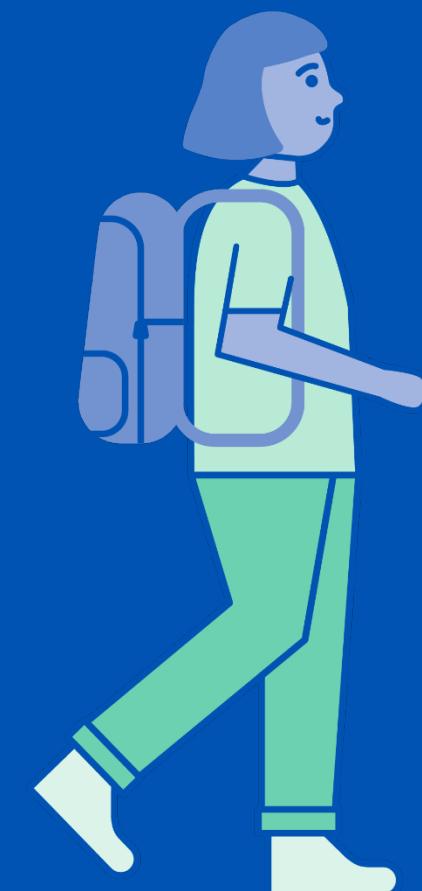
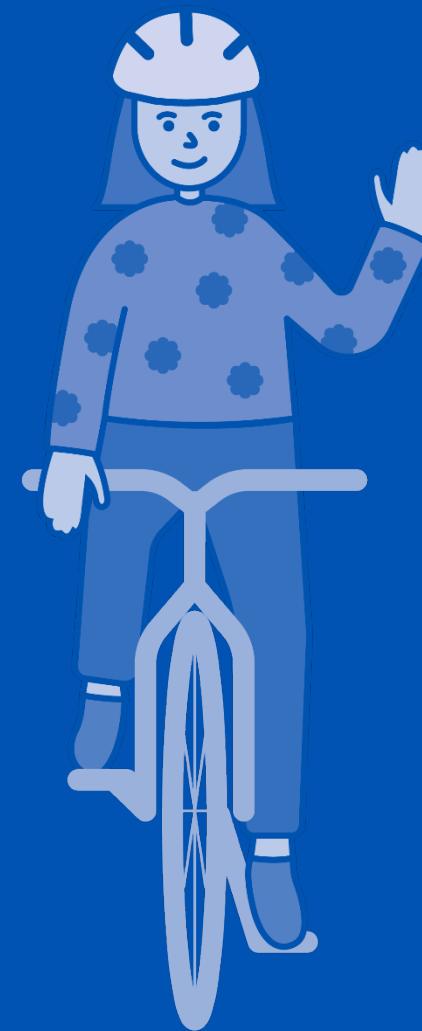


SANTA MONICA BLVD SAFETY STUDY

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

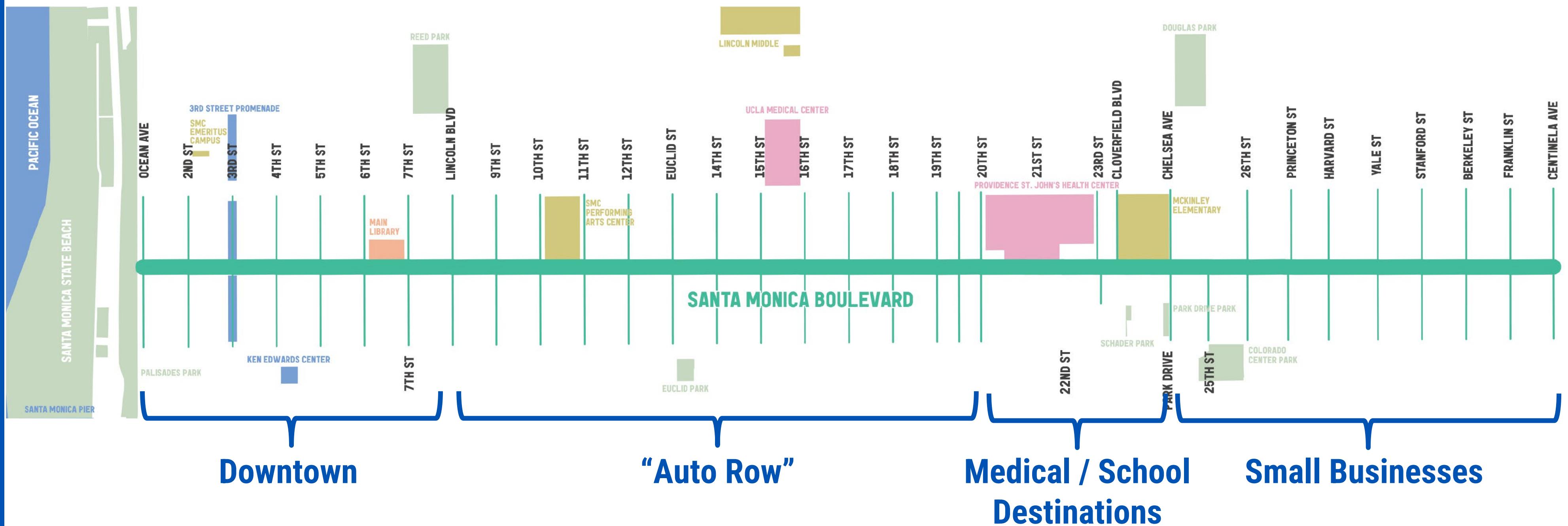
Through a robust public outreach process.

