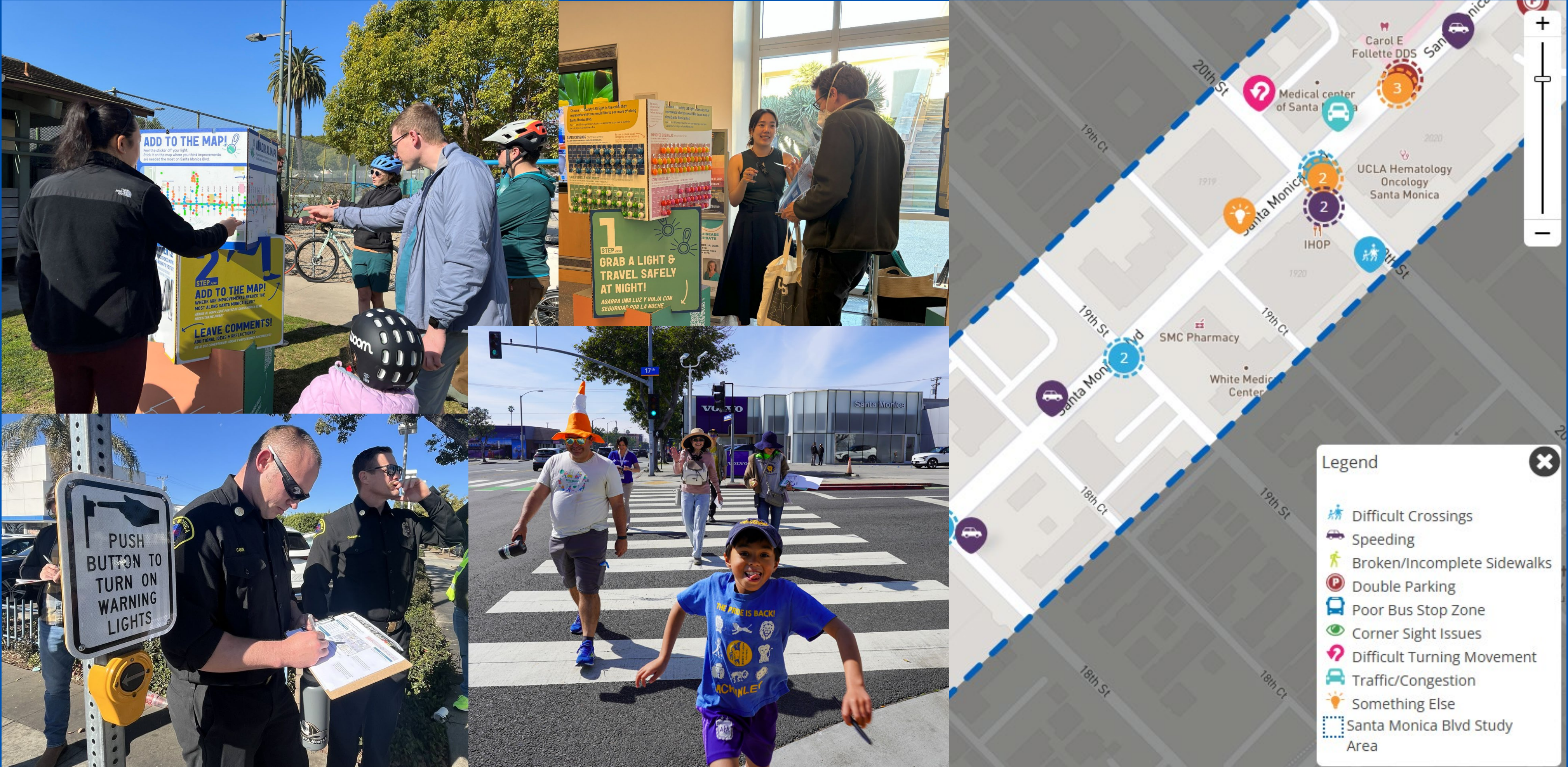
Interactive map survey, October - April 2025.



Touchpoint #3:

Future community workshop planned for September 2025.

