Action Plan as Commitment

• Expo Light Rail
• Vision Zero
• 8-80 Community
• Mobility Strategic Goal

• Actions:
  • How we prioritize and fund projects
  • Creating leadership and capacity to implement practice and program change
Community Themes

• Walking is part of the sustainable Santa Monica lifestyle and enhances wellbeing
• More pedestrians of all ages and fewer collisions
• Making the connections, removing the obstacles
• A shared priority, a shared responsibility
Community Engagement

KEY PUBLIC ENGAGEMENT EFFORTS

- Community Surveys
- Public Workshops
- Online Forums
- Broadcasting
Community Engagement

- Senior Communities Commission: DEC 2012
- Parks and Recreation Commission: JAN 2013
- Disabilities Commission: DEC 2012
- Santa Monica Chamber of Government Affairs: JAN 2013
- Downtown Santa Monica, Inc.: JAN 2013
- Public Workshop: JAN 2013
- Sustainability Advisory Team: DEC 2013
- Commission for the Senior Community: JAN 2014
- Disabilities Commission: MAR 2014
- Public Workshop: SEPT 2014
#1 Resolve conflicts between pedestrians, bicyclists and skateboarders by providing better bike facilities, enforcement and education

#2 Improve pedestrian safety with enhanced crossing treatments

#3 Enforce laws to reduce dangerous driving, i.e. speeding, rolling stops, talking/texting on cell phones

#4 Widen sidewalks, parkways, and/or narrow roadways

#5 Improve pedestrian safety at crossings by adding crossing treatments, such as crosswalks, stop signs and curb ramps
Plan Goals

- Vision Zero
- A Healthy Community
- Community Compassion
- Sustainability Stewardship
- Walking as a 1st Choice
- Barrier-Free Network
- Pedestrian Awareness and Education
- Coordinated City Efforts
Vision Zero...

...a strategy to strive to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.
Vision Zero…

Council Action, March 17, 2015:

• Reaffirm that pedestrian and bicycle mobility and safety are of the utmost importance by pursuing a multi-departmental approach to complete streets and safety

• The goal of complete streets is to make streets safe and convenient for all road uses and for people of all ages and abilities

• Santa Monica's Bicycle Action Plan and Pedestrian Action Plan should incorporate best practices from complementary initiatives such as Vision Zero (no loss of life acceptable), and 8-80 Cities (if a city works for persons who are 8 years old and 80 years old, it will be good for all).
Analysis of Santa Monica Conditions

1. Walking in Santa Monica
2. Physical Conditions
3. Performance
4. Transit
Anticipating Demand

- Demographics
  - Social Equity: Zero-Car Households, Low Income, Minority Population
  - Where People Live: Population Density, Assisted Living

- Land Use Mix
  - Where People Work: Employment Density
  - Where People Play: Retail Areas, Parks, Pier, Beach, Civic Amenities
  - Where People Learn: Child Care Centers, Public/Private Schools, Colleges and Universities
  - Where People Access: Bus and Light Rail

- Special Districts
  - Pedestrian Districts: Major Boulevards, Downtown

- Other Factors
  - Pedestrian Activity: 2011 Pedestrian Counts
  - Physical Geography: % Slope

Psi Demand Analysis
Assessing Supply
The greatest need for pedestrian improvements are clustered around the City’s three Expo light rail stations:
Wellbeing
Addressing Safety

- Who
- Where
- What
- Why
Who is affected by collisions?

![Bar chart showing percentage of Santa Monica Population and Percentage of Injuries that are Fatal or Severe across different age groups.](chart_image)
Where are collisions happening?
When are collisions happening?

**Pedestrian Injury Collisions by Time of Day**

![Bar chart showing the number of pedestrian injury collisions by time of day. The chart indicates that collisions are more frequent during the evening hours.]
Why are they happening?

Table 4.1 Distribution of common primary collision factors (PCF) in pedestrian involved collisions (Source: SWITRS 2001-2010: PCF missing for 154 collisions; PCFs accounting for less than 2% of collisions excluded

<table>
<thead>
<tr>
<th>MOTOR VEHICLE AT FAULT (RESPONSIBLE FOR 70% OF COLLISIONS)</th>
<th>%</th>
<th>PEDESTRIAN AT FAULT (RESPONSIBLE FOR 28% OF COLLISIONS)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Failure to Yield Right of Way at Crosswalk</td>
<td>50%</td>
<td>Pedestrian Violation</td>
<td>27%</td>
</tr>
<tr>
<td>Unsafe starting or backing</td>
<td>5%</td>
<td>Failure to Yield Right of Way to Automobile</td>
<td>2%</td>
</tr>
<tr>
<td>Unsafe turning movement</td>
<td>3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unsafe speed</td>
<td>3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driving under the influence of alcohol or drugs</td>
<td>2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Violation of traffic signals or signs</td>
<td>2%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
How are they happening?