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.

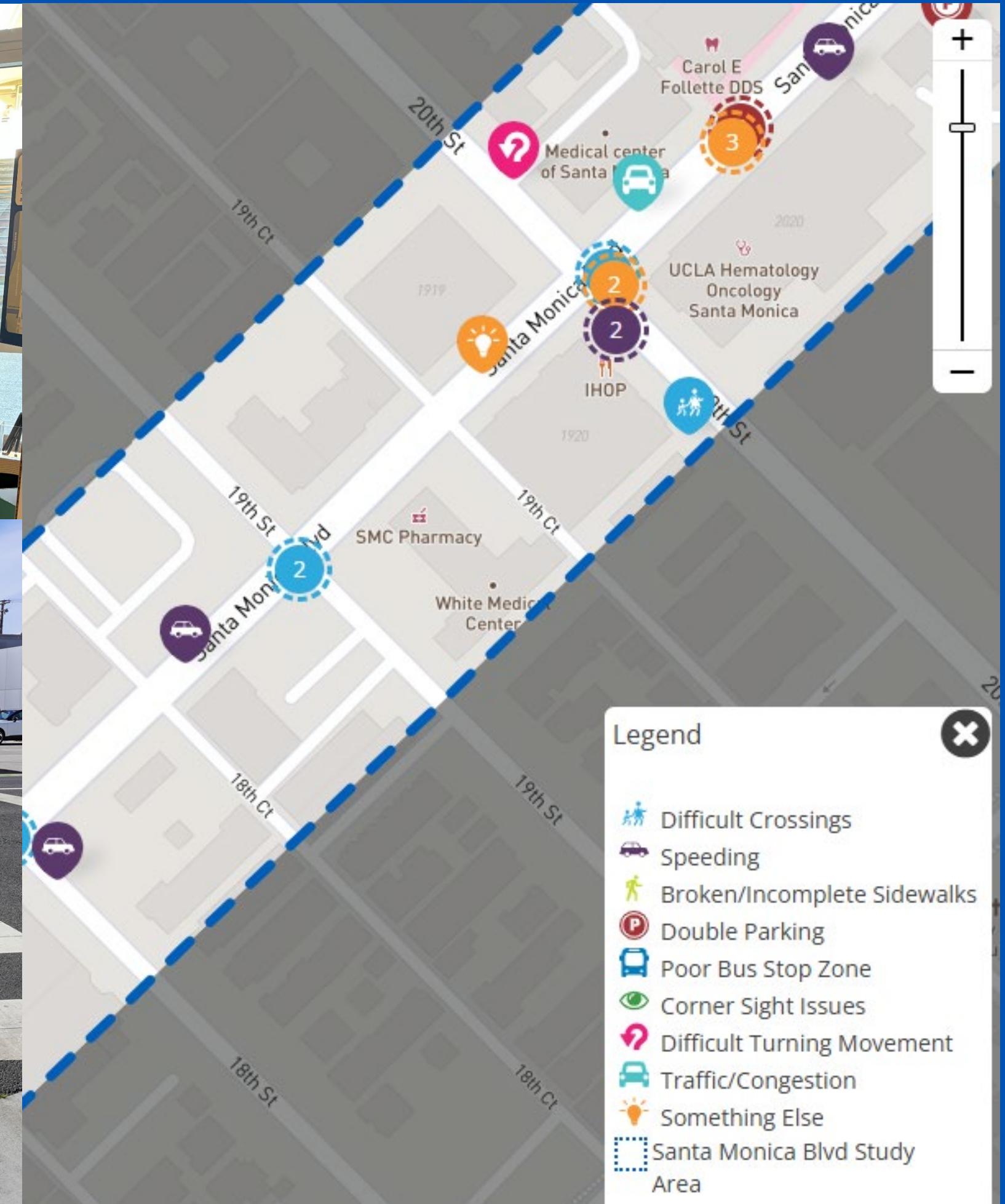


Social Pinpoint:
Interactive map survey,
October - April 2025.



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.



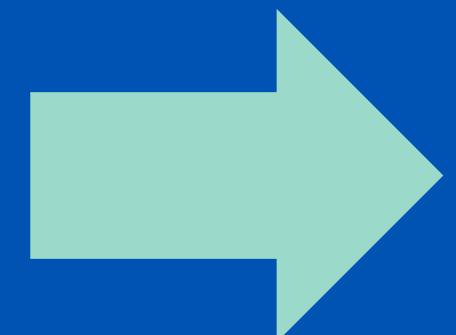
IDENTIFY IMPROVEMENT TYPES

SAFETY
ANALYSIS

FIELD
OBSERVATIONS

COMMUNITY
FEEDBACK

LAND USE
DESTINATIONS



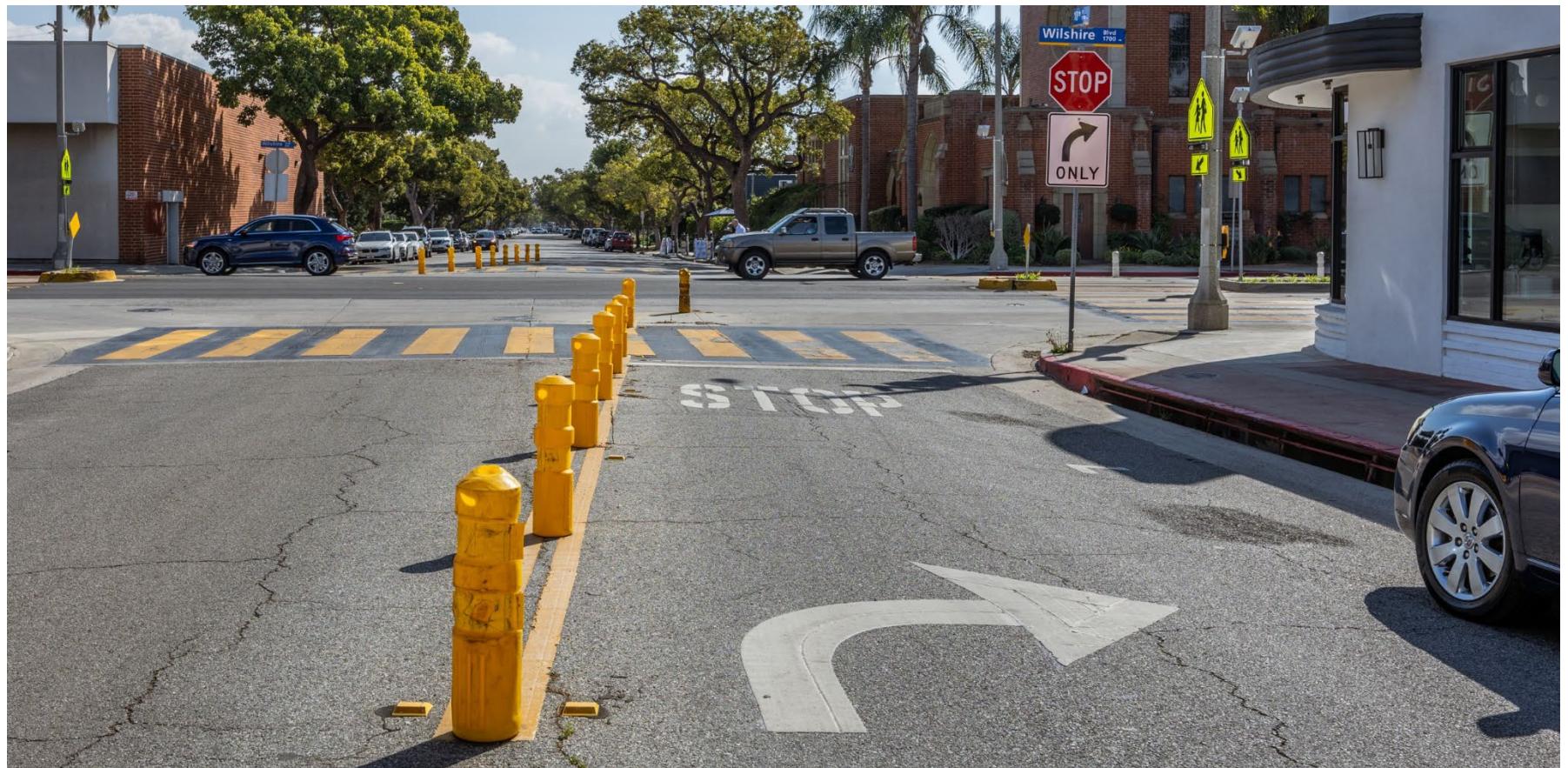
1. SYSTEMIC IMPROVEMENTS
2. FOCUS INTERSECTIONS