COMMUNITY FEEDBACK



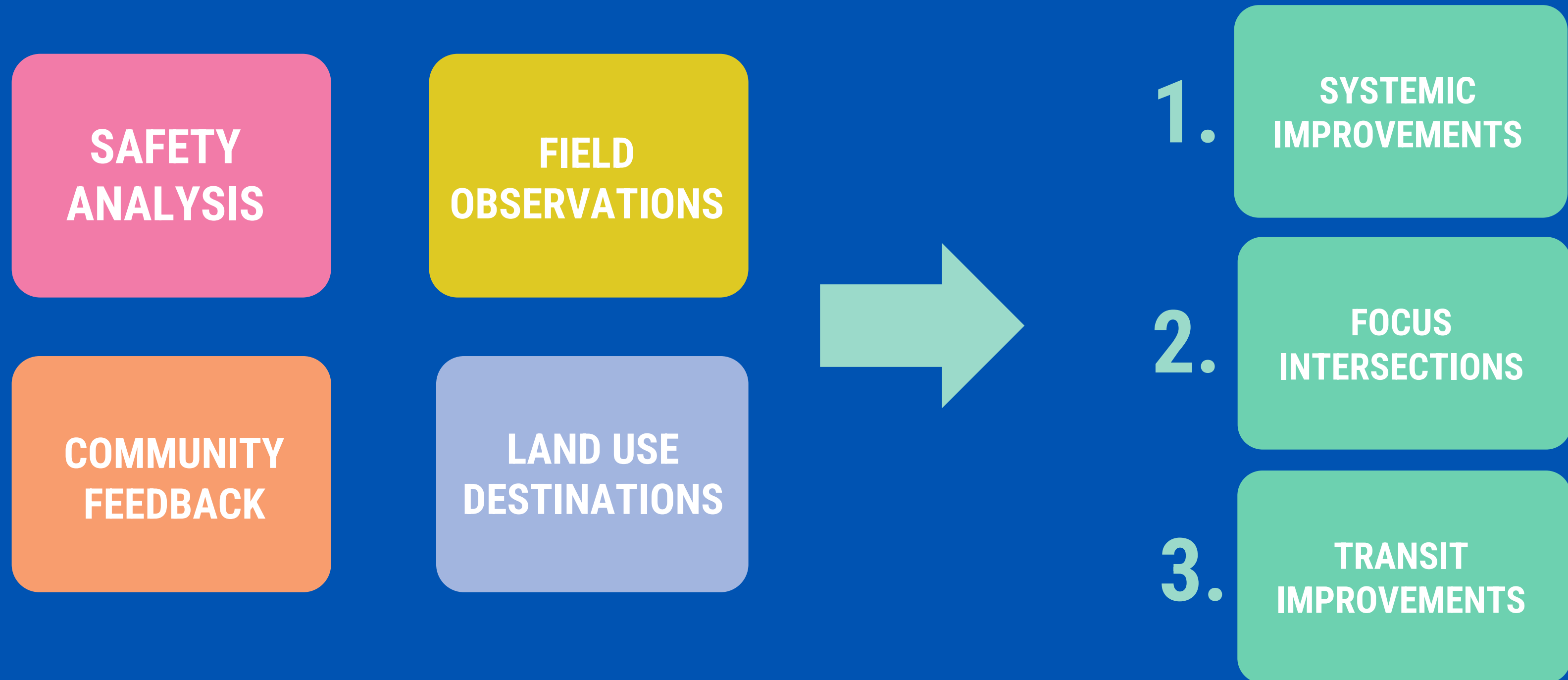
PROPOSED RECOMMENDATIONS

Summary of Findings

- Crashes occur most frequently at signalized intersections.
- Injury severity is highest at unsignalized intersections.
- Pedestrians are overrepresented in serious injury crashes.
- Safer pedestrian crossings and safer vehicle movements are most desired by the community.



IDENTIFY IMPROVEMENT TYPES



PROPOSED RECOMMENDATIONS

Systemic Improvements

Installation of low- to moderate-cost countermeasures at locations with the highest risk of severe crashes.

- Consistent pavement markings and signage.
- Leading Pedestrian Intervals
- Signal Timing Coordination (20th to 26th Street)
- Right turn only from side streets at all unsignalized intersections.