<table>
<thead>
<tr>
<th>Motorist Action</th>
<th>Signalized Intersections</th>
<th>Intersections Where Only One Street Has Stop Signs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proceeding Straight</td>
<td>27%</td>
<td>64%</td>
</tr>
<tr>
<td>Making Left Turn</td>
<td>40%</td>
<td>6%</td>
</tr>
<tr>
<td>Making Right Turn</td>
<td>23%</td>
<td>6%</td>
</tr>
<tr>
<td>Backing Up</td>
<td>4%</td>
<td>8%</td>
</tr>
<tr>
<td>Other</td>
<td>6%</td>
<td></td>
</tr>
</tbody>
</table>
Prioritizing Transit Access – Expo and Beyond

1. Colorado at Ocean
2. Colorado at 4th
3. Lincoln at Pico
4. Lincoln at Ocean Park
5. Wilshire at 14th
6. Wilshire at 26th
7. Santa Monica at 20th
8. Colorado at 17th
9. Olympic at 26th
10. Pico at 18th
Proposed Actions

- Walking Patterns
- Walking Facilities
- Safety
- Feedback
- Vulnerable Populations
- Transit
Proposed Actions

- Practices
- Programs
- Built Projects
Planning Commission Recommendations

Prioritize Actions Based on Safety, Expo and Schools

Simplify Monitoring and Evaluation

Recommended Changes in Errata Sheet + Community Feedback
Practices

Immediate
- Reduce Speeds
- Prioritize Pedestrians in Projects
- Document Decisions

Future
- Resident Concerns
- Data Collection
- Vulnerable Populations
- Performance Monitoring
- Day-to-Day Activities
- State of the Art Technology
Programs

Immediate

Vision Zero Santa Monica  Safety Campaigns  Safe Routes to Schools  Wayfinding, Routes, Signs, Maps  Safe Routes for Seniors

Future

Walk Like a Local  Open Streets  Work Zone Safety  Walk Downtown  Group Events  Activate Streets  Public Improvements  Pedestrian Lighting
Projects

Citywide Projects
City of Santa Monica
Pedestrian Action Plan

Project Priority
- Five Year
- Ten Year
- Fifteen Year

Project Type
- Corridor
- Intersection
- School area improvement
- Metro Station

Data obtained from the City of Santa Monica
Map created December, 2015
5 Year

Olympic Boulevard: Sidewalk east of Stewart Street
10 Year

Pico Boulevard: 17th Street to Cloverfield Boulevard
15 Year

Santa Monica Blvd: Streetscape 26th St. to Centinela Ave.
Projects Compared to Crashes
5 Year

- Added projects based on Planning Commission Direction
- $31.8M Funded
  - Includes Pier Bridge
- $7.8M Unfunded projects + LinC project
Projects

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Data obtained from the City of Santa Monica
Map created December, 2015
Monitoring and Evaluation
Indicators: Vision Zero

- Number of Pedestrian fatalities and severe injury collisions
- Number of School Site Access Improvements
- Change in Vehicle Speeds on high priority pedestrian corridors
- Number of traffic-related pedestrian collisions per 1000 population counts
- Number of K-12 Students Participating in Safe Routes to School Activities
## Indicators: Mode Share

<table>
<thead>
<tr>
<th>Walk Trips as % of All Trips</th>
<th>Walk Trips as % of Work Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of SM employees reporting they walk to work</td>
<td>Number of Students walking on Bike It Walk It Day</td>
</tr>
</tbody>
</table>
Indicators:
Capital Improvements

- Number of pedestrian-oriented enhancement projects
- Citizen Rating of Downtown Pedestrian Environment
- Juried Walkable Communities Score
Next Steps

• Citywide Effort
• Coordinate with Mobility Strategic Goal
• Work to implement 5 year projects
• Actively incorporate into future work plans
  • Bike Action Plan as model
• Additional Items
Council Action

- Adopt resolution
- Adopt Pedestrian Action Plan
- Additional Direction