3. TRANSIT IMPROVEMENTS

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

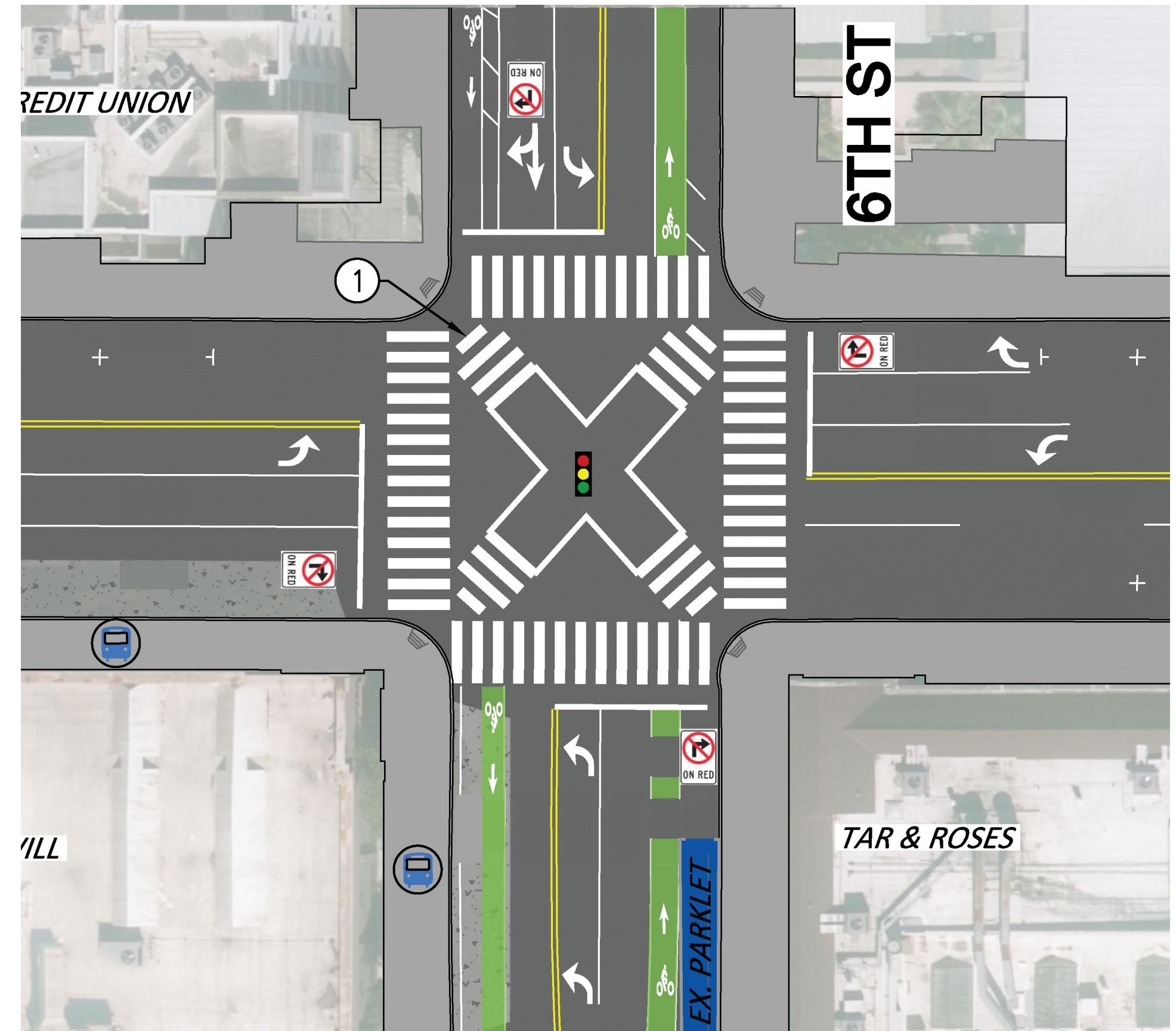
6th St.

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

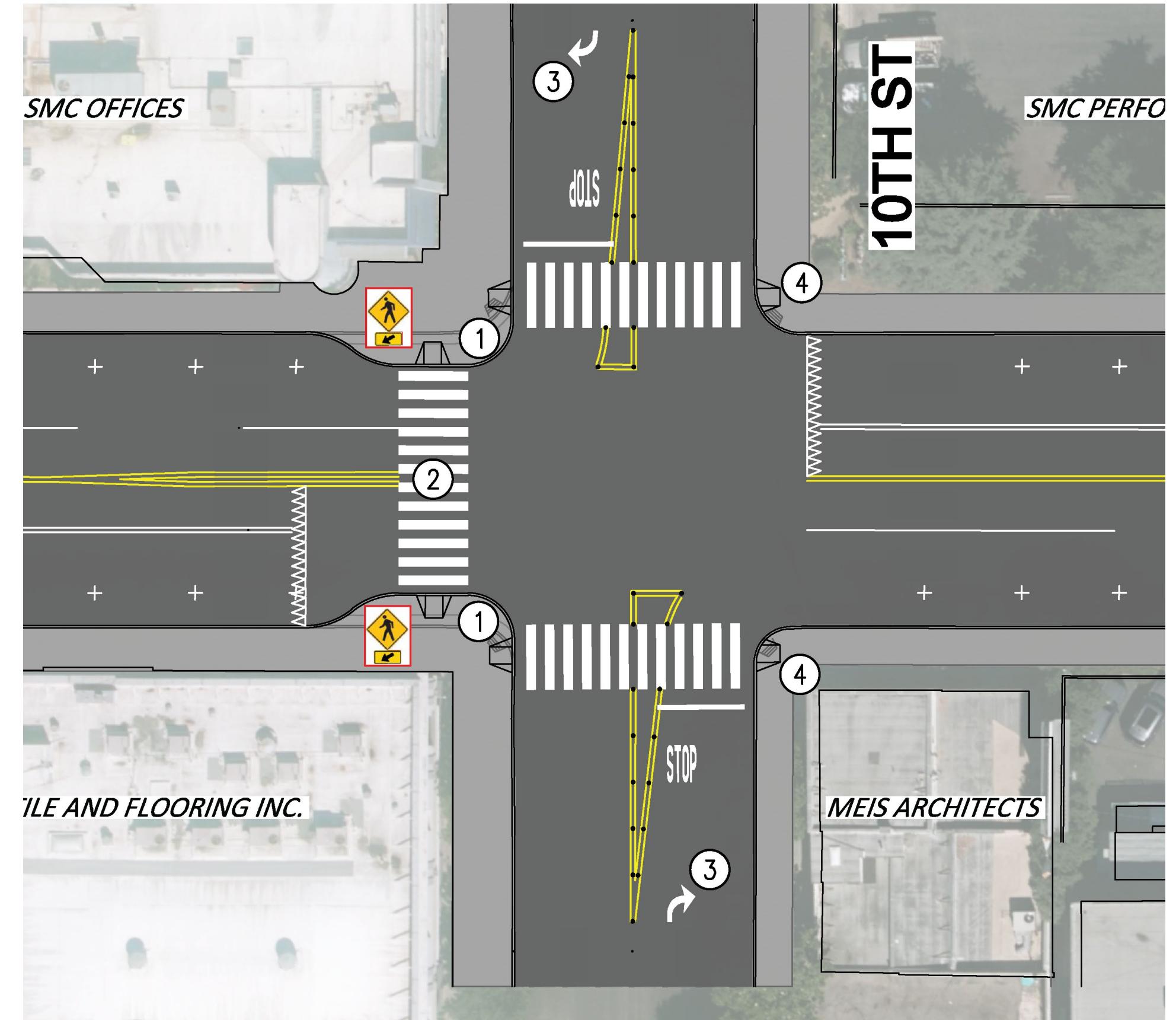
10th St.

Recommendations:

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

New Crosswalks:

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



FOCUS INTERSECTION IMPROVEMENTS

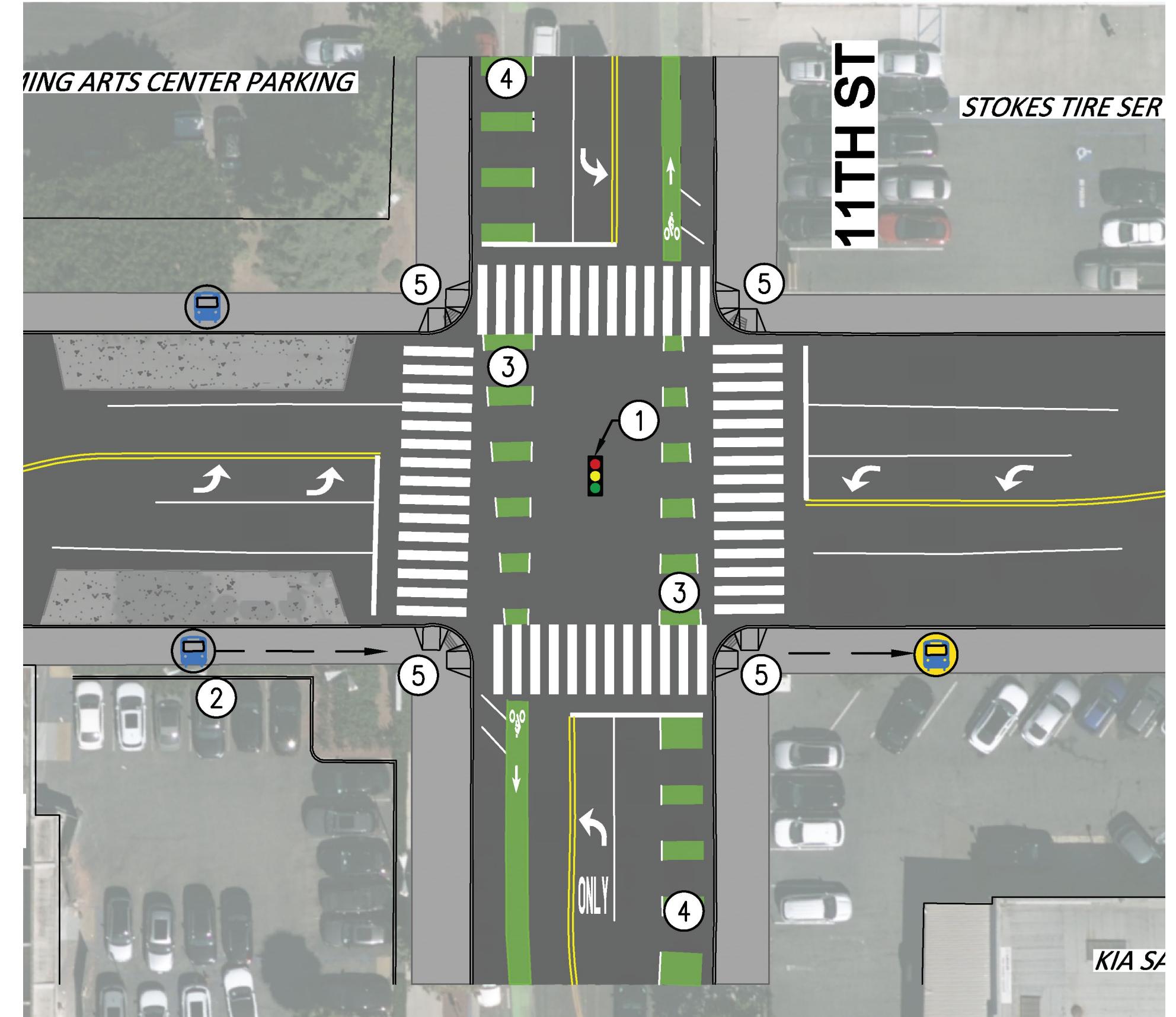
11th St.

Recommendations:

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

New Bike Crossings:

- 14th St.
- Yale St.