FOCUS INTERSECTION IMPROVEMENTS

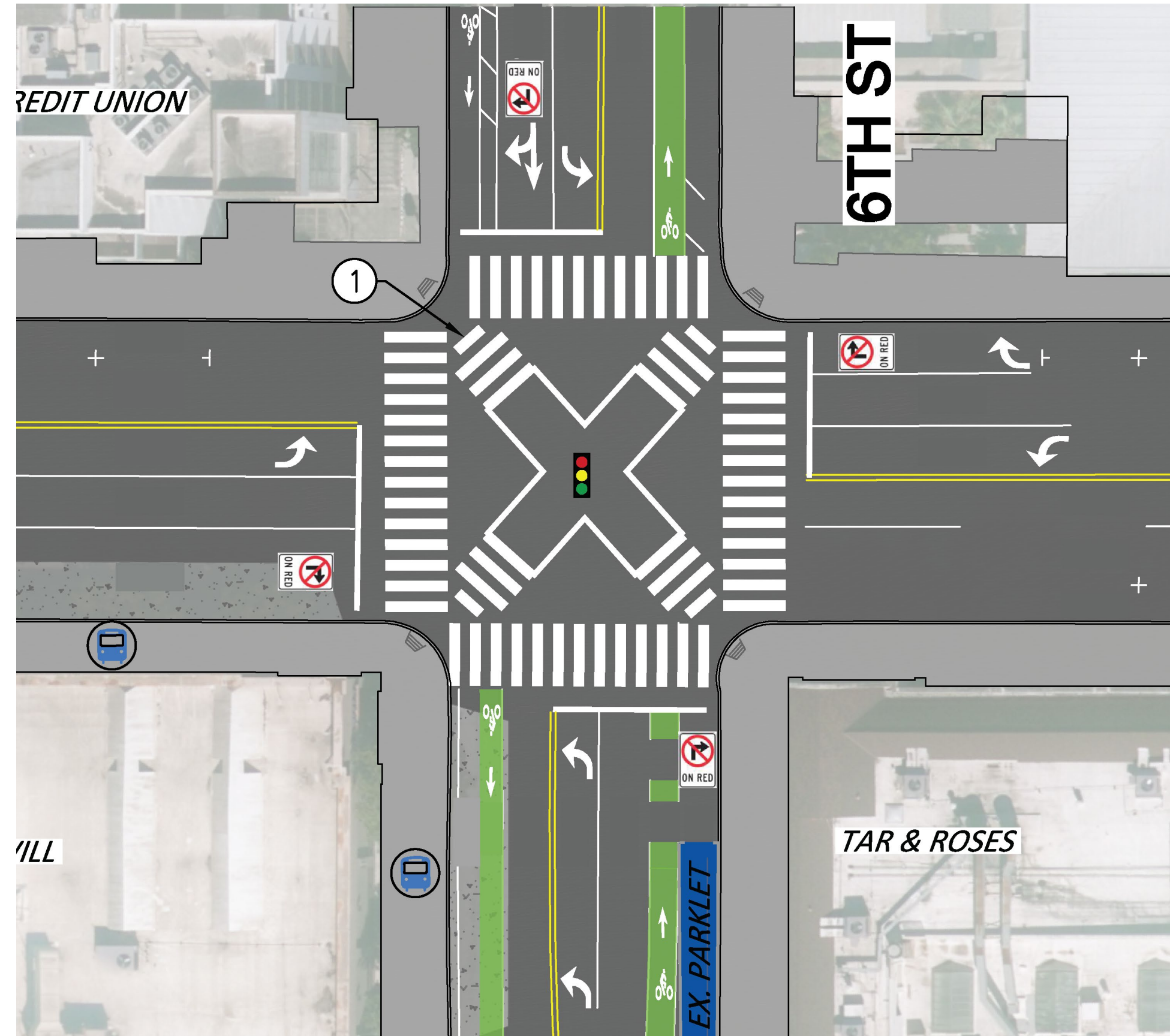
6th St.

Recommendations:

- New pedestrian scramble intersection
- No Right Turn on Red restriction

New Scramble Crosswalks:

- 5th St.
- 7th St.
- 20th St. (needs further study)



FOCUS INTERSECTION IMPROVEMENTS

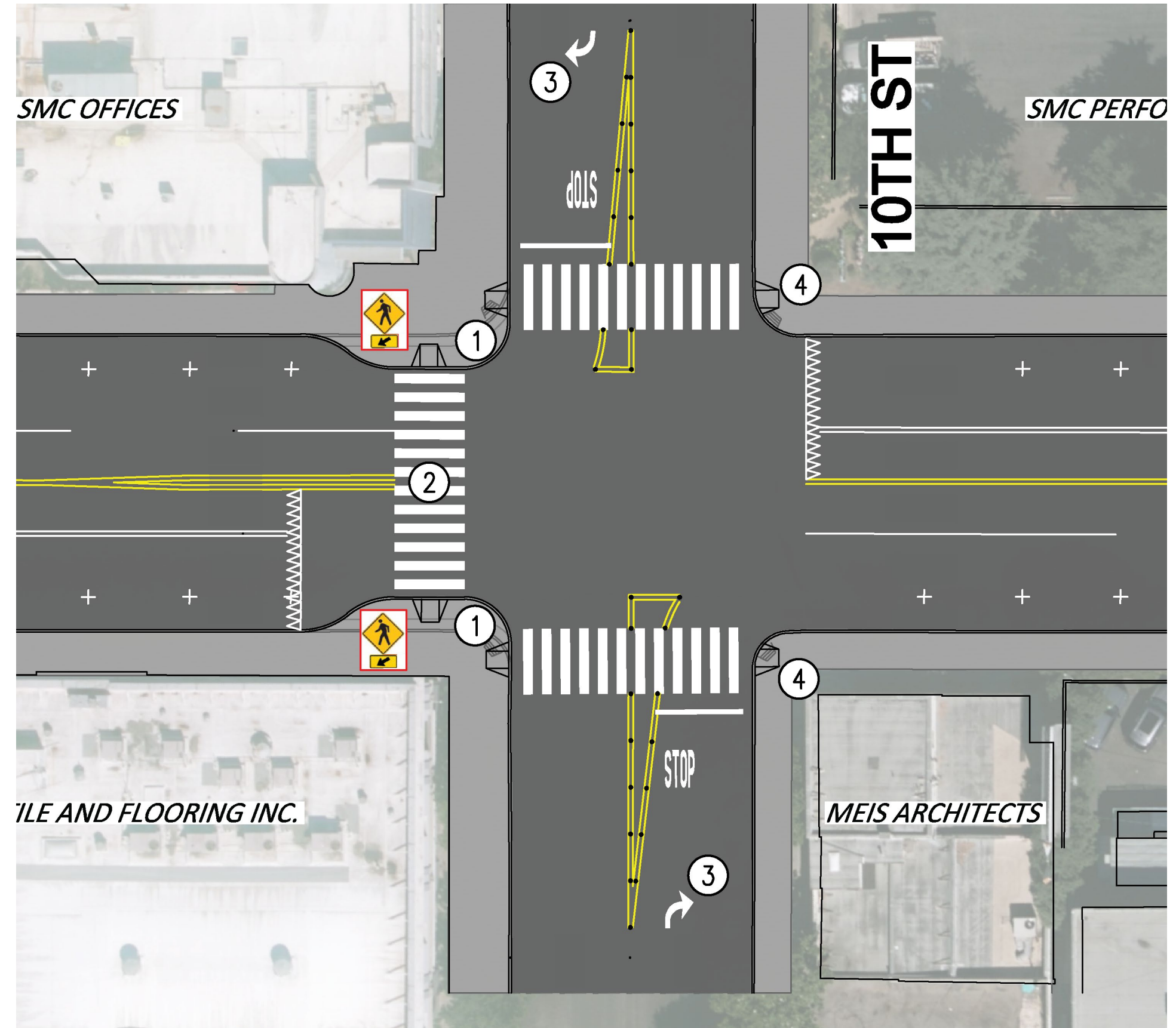
10th St.

