SAFER STREETS FOR LOS ANGELES

Bicycle lanes and other street enhancements can help make every street a safe and attractive place to drive, ride, and walk.

LADOT BIKE PROGRAM

Los Angeles Department of City Planning

How do we measure street safety?

Collisions, injuries, and fatalities for motorists, pedestrians, and cyclists

Vehicle traffic speed: moving traffic evenly -- not too slowly, not too fast

Volume of vehicles, transit passengers, pedestrians, and cyclists

How do pedestrian and bicycle amentities increase street safety?

Bicycle lanes on arterial streets reduce risk of serious injures by about 30%, and fully-protected **cycle tracks** can reduce risk of injury as much as 90%. Safety can be further improved through other enhancements including dedicated bicycle signals, bicycle boxes, and demarcated areas to facilitate turns at intersections.

Pedestrian enhancements (e.g. enhanced sidewalk markings, bulb-outs, pedestrian refuge islands, and signilazation) can reduce speeds and shorten crossing distances for pedestrians, especially when accompanied by narrowed lane widths.

What are the 2010 Bike Plan's goals for improved safety?

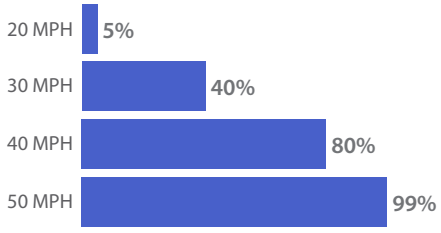
Reduce the number of collisions for all road users, including pedestrians, bicyclists, transit users and motorists.

- 36,000 Angelenos are injured or killed in motor vehicle collisions per year, and 48% of fatalities are pedestrians and bicyclists.

Make bicycling an attractive and safe travel option.

- Perception of safety is one of the most important obstacles to choosing bicycling as a travel mode.

PEDESTRIAN FATALITIES BY VEHICLE IMPACT SPEED



How can Great Streets be safe streets?

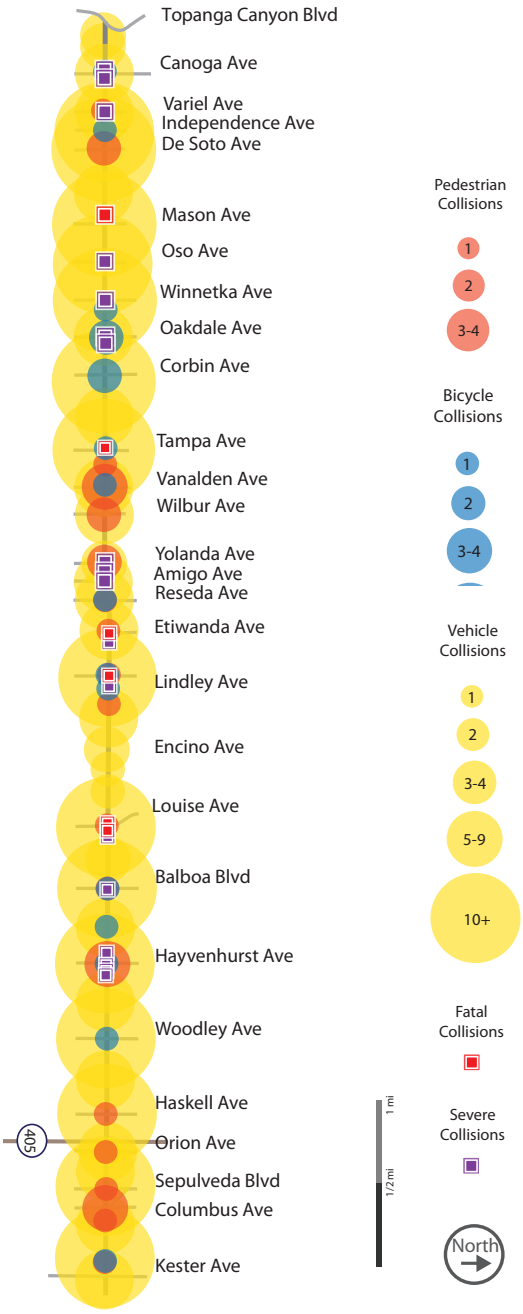
A Great Street can be a *Complete Street*, which is designed to provide safe, attractive, and convenient travel for *all* street users including pedestrians, bicyclists, transit riders, and motorists.

A Complete Street is one which utilizes traffic calming techniques for safer vehicle speeds and increased driver awareness

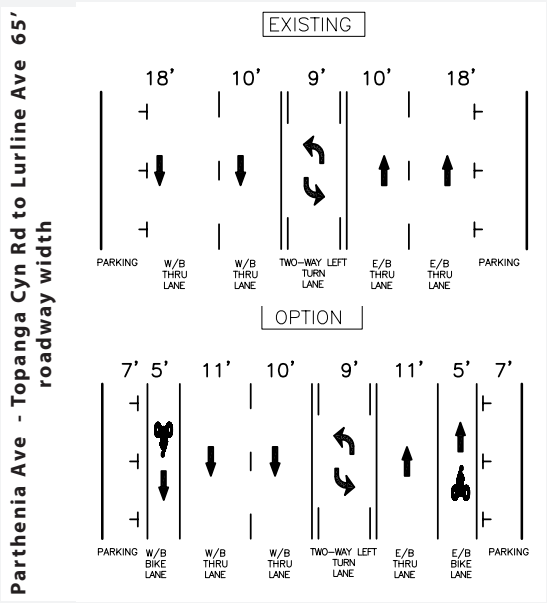
- ***Speed kills.*** Pedestrian and bicyclist fatality rates increase exponentially with higher vehicle speeds.
- ***Safety in numbers.*** Motorists drive more slowly and with increased awareness when bicyclists and pedestrians are around in higher numbers.
- ***Designing for safety.*** The design of streets (e.g. lane widths, turn radii) dictate travel speeds. Designing streets for higher travel volumes and high design speeds encourages higher rates of speeding.

For more information and latest updates, visit **thelabikeplan.org** and find out more about Great Streets LA at **lamayor.org/greatstreets**

PEDESTRIAN, BICYCLE, AND VEHICLE COLLISIONS, 2007-2011



"ROAD DIETS"



What is a Road Diet?

- Reduces traffic lanes, typically one or two.
- Adds a center turning lane.
- Reduces the amount of possible vehicle conflicts.
- Often includes adding bicycle facilities and improved pedestrian crossings.

Why a Road Diet?

- Reduces traffic speeds.
- Increases driver awareness of cyclists and pedestrians.
- Center turn lane provides safer turns for drivers.
- Improves safety: After a road diet was installed on York Boulvard in Los Angeles, collisions were reduced 23.3% and injuries were reduced 27.6%.

TO DATE, 51.5 MILES OF ROAD DIETS HAVE BEEN COMPLETED IN LA.

PEDESTRIAN, BICYCLE, AND VEHICLE COLLISIONS, 2007-2011

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**