

Traffic Calming on the Arterial: Safe Streets are Great Streets



Fatalities The Big Picture

The National Picture

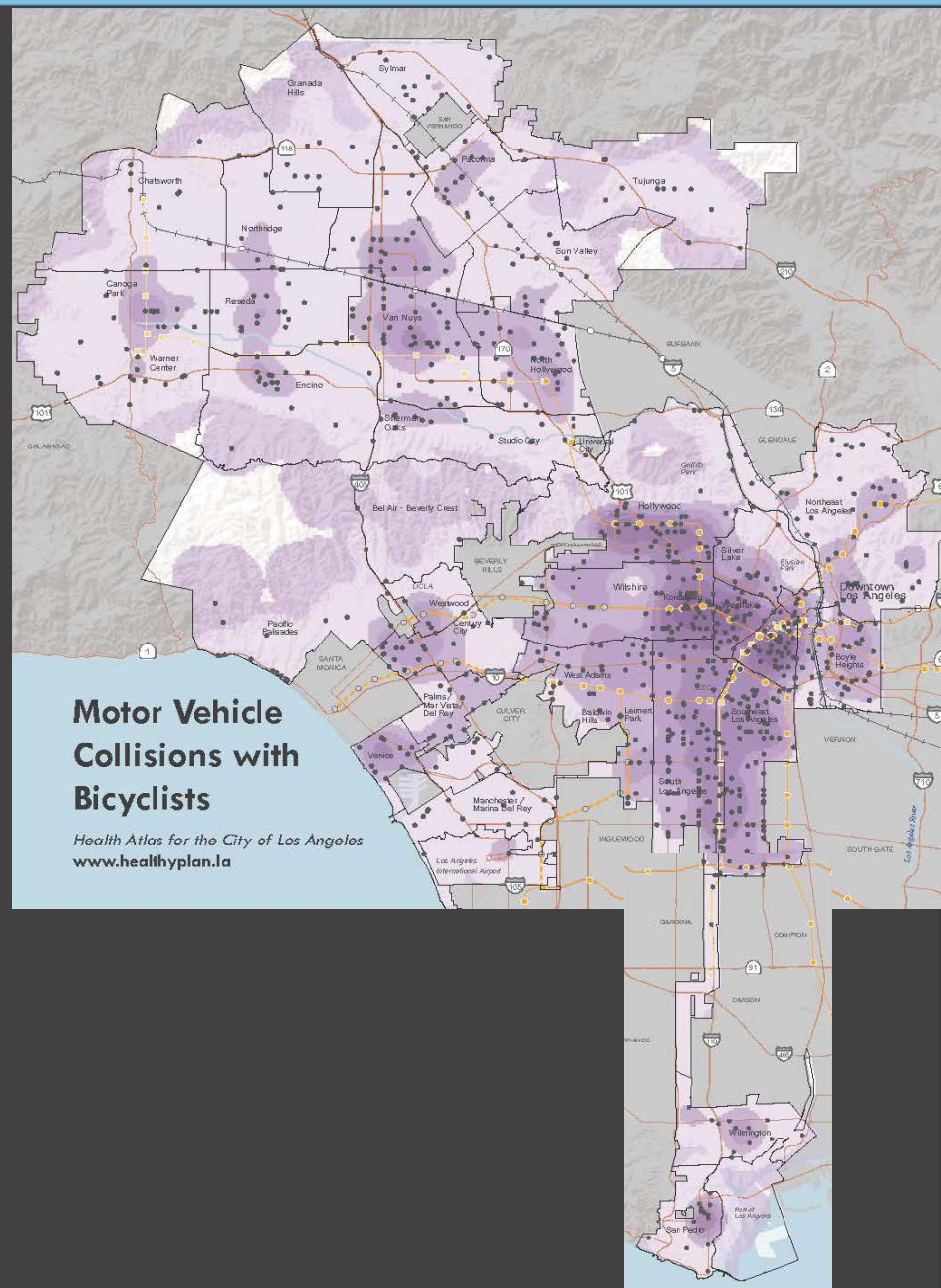
Vehicle crash fatalities

- Just in 2012: 30,800
- On par with gun-related deaths and 3x greater than gun-related homicides
- Bicycles and Pedestrians = 12.6% of fatal crashes

Los Angeles

An average of 82 pedestrians are killed in collisions with motor vehicles per year, accounting for 44% of all deaths from traffic crashes in the city.