Recommendations:

- New crosswalk at west leg and flashing beacons
- Curb Extensions
- Right turn only from side streets

New Crosswalks:

- | | |
|------------------------|----------------|
| • 12 th St. | • Harvard St. |
| • 19 th St. | • Stanford St. |
| • Chelsea Ave. | • Franklin St. |



FOCUS INTERSECTION IMPROVMENTS

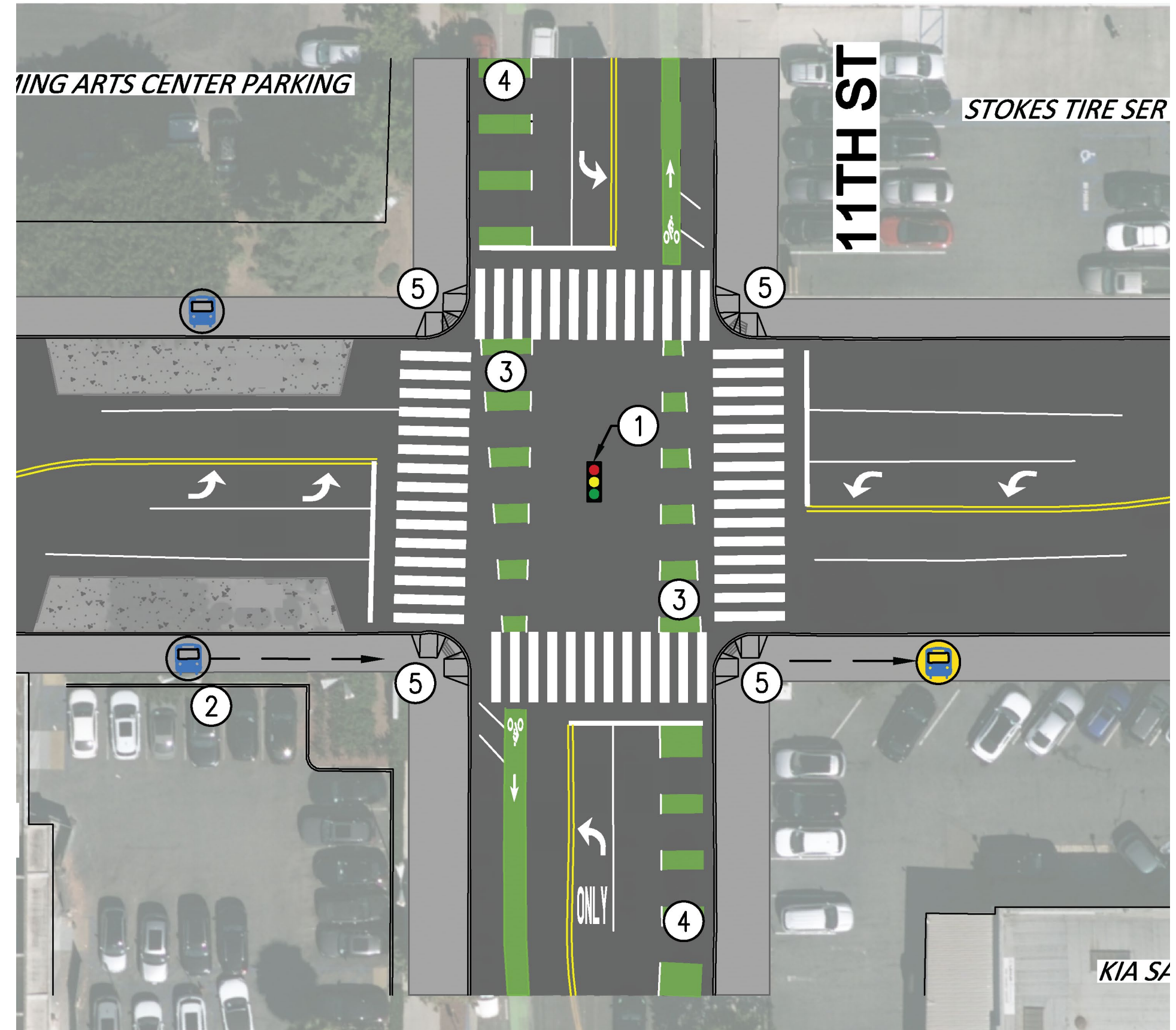
11th St.