FOCUS INTERSECTION IMPROVEMENTS

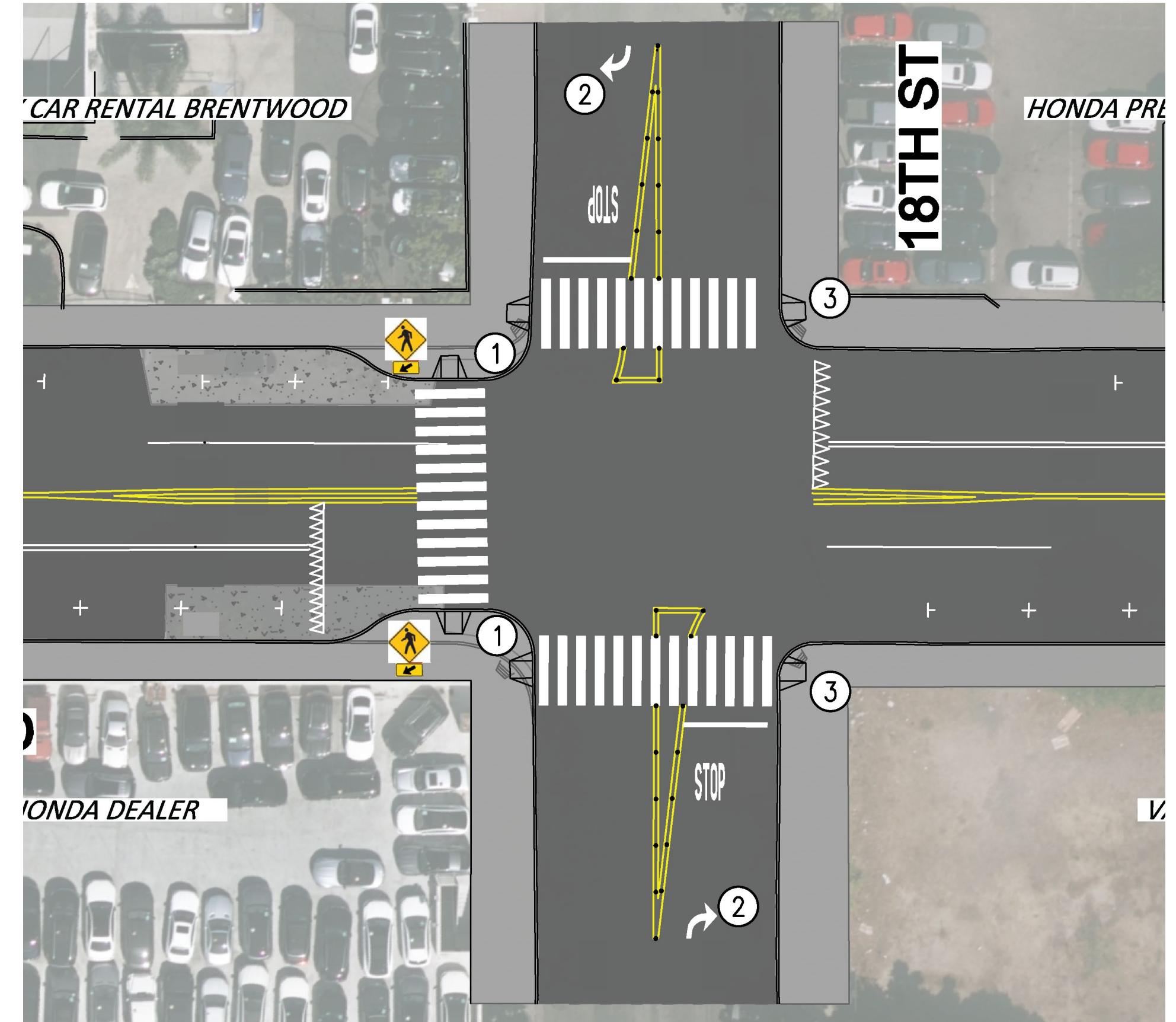
18th St.

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 IMPROVEMENTS

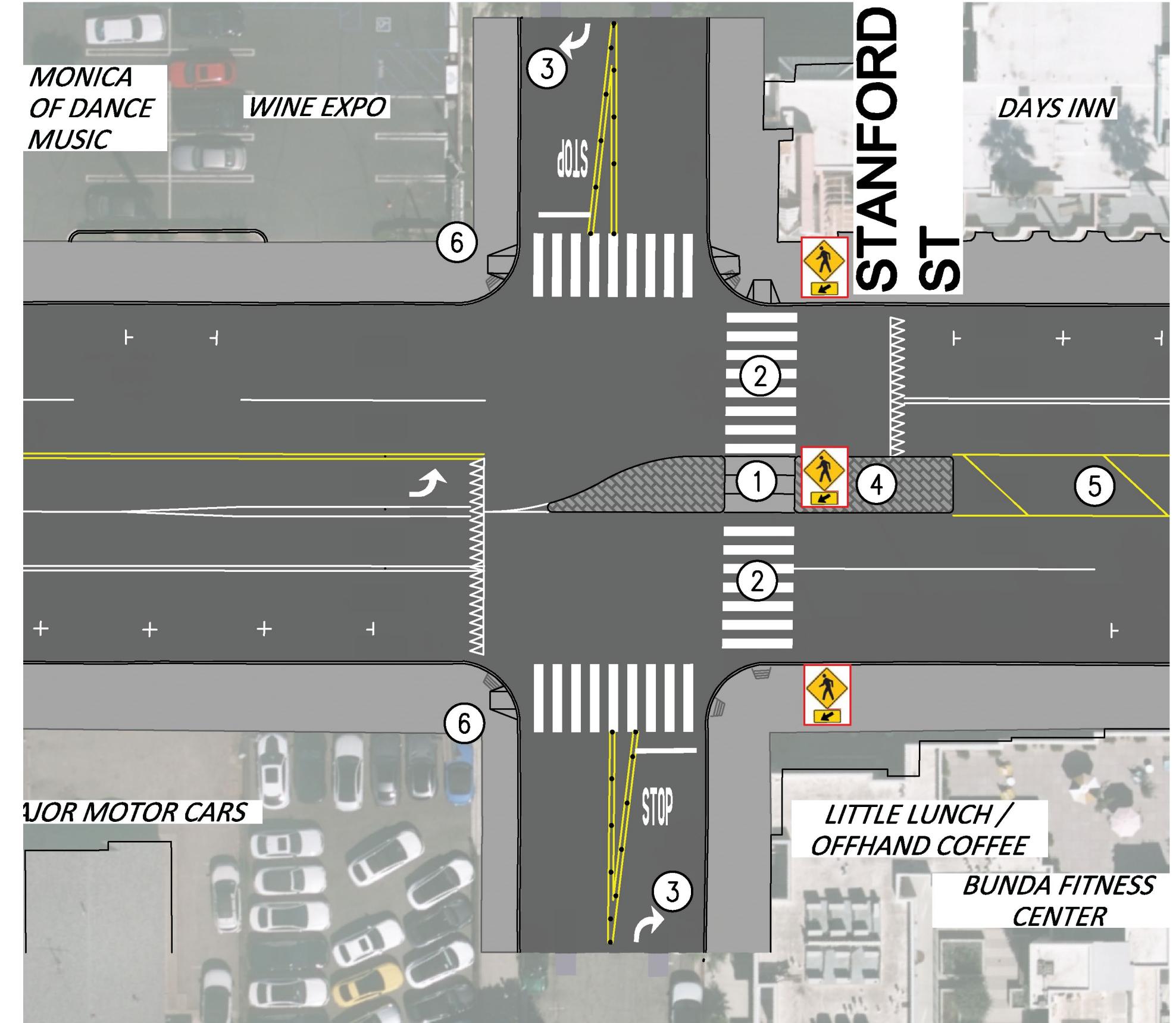
Stanford St.

