



# Wilshire Boulevard Safety Enhancements Project Overview



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## KEY COMMUNITY ENGAGEMENT ACTIVITIES

**17** presentations  
to Santa Monica Neighborhood Associations

**96** STREETPOLE BANNERS  
hung along Wilshire Corridor

Knocked on doors of over **260 businesses** on WILSHIRE BLVD

**40%** out of all comments

related to **DIFFICULT CROSSING CONDITIONS** on Wilshire Blvd

Collected and analyzed over **550 comments**  
related to specific safety issues along the corridor from direct emails,  
an interactive online map, and an in-person community workshop

SENT OVER **13,000 POSTCARDS**

to all residents, business, and property owners within  
a 1,000-foot radius of Wilshire Blvd



## KEY SAFETY ISSUES FROM THE COMMUNITY

The community outreach process resulted in specific comments and themes that identified safety concerns and ideas for Wilshire Boulevard. Key takeaways from this phase include a desire to do the following:

- **Improve crossing conditions for pedestrians, especially at uncontrolled intersections**
- **Address vehicles speeding and failing to yield**
- **Address vehicles parked in red curb zones, especially Uber/Lyft vehicles**
- **Address trucks loading outside of designated loading zones**
- **Address decreased visibility at dusk and at night for people walking and driving**
- **Add more left turn signals**
- **Add flashing beacons at crosswalks**



## KEY SAFETY ANALYSIS FINDINGS

At unsignalized locations, **20%** OF CRASHES INVOLVE A LEFT OR THROUGH movement originating from side streets, despite representing only **1%** OF OVERALL VOLUME

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Unsignalized intersections represent less than half of the overall intersections along the corridor but account for **89%** of the severe injuries to people walking & biking

**15%**  
OF NIGHTTIME CRASHES INVOLVE A MEDIAN STRIKE



OLDER SANTA MONICA RESIDENTS (>55 YEARS) REPRESENT **27%** OF THE CITY POPULATION but **70%** of the fatal and severe injury collisions on Wilshire Blvd

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**87%** of crashes at signalized intersections were vehicle-to-vehicle crashes.  
**42%** of these involve left-turning vehicles.

OBSERVED **sight line issues** due to vehicles parked in Red Zones



CROSSING WILSHIRE BOULEVARD AT 18TH STREET



WILSHIRE BOULEVARD + FRANKLIN STREET



POURING ASPHALT ON WILSHIRE BOULEVARD + 26TH STREET





ROADWAY PAVING IN PROGRESS AT WILSHIRE BOULEVARD + 26TH STREET



FRESH ASPHALT AND TEMPORARY ROADWAY MARKERS DURING CONSTRUCTION AT WILSHIRE BOULEVARD + 25TH STREET

# PAINT AND POST CURB EXTENSIONS



Paint and Post Curb Extension in Downtown Los Angeles

- **Enhanced pedestrian safety:** Shortens crossing distances, reducing the risk of accidents and improving overall safety for pedestrians.
- **Improved visibility:** Increases visibility for both drivers and pedestrians, enhancing awareness and reducing the chance of collisions.
- **Better traffic flow:** Discourages illegal parking or encroachment onto the curb area, promoting smoother traffic flow and reducing congestion.
- **Cost-effective solution:** Requires minimal infrastructure modifications, making it a budget-friendly option for urban planning initiatives.
- **To be installed at:** 9th Street, 10th Street, 12th Street, 16th Street, 18th Street, 19th Street, 21st Street, 22nd Street, 24th Street, Chelsea Ave, 25th Street, Princeton Street, Harvard Street, Stanford Steet, and Franklin Steet.

# RIGHT-TURN-ONLY RESTRICTIONS



Right-Turn-Only Restriction on Harvard Street at Wilshire Blvd

- **Minimized risk of accidents:** Reduces the risk of accidents by separating vehicle and pedestrian movements.
- **Statistical evidence:** Despite representing only 1% of the overall volume, 20% of collisions at unsignalized intersections involve a left turn or through movement.
- **Clearer traffic patterns:** Simplifies traffic flow throughout the entire corridor by limiting turning movements, leading to smoother and more predictable interactions.
- **Consistent enforcement:** Facilitates enforcement efforts by establishing clear regulations for right turns at unsignalized intersections.
- **To be installed at:** 9th Street, 10th Street, 12th Street, 18th Street, 19th Street, 21st Street, 22nd Street, 24th Street, Chelsea Ave, 25th Street, Princeton Street, Harvard Street, Stanford Street, and Franklin Street.