Recommendations:

- Bike markings across the intersection
- Far side bus stop relocation

New Bike Crossings:

- 14th St.
- Yale St.



FOCUS INTERSECTION IMPROVEMENTS

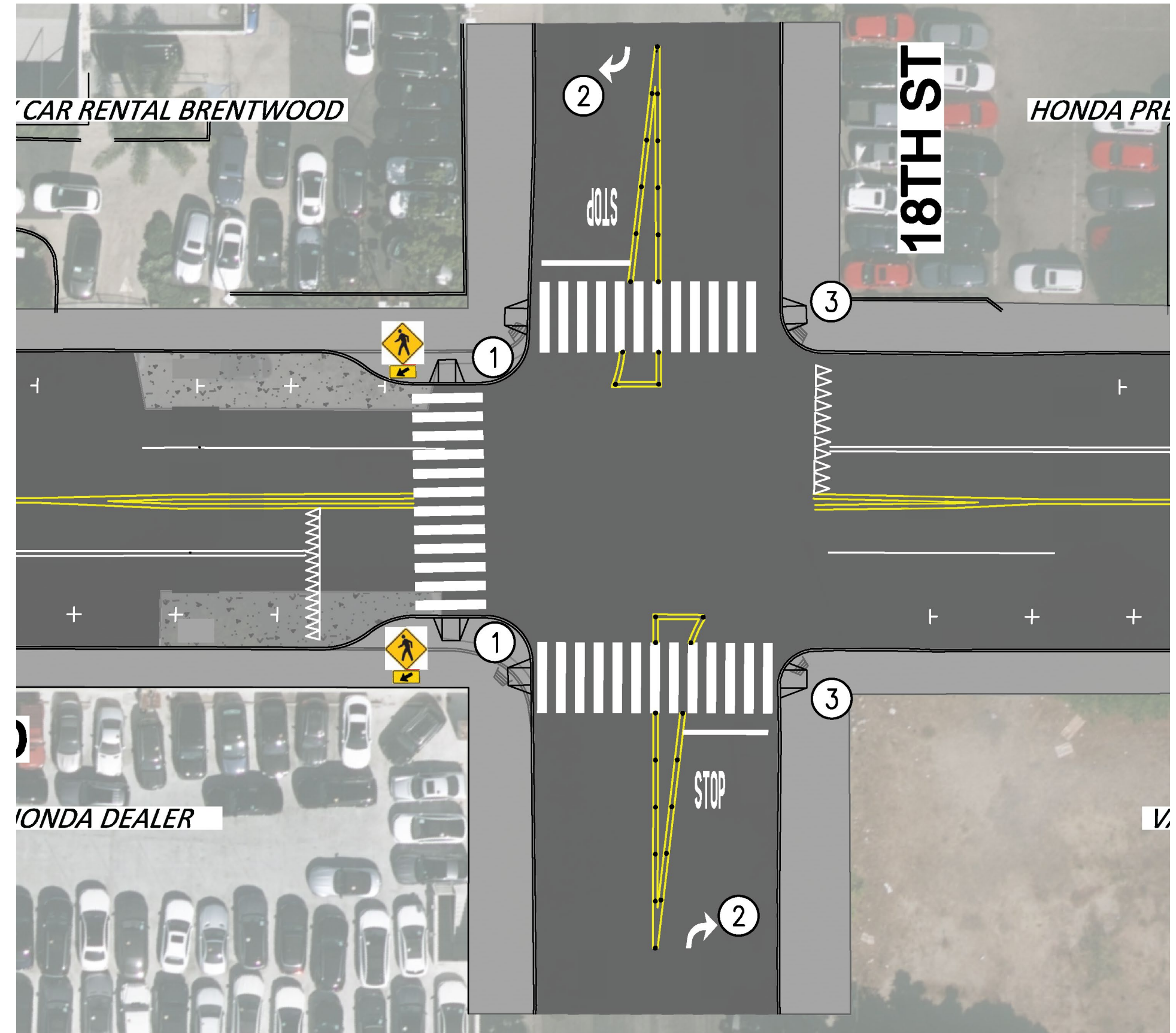
18th St.