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:

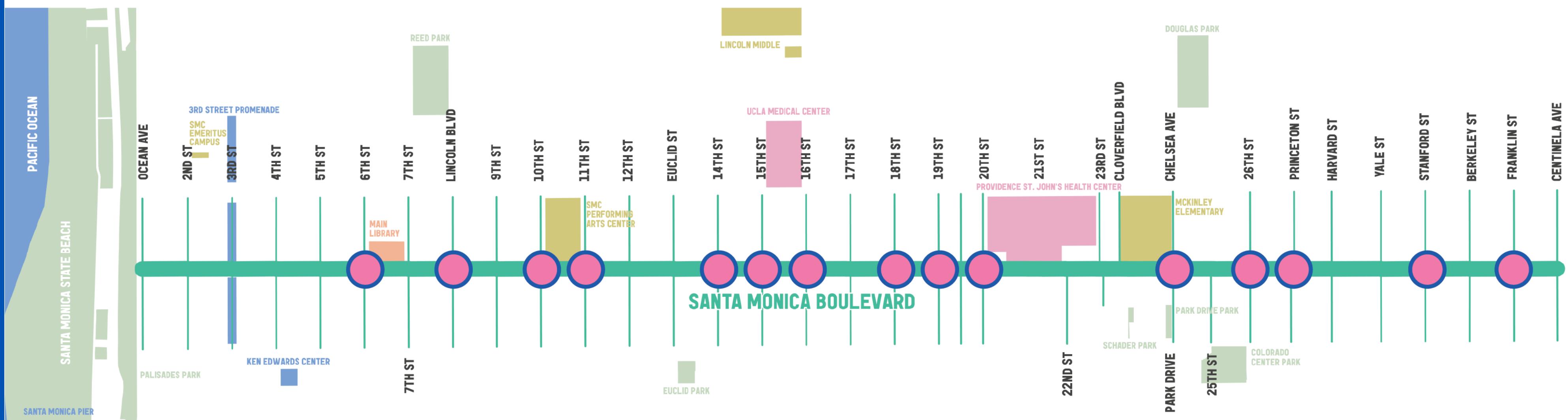
- Princeton St.
- Franklin St.
- Harvard St.