3rd leading cause of preventable death in LA County, single highest for children under 4.



Design Speed vs. Operating Speed

Wide streets are designed to accommodate higher speeds than posted



Operating vehicles at high speeds creates unsafe conditions for everyone

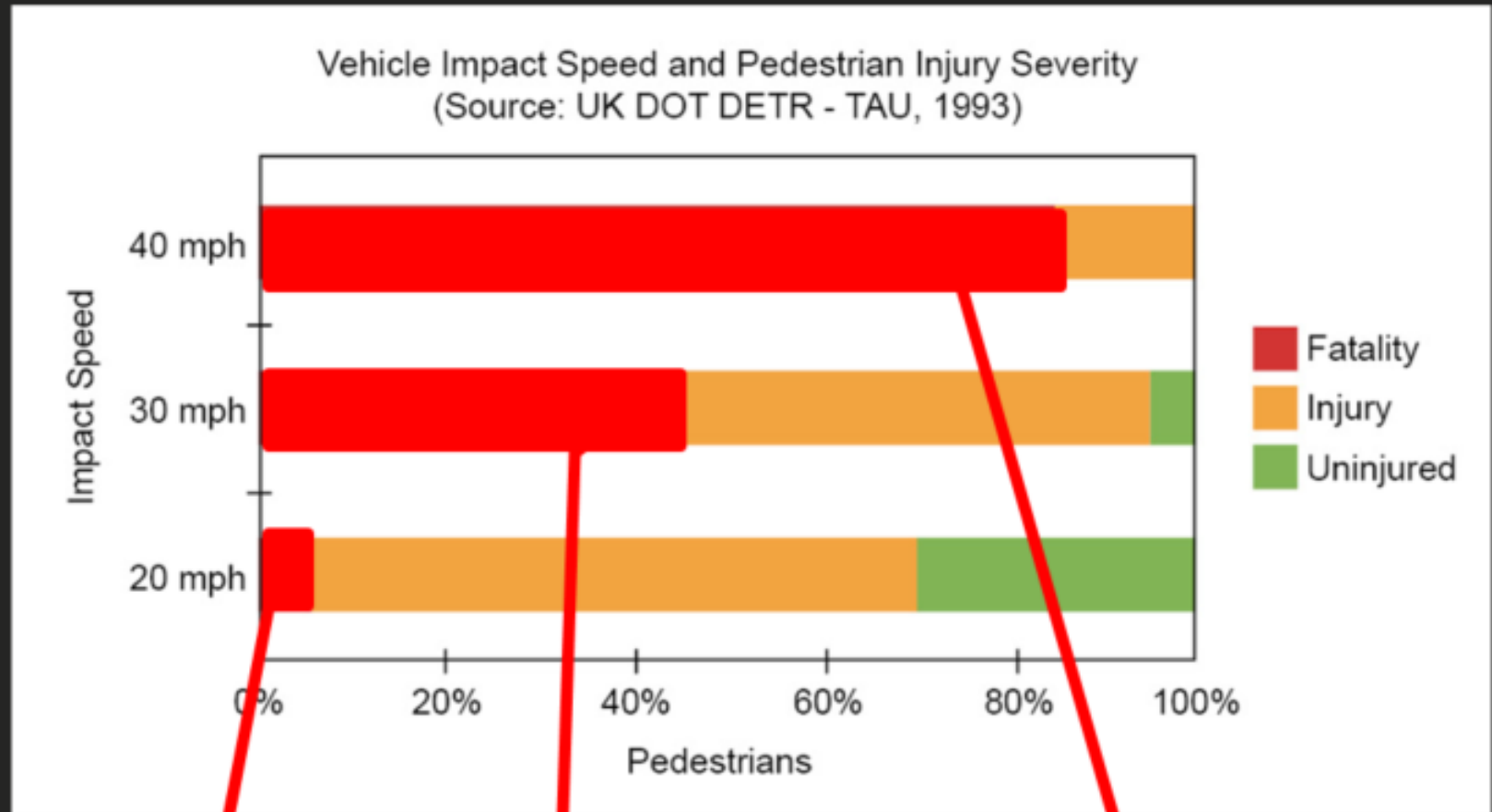


The Impacts of Travel Speed on Human Life