Recommendations:

- Curb Extensions
- Right turn only from side streets

Improvements to Existing Crosswalks:

- 9th St.
- Euclid St.
- 15th St.
- 16th St.
- Princeton St.



FOCUS INTERSECTION IMPROVMENTS

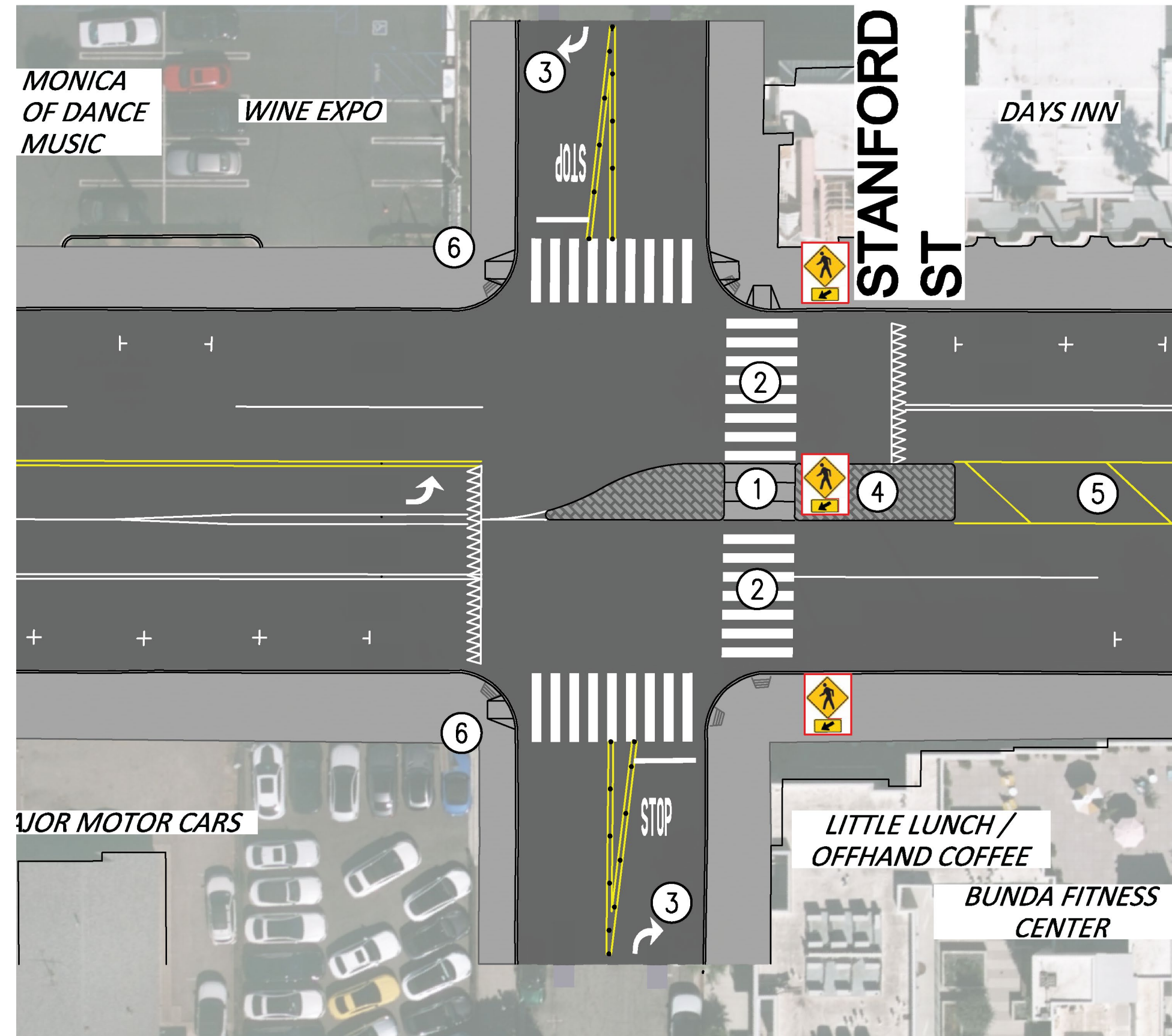
Stanford St.