FOCUS INTERSECTION IMPROVEMENTS

FOCUS INTERSECTIONS FOR CONCEPT LEVEL PLANS

● Focus Intersection Location



TRANSIT IMPROVEMENTS

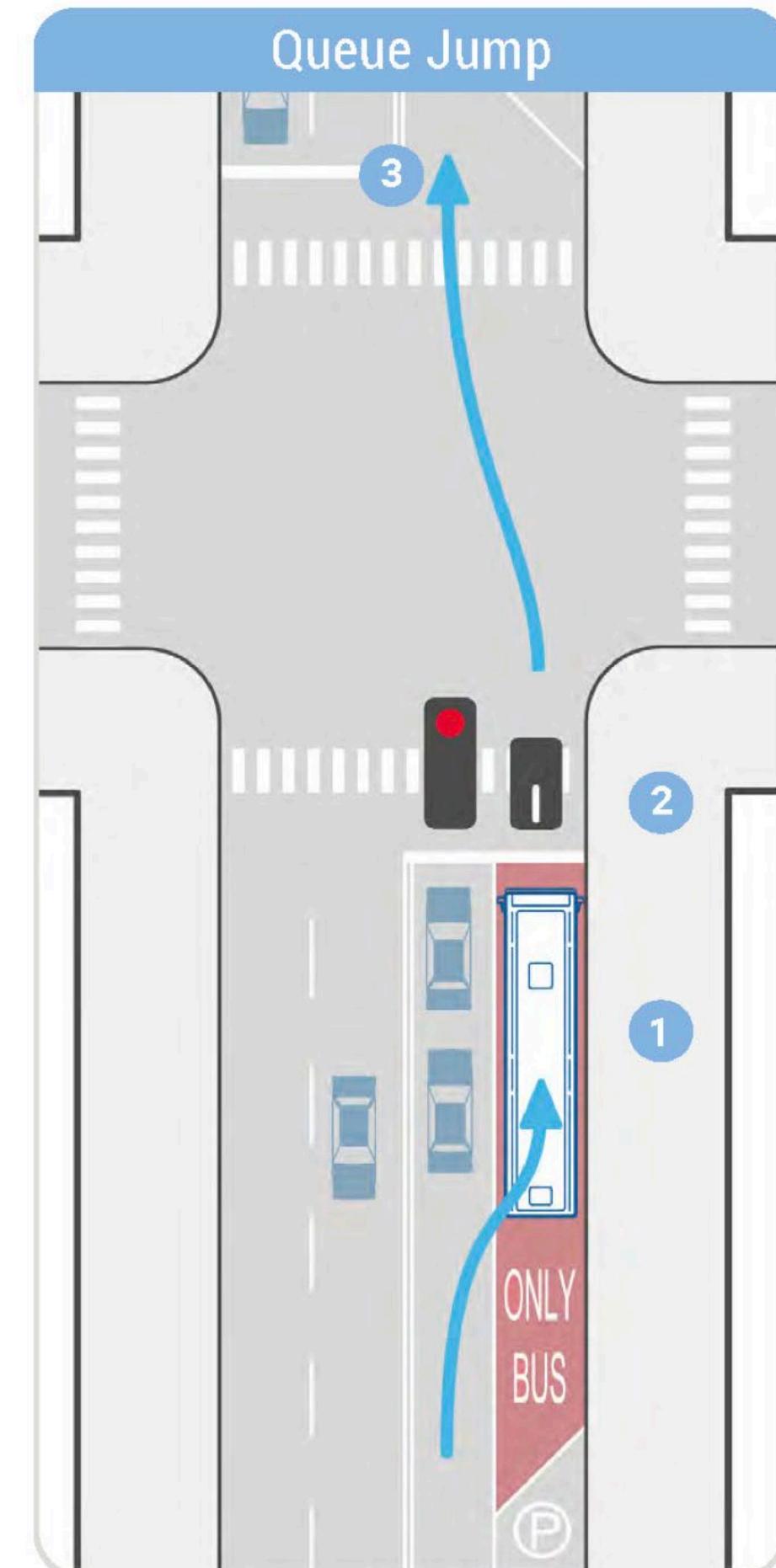
Proposed Improvements

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

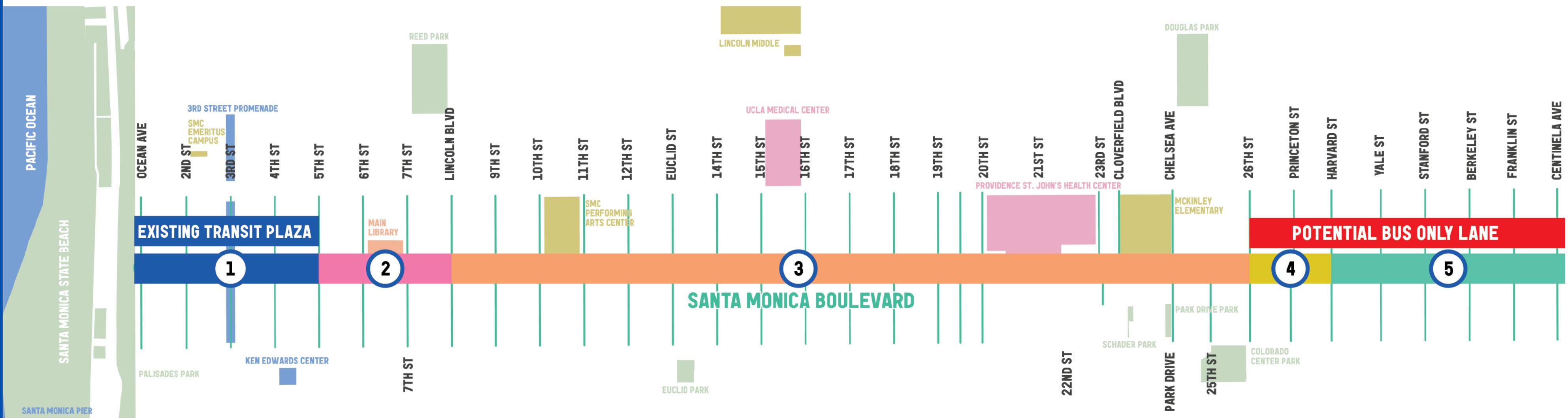
- Allows buses to bypass traffic at intersections.
- Locations: Lincoln Blvd., 26th St.



TRANSIT IMPROVEMENTS

CURB TO CURB STREET WIDTHS

- 1 42' - 0"
- 2 58' - 0"
- 3 63' - 0"
- 4 68' - 0"
- 5 76' - 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