# PEDESTRIAN MEDIAN REFUGE



Pedestrian Median Refuge in Culver City

- **Expanded refuge area:** Creates a larger safe space for pedestrians to pause while crossing busy streets, reducing exposure to traffic and enhancing safety.
- **Offset intersections:** Median refuges improve visibility and mitigate the heightened dangers pedestrians face due to non-perpendicular road alignment, ensuring safer crossings by making pedestrians more visible to drivers from various angles.
- **Removing the westbound left-turn pocket:** Reduces vehicle-pedestrian conflicts and improves pedestrian crossing conditions on Wilshire Boulevard and operation of the higher volume eastbound left-turn movement. The design will allow emergency vehicles to make a westbound left turn if needed.
- **To be installed at:** 21st Street, 25th Street, and Harvard Street.

# FLASHING CROSSWALK BEACONS



Flashing Crosswalk Beacon in San Francisco

- **Enhanced pedestrian safety:** The high-intensity flashing lights of RRFBs significantly improve pedestrian safety at crosswalks by capturing driver attention, increasing awareness, and yielding compliance.
- **Compliance and driver yielding:** A study conducted by the Federal Highway Administration found these beacons improve driver yielding by 98%.
- **Complementary to other improvements:** Beacons work in harmony with the other pedestrian safety measures, collectively creating a comprehensive and cohesive pedestrian-friendly environment.
- **Scalability:** Beacons can be easily installed at various crosswalk locations, allowing for flexibility and adaptability to meet the specific needs of different intersections.
- **To be installed at:** 10th Street, 18th Street, 22nd Street, 25th Street, and Franklin Street.

# RED PAVEMENT AT BUS STOPS



Red Bus Stop on Main Street at Olympic Boulevard

- **Better transit service:** The presence of red pavement creates a clear visual distinction for the designated bus stop area, discouraging vehicles from parking or loading within the space. This helps prevent obstructions and improves transit service by ensuring unobstructed access for buses, enhancing efficiency, and reducing delays.
- **Driver awareness:** The prominent red color acts as a visual reminder for drivers to be aware of the bus stop, encouraging them to yield to buses and prioritize the safety of passengers.
- **Regional transit growth:** With the upcoming extension of the Metro Purple Line to Westwood, there is an anticipated increase in transit service on Wilshire Boulevard.
- **To be installed at:** 6th Street, Lincoln Boulevard, 11th Street, 14th Street, 17th Street, 23rd Street, 26th Street, Yale Street.

# INTERSECTION MARKINGS FOR BIKES



Intersection Markings for Bikes in Beverly Hills

- **Increased cyclist safety:** Intersection markings create designated spaces for bicycles, reducing conflicts with other vehicles and improving safety for cyclists by minimizing the chances of unexpected maneuvers or close encounters.
- **Promotes proper positioning:** Intersection markings encourage bicyclists to position themselves correctly in relation to other road users, facilitating safer and more predictable interactions at intersections.
- **Network connectivity:** Intersection improvements close gaps within the bicycle network, creating continuous routes and eliminating fragmented areas, allowing cyclists to travel smoothly and efficiently.
- **To be installed at:** 2nd Street, 6th Street, 11th Street, and 14th Street.



# MORE LOADING ZONES



Loading Sign on Ocean Avenue

- **Formalize Red Zones:** Red zone violations by short-term passenger and commercial vehicle loading, especially at the near side of intersections, limits the visibility of vehicles, pedestrians, and bicyclists and impacts bus stop access and performance.
- **Curbside Management:** Commercial and passenger loading will be accommodated by additional loading zones so that activity is not displaced into the travel lanes and/or adjacent neighborhoods.
- **Ongoing Evaluation:** City Staff will conduct a detailed evaluation of current utilization of the existing curb, with a focus on short-term uses. The study will result in actionable strategies and measures to better serve the evolving and diverse needs of the corridor.
- **To be installed at:** Corridor Wide

## PHASE 2



Senior Citizens Crossing 16th Street at Wilshire Boulevard

- **Hot Spots:** Specific intersections were identified due to their unique crash history, geometric conditions, proximity to community resources, and/or City Staff observations and community input.
- **Traffic Signals** will be installed at 16th Street and Chelsea Avenue.
- **Concrete Curb Extensions** will be installed at 16th Street, 18th Street, 21st Street, 22nd Street, Chelsea Avenue, 25th Street, and Harvard Street.

# CONSTRUCTION TIMELINE



# ***QUESTIONS***

**Jack Moreau**

Senior Transportation Planner  
Jack.Moreau@santamonica.gov