Recommendations:

- New crosswalk at east leg and flashing beacon
- Ped Refuge Island at east leg
- Westbound left-turn restriction
- Right turn only from side streets

New Crosswalk with Ped Refuge Islands:

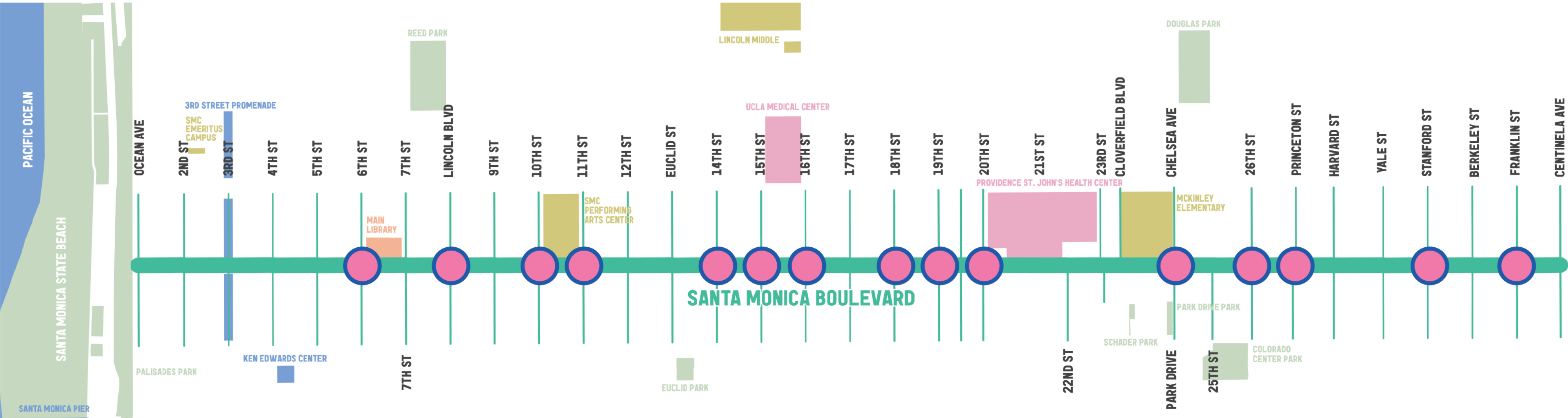
- Princeton St.
- Franklin St.
- Harvard St.