40 MPH

30 MPH

20 MPH



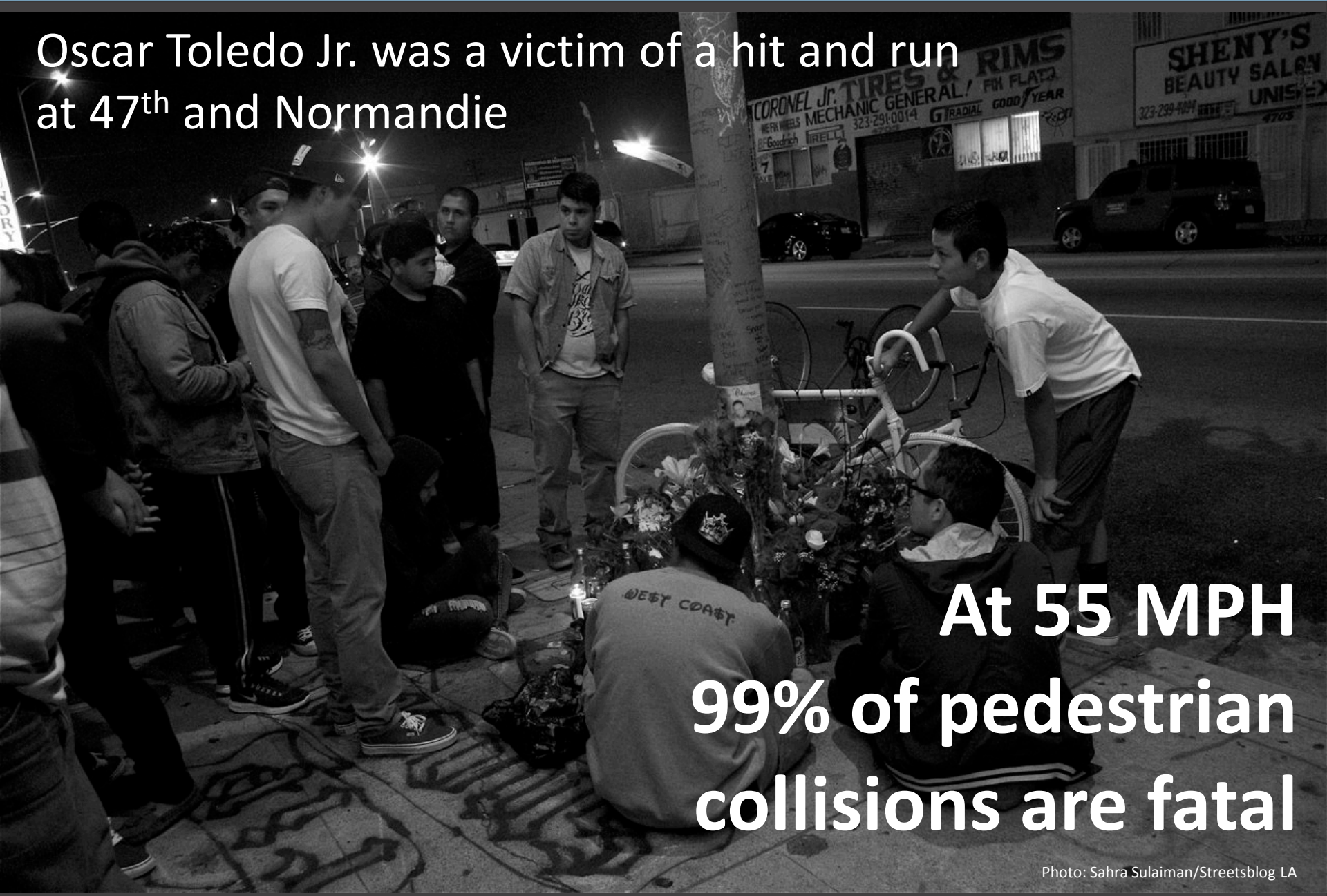
5% fatal

40% fatal

80% fatal

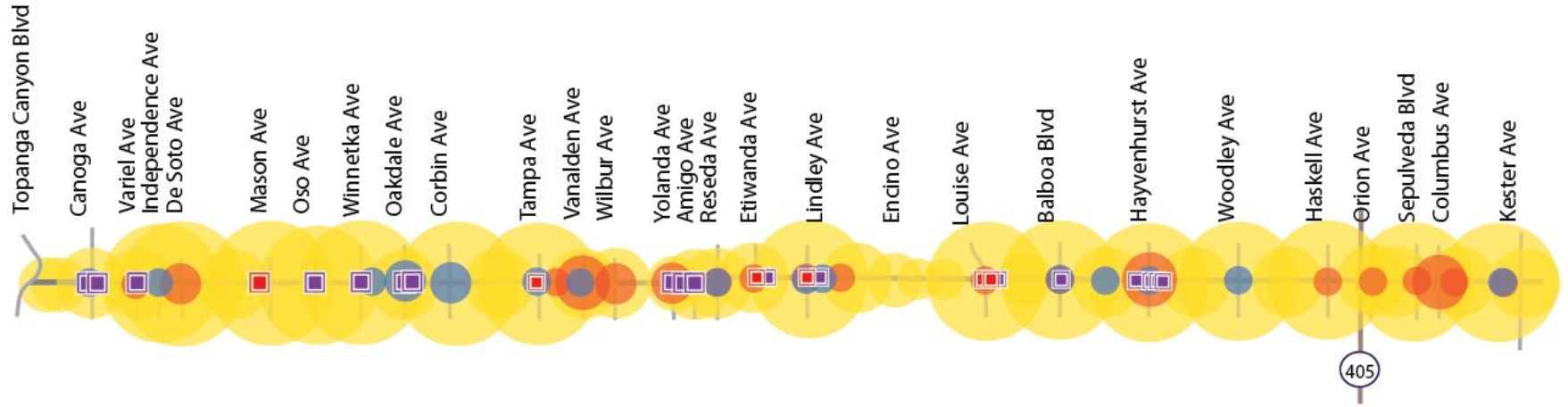
The Impacts of Travel Speed on Human Life

Oscar Toledo Jr. was a victim of a hit and run
at 47th and Normandie



**At 55 MPH
99% of pedestrian
collisions are fatal**

Parthenia Study Corridors Collisions



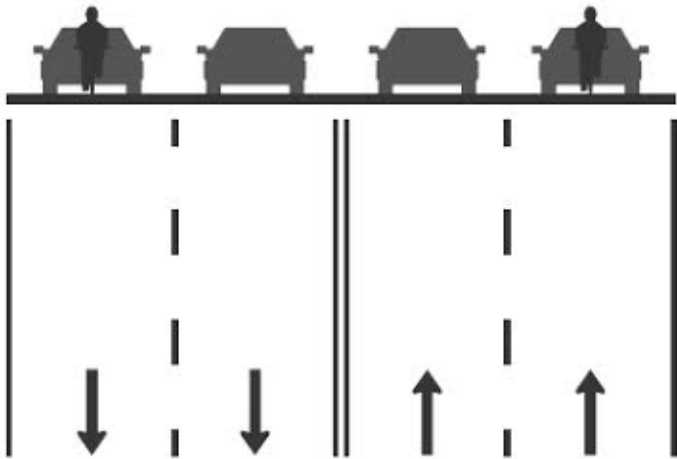
STREET	1ST CROSS STREET	2ND CROSS STREET	MILEAGE	TOTAL ALL COLLISIONS*	PED AND BIKE COLLISIONS	ANNUAL TOTAL COLLISIONS PER MILE	ANNUAL PED + BIKE COLLISIONS PER MILE
Parthenia St.	Topanga Canyon Blvd.	Kester Ave.	8.4	431	42	10.3	1.0
Woodman Ave.	Roscoe Blvd.	Sherman Wy.	1.4	128	15	18.3	2.1
Citywide (Arterial Roads)			2600	80230	15991	6.2	1.2

*includes vehicle, pedestrian, and bicycle collisions

Road Diets A Solution for Safety

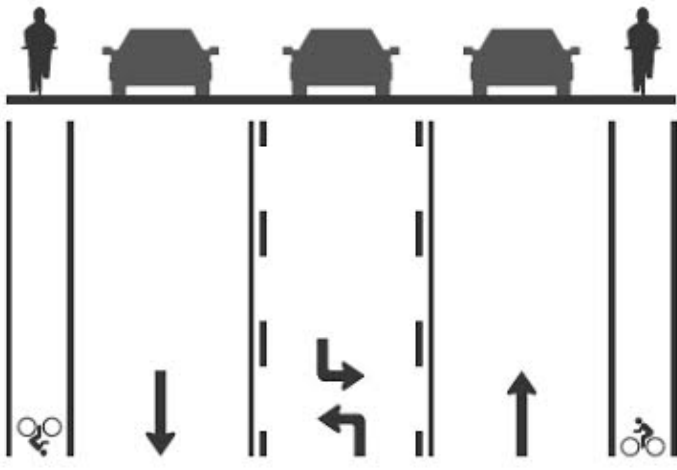
Pre-Road Diet

Two auto lanes in each direction, shared with bicycles



Post-Road Diet

One auto lane and one bike lane in each direction, plus a center turn lane



Standard 4-3 Road Diet

- Throughput increased to 100%
- Emergency Vehicles now have use of center lane



Road Diets Yield New Opportunity

BENEFITS

- Reduced vehicle speeds
- Improved mobility and access
- Reduced collisions and injuries
- Improved livability and quality of life



Metro Jacksonville

Safety in Numbers



Examples in Other Cities

NEW YORK CITY

Goals

- Design for **safety**
- Design for **all users** of the street
- Design **great public spaces**

Metrics

- Crash and injury rates for all users
- Volume of vehicles, transit riders, bicyclists, and pedestrians
- Traffic speed and travel times
- Economic vitality and business growth
- User satisfaction
- Environmental and public health