FOCUS INTERSECTION IMPROVMENTS

FOCUS INTERSECTIONS FOR CONCEPT LEVEL PLANS

 Focus Intersection Location



TRANSIT IMPROVEMENTS

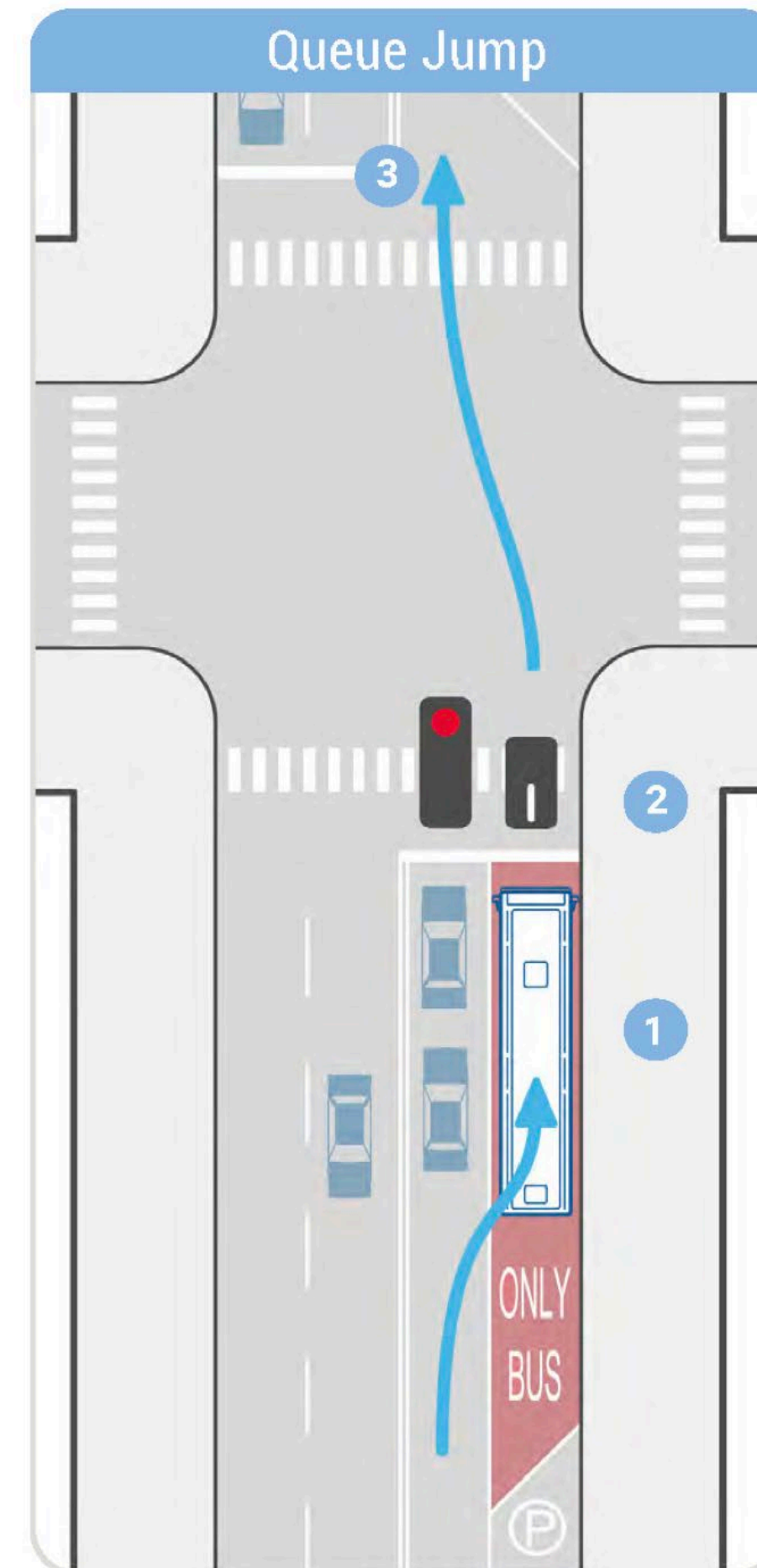
Proposed Improvements

Far Side Relocation

- Improves visibility of pedestrians at crosswalks.
- Minimizes right turn conflicts for vehicles.
- Allows operators to merge into the travel lane.
- Locations: 11th St. , 14th St., Berkley St.

Queue Jumps

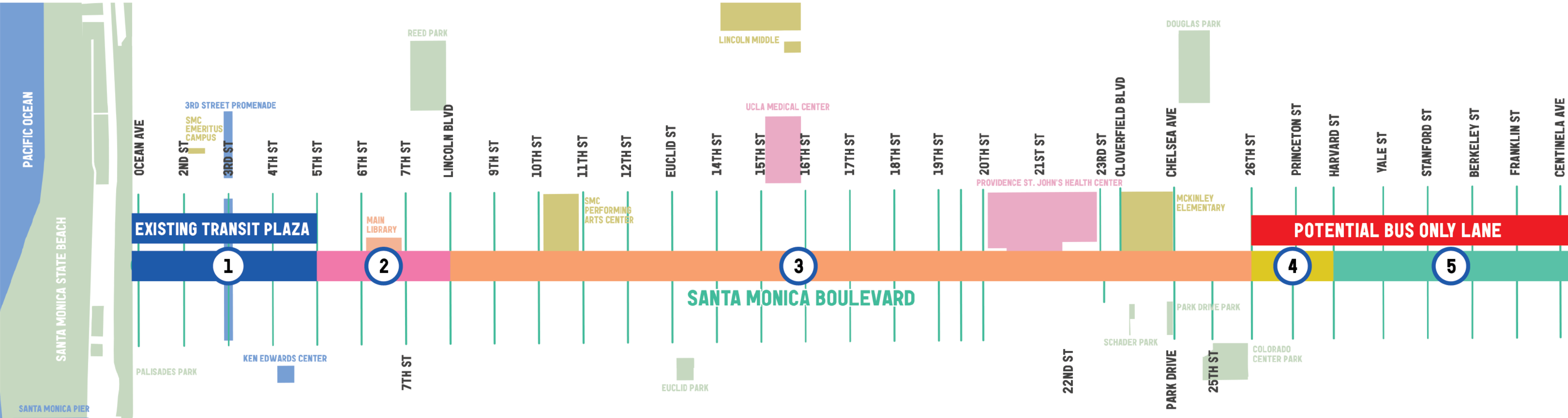
- Allows buses to bypass traffic at intersections.
- Locations: Lincoln Blvd., 26th St.



TRANSIT IMPROVEMENTS

CURB TO CURB STREET WIDTHS

- 142' - 0"
- 258' - 0"
- 363' - 0"
- 468' - 0"
- 576' - 6"



NEXT STEPS AND TIMELINE

TALK WITH THE COMMUNITY

Pop-up events, community walk audit,
and workshop.

STUDY THE STREET

Mapping,
survey,
and safety
audit.

ANALYZE DATA

Review of
safety and
traffic data.

DEVELOP & ADOPT THE PLAN

Draft and final corridor concept
designs, plan development, and City
Council review and approval.

AUG 2024 →

DEC 2024 →

APR 2025 →

FEB 2026

QUESTIONS