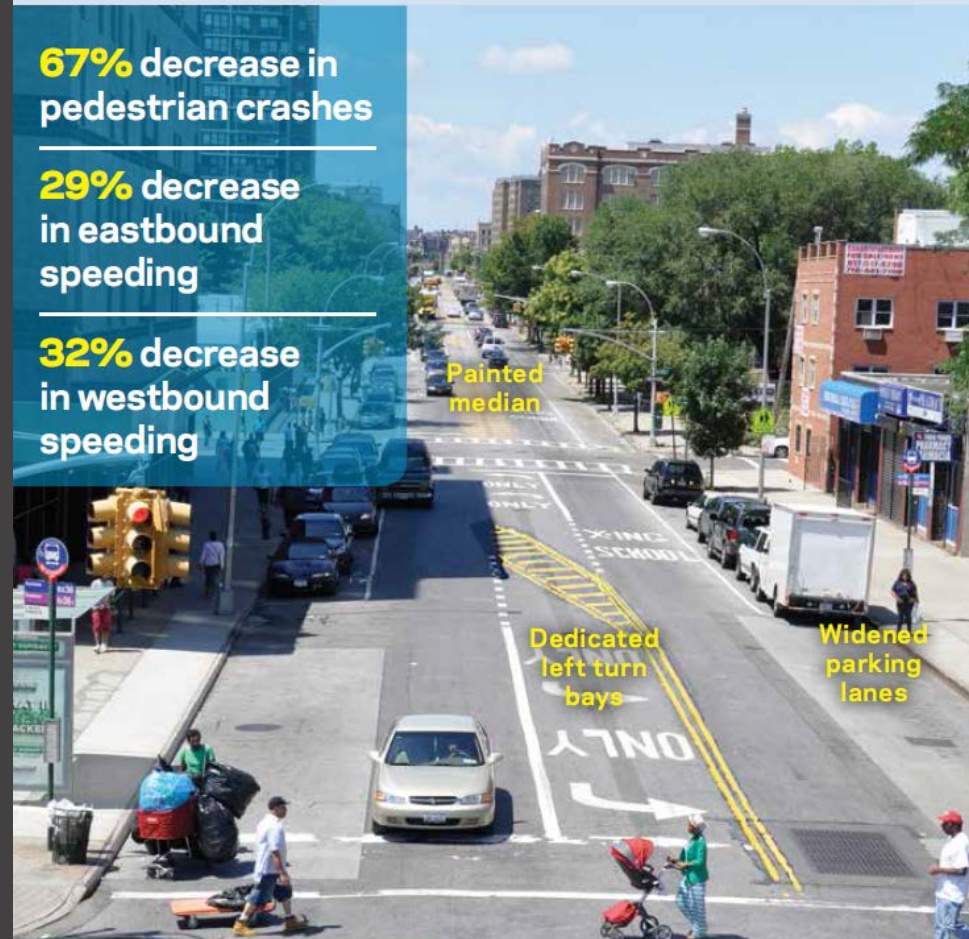
*Adapted from Measuring the Street: New Metrics for 21st Century Streets
(New York City DOT)*

Neighborhood traffic calming: East 180th Street (Bronx)

67% decrease in
pedestrian crashes

29% decrease
in eastbound
speeding

32% decrease
in westbound
speeding



Los Angeles Road Diets

YORK BL REVIVAL

- Standard 4-3 Road Diet
- Study revealed no negative impact on local business retail sales (McCormick 2012)

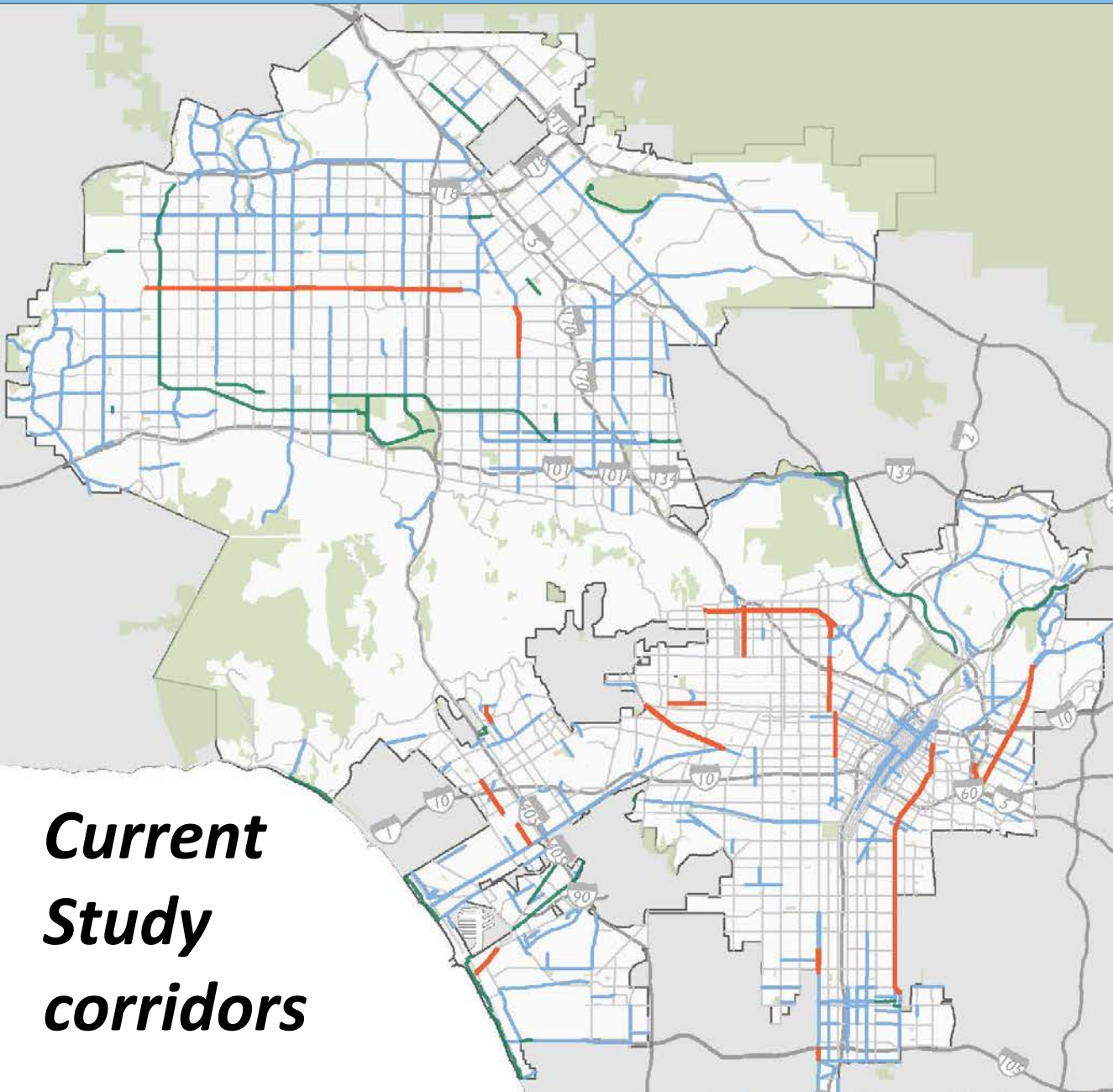


COLORADO BL COMPLETE STREET

- Buffered Bike lane implementation
- Pedestrian improvements
- Full study of safety and economic impacts of road reconfiguration under way



Safe Streets Study Corridors



***Current
Study
corridors***

Second Year Study Corridors for Review

- Study Corridor
- Existing Bike Lanes
- Existing Bike Paths

Source: LADOT Bike Program

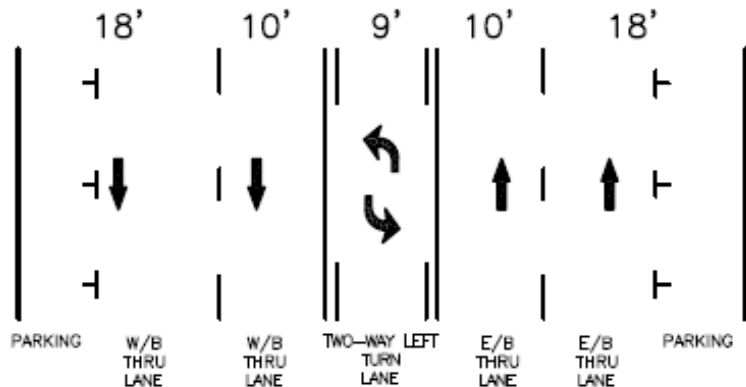


Proposed Cross Section: Parthenia Street



from Topanga Canyon Blvd to Lurline Ave – 65' width

EXISTING



OPTION